C I T Y O F F O R T P I E R C E

CITY COMMISSION AGENDA

Regular Meeting - Monday, March 3, 2025 - 5:05 p.m.
City Hall - City Commission Chambers, 100 North U.S. #1, Fort Pierce, Florida

1. **CALL TO ORDER**

2. **OPENING PRAYER -** Dr. Rick Carraway with Life Changing Ministries for Jesus Inc

3. **PLEDGE OF ALLEGIANCE**

4. **ROLL CALL**

5. **APPROVAL OF MINUTES**

   a. Approval of Minutes from February 18, 2025 Regular Meeting.

   b. Approval of Minutes from February 19, 2025 Special Meeting.

6. **PROCLAMATIONS**

   a. Flood Awareness Week Proclamation

   b. Arbor Day Proclamation

7. **LETTERS TO COMMISSION**

   a. Correspondence from Michael Sickenius commending Public Works employee Collin Sibbley for his excellent work at Jaycee Park.

8. **ADDITIONS OR DELETIONS TO AGENDA AND APPROVAL OF AGENDA**

9. **COMMENTS FROM THE PUBLIC ON AGENDA ITEMS NOT REQUIRING PUBLIC HEARINGS**

Any person who wishes to comment on an agenda item which is not under Public Hearings on the Agenda may be heard at this time and must sign up to speak in advance. Please limit your comments to three (3) minutes or less, as directed by the Mayor, as this section of the Agenda is limited to thirty minutes. The City Commission will not be able to take any official actions under Comments from the Public. Speakers will address the Mayor, Commissioners, and the Public with respect. Inappropriate language will not be tolerated.

10. **MISCELLANEOUS REPORTS**

11. **CONSENT AGENDA**

a. Approval of the amended interlocal agreement for the Downtown Fort Pierce Smart City Initiative.

b. Approval of travel for Commissioner Johnson to attend the St. Lucie County Legislative Conference in Tallahassee, Florida from April 01, 2025, to April 03, 2025, in the amount of $1838.41.

c. Approval of Piggyback Agreement with Mastec for the IRD Electrical Relocation portion of Bid No. 2024-016 in the amount not to exceed $194,740.94.

12. **PUBLIC HEARINGS**

Quasi-Judicial Hearings follow a strict set of rules and procedures which can be found on the City's website using this link: https://www.cityoffortpierce.com/DocumentCenter/View/6740/Quasi-Judicial-Procedures. All Quasi-Judicial decisions by the City Commission must be based on competency substantial evidence. Competent substantial evidence is evidence which will establish a substantial basis from which the fact at issue can reasonably be inferred. It includes fact or opinion evidence offered by an expert on a matter that requires specialized knowledge and that is relevant to the issues to be decided. It is evidence a reasonable mind could accept as having probative weight and adequate to support a legal conclusion. Hypothetical, speculative, fear or emotion based generalized statements that do not address the relevant issues and that cannot be reasonably said to support the action advocated, are not competent substantial evidence.

a. Quasi-Judicial Hearing - Ordinance 25-003: Review and approval of a proposed amendment to the City's Code of Ordinances of the City of Fort Pierce, Florida, at Chapter 125-Zoning, Article III - Establishment of Zones, Section 125-157 - Designation of Overlay Districts, creating Subsection (3) - Port Overlay District, to establish the Port Overlay District (POD) and Port Overlay District Areas (PODA); Providing for a severability clause, repealing all ordinances or parts thereof in conflict, providing for an effective date. FIRST READING.

b. Legislative Hearing - Ordinance 25-006 Establishing the Symphony Lakes Community Development District. SECOND READING

c. Legislative Hearing - Ordinance 25-012 - Review and approval for a Voluntary Annexation by applicant Transamerica Construction Company and Culpepper & Terpening, Inc, to extend the territorial limits of the City of Fort Pierce, Florida, to include one (1) parcel at or near the intersection of South Market Ave and Oleander Avenue; Parcel ID: 2434-601-0062-000-6. - SECOND READING

d. Legislative Hearing - Ordinance 25-013: Review and approval of an amendment to the City's Zoning Atlas to rezone six (6) parcels generally located on Energy Lane and containing approximately 108.78-acres from Light Industrial (I-1) to Planned Development (PD). SECOND READING.

13. **CITY COMMISSION**

a. Resolution 25-R18 Designating an Interim City Manager

b. Discussion regarding City Manager contract.

14. **COMMENTS FROM THE PUBLIC**

Any person who wishes to comment on any subject may be heard at this time. Please limit your comments to three (3) minutes or less, as directed by the Mayor, as this section of the Agenda is limited to thirty minutes. The City Commission will not be able to take any official actions under Comments from the Public. Speakers will address the Mayor, Commissioners, and the Public with respect. Inappropriate language will not be tolerated.

15. **COMMENTS FROM THE CITY MANAGER**

a. Reports

16. **COMMENTS FROM THE COMMISSION**

17. **ADJOURNMENT**

Immediately following adjournment, please move toward the doors and exit the chambers. This allows for the safe and courteous exit of all persons, and those on the dais. Conversations after the meeting should be held outside of chambers, in the foyer or elsewhere, but not in the commission chambers where lights will be out as soon as the chambers are empty.

Pursuant to Sec. 2-49, Fort Pierce Code of Ordinances, persons desiring to place an item on the agenda may make written request to the city manager no later than 5:00 p.m. fifteen (15) days preceding the regular city commission meeting. Such request must state the subject matter of the individual's appearance and should include any background materials pertinent to the issue. The city manager shall review the request to determine if the item might be handled administratively or whether the subject matter is an item of city business. If appropriate, the city manager shall submit the item for placement on the agenda to the city clerk no later than 5:00 p.m. ten (10) days preceding the regular city commission meeting. The mayor may impose a time limitation of five (5) minutes, or allow such additional time he or she determines necessary and appropriate for such person to make presentation. All reports, communications, ordinances, resolutions, contracts, documents or other materials to be submitted to the commission shall, no later than 12:00 noon on Wednesday prior to each meeting, be delivered to the city clerk and furnish each member thereof with a copy of the same prior to the regular meeting.

Pursuant to Section 286.0105, Florida Statutes, the City hereby advises you that if you or another person decide to appeal any decision made by the City Commission with respect to any matter considered at its meeting or hearing, that you or said person will need a record of the proceedings, and that for such purpose, affected persons may need to insure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. This notice does not constitute consent by the City for the introduction or admission into evidence of otherwise inadmissible or irrelevant evidence, nor does it authorize challenges or appeals not otherwise allowed by law.

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this meeting should contact the City Clerk’s Office at (772) 467-3065 at least 48 hours prior to the meeting.

City Commission Regular Meeting **5. a.**

Meeting Date: 03/03/2025

Re: Approval of Minutes from February 18, 2025 Regular Meeting

SUBJECT:

Approval of Minutes from February 18, 2025 Regular Meeting.

Attachments

Minutes

Form Review

Form Started By: Tina Rel Started On: 02/25/2025 01:01 PM

Final Approval Date: 02/25/2025

MINUTES OF A REGULAR MEETING OF THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA, HELD IN THE CITY HALL COMMISSION CHAMBERS, 100 NORTH U.S. #1, FORT PIERCE, FLORIDA, AT 5:05 P.M. ON TUESDAY, FEBRUARY 18, 2025.

1. CALL TO ORDER

Mayor Hudson called the February 18, 2025 Regular Meeting of the City Commission to order at 5:05 P.M

2. OPENING PRAYER - Pastor Robert Jones with Liberty, Truth and Deliverance Tabernacle of God, Inc

3. PLEDGE OF ALLEGIANCE

4. ROLL CALL

Present: Commissioner Michael Broderick; Commissioner Arnold Gaines; Commissioner Curtis Johnson, Jr.; Mayor Linda Hudson; Commissioner James Taylor

Staff Present: Acting City Manager Linda Cox
Records Management Coordinator Tina Rel
City Attorney Sara Hedges

5. APPROVAL OF MINUTES

a. Approval of Minutes from February 03, 2025 Regular Meeting.

Motion was made by Commissioner Arnold Gaines, seconded by Commissioner Curtis Johnson, Jr. to approve the Minutes of the February 03, 2025 Regular Meeting.

AYE: Commissioner Michael Broderick, Commissioner Arnold Gaines, Commissioner Curtis Johnson, Jr., Mayor Linda Hudson, Commissioner James Taylor

Passed

b. Approval of the Minutes from the February 05, 2025 Special Meeting.

Motion was made by Commissioner Michael Broderick, seconded by Commissioner Curtis Johnson, Jr. to approve the Minutes of the February 05, 2025 Special Meeting.

AYE: Commissioner Michael Broderick, Commissioner Arnold Gaines, Commissioner Curtis Johnson, Jr., Mayor Linda Hudson, Commissioner James Taylor

Passed

6. **PROCLAMATIONS**

7. **LETTERS TO COMMISSION**

8. **ADDITIONS OR DELETIONS TO AGENDA AND APPROVAL OF AGENDA**

Commissioner Gaines requested item 11b be presented as 10c and item 13b be presented as item 10d.

Motion was made by Commissioner Arnold Gaines, seconded by Commissioner Curtis Johnson, Jr. to amend the agenda with item 11b as 10c and item 13b as item 10d.

AYE: Commissioner Michael Broderick, Commissioner Arnold Gaines, Commissioner Curtis Johnson, Jr., Mayor Linda Hudson, Commissioner James Taylor

Passed

9. **COMMENTS FROM THE PUBLIC ON AGENDA ITEMS NOT REQUIRING PUBLIC HEARINGS**

Any person who wishes to comment on an agenda item which is not under Public Hearings on the Agenda may be heard at this time and must sign up to speak in advance. Please limit your comments to three (3) minutes or less, as directed by the Mayor, as this section of the Agenda is limited to thirty minutes. The City Commission will not be able to take any official actions under Comments from the Public. Speakers will address the Mayor, Commissioners, and the Public with respect. Inappropriate language will not be tolerated.

Billy Gibson

Robert Chilton

Matthew Samuel

Krista Stone

Michael Jacquin

Jeremiah Johnson

10. MISCELLANEOUS REPORTS

a. Update on Kings Landing

Bill Ware, Live Oaks Holdings, provided a brief Kings Landing update.

The Commission inquired on sales agreements, third amendment timeline, and final site plan scheduling.

Mr. Ware commented on the sales agreement.

City Attorney, Sara Hedges, commented on the third amendment agreement.

Kevin Freeman, Planning Director, commented on the ninety-day timeline and work prior to submittal.

b. Update on City Manager Search

Ms. Hedges provided a brief update on the City Manager search including three applicants withdrew applications.

Jared Sorenson, Human Resources Manager, commented on the process.

The Commission inquired on applicant harassment by a citizen and commended the human resource department.

c. Approval of a Lump Sum Construction Contract with Remnant Construction, LLC, Fort Pierce, FL, to provide general contractor services for floodproofing the non-residential structure known as Little Jim Bait & Tackle, for Bid No. 2024-004, in an amount not exceeding $266,048.00.

Commissioner Taylor recused himself for items 10c and 10d.

Paul Thomas, Building Director, commented on the flood mitigation plan.

The Commission inquired on the requirements by statue, addition to the RFP, and FEMA requirements.

Mr. Thomas clarified the questions posed by the Commission of RFP, FEMA mitigations, permitting, and grants.

Ms. Cox commented on the addition to the RFP and lessee and City code lease requirements.

Ms. Hedges clarified the RFP process and requirements for the selected bidder which becomes a part of the lease agreement.

Motion was made by Commissioner Arnold Gaines, seconded by Commissioner Curtis Johnson, Jr. to disapprove Resolution 25-R14 and move it to the RFP process.

AYE: Commissioner Michael Broderick, Commissioner Arnold Gaines, Commissioner Curtis Johnson, Jr., Mayor Linda Hudson

Other: Commissioner James Taylor (ABSTAIN)

Passed

d. Resolution 25-R14 approving the First Addendum to the Lease Agreement for the Little Jim Property to allow for month-to-month occupancy and operation by the Lessee upon expiration of the Lease Agreement.

Ms. Hedges provided the updated addendum and highlighted the changes.

The Commission commented on the monthly fees associated with the restrooms and commencement of the agreement.

Ms. Hedges commented on the changes to the addendum which includes the restrooms.

Pete Sweeney, MTC Law, on behalf of the tenant, commented on the RFP process and the contract language.

Commissioner Broderick commented on the need for updated insurance information and obligations.

Commissioner Johnson expressed frustration with the process including delays in the receipt of information.

Motion was made by Commissioner Arnold Gaines, seconded by Commissioner Michael Broderick to approve item 10d.

AYE: Commissioner Michael Broderick, Commissioner Arnold Gaines, Commissioner Curtis Johnson, Jr., Mayor Linda Hudson

Other: Commissioner James Taylor (ABSTAIN)

Passed

11. CONSENT AGENDA

a. Approval to increase Purchase Order No. 250015 with Sunbelt Hydraulics & Equipment, Pompano Beach, FL, to provide parts and repairs for Solid Waste refuse trucks in an amount not exceeding $100,000.00.

b. Approval of a Lump Sum Construction Contract with Remnant Construction, LLC, Fort Pierce, FL, to provide general contractor services for floodproofing the non-residential structure known as Little Jim Bait & Tackle, for Bid No. 2024-004, in an amount not exceeding $266,048.00.

Moved to item 10c.

c. Approval of a Professional Services Agreement with Cross Spectrum Acoustics, Inc., to serve as the Acoustic Consultant to conduct a noise analysis and identify noise contours in specified areas of the City, for an amount not to exceed $83,314.00.

d. Approval of emergency expenditure to Johnson-Davis, Inc. for Fairway Drive Emergency Drainage Repairs between Grandview Boulevard and Trinidad Avenue in the amount not to exceed $726,030.00.

e. Approve piggybacking Fort Pierce Utilities Authority Bid No. 2018-41 - Security Guard Services in an amount not to exceed $140,000.00.

f. Approval of expenditure to purchase 244 Motorola N70 handheld radios, including all related accessories, programming, and a seven-year repair/replacement plan for damaged or broken units, for a cost not to exceed $2,675,982.08, based on NASPO Contract 19860 - NASPO 00318.170.

Commissioner Gaines pulled items 11a and 11c.

Commissioner Johnson pulled item 11f.

Motion was made by Commissioner Arnold Gaines, seconded by Commissioner Curtis Johnson, Jr. to approve items 11b, 11d and 11e of the Consent Agenda.

AYE: Commissioner Michael Broderick, Commissioner Arnold Gaines, Commissioner Curtis Johnson, Jr., Mayor Linda Hudson, Commissioner James Taylor

Passed

As to item 11a,
Commissioner Gaines commented on the dedication to solid waste in the City.

Motion was made by Commissioner Arnold Gaines, seconded by Commissioner Michael Broderick to approve item 11a of the Consent Agenda.

AYE: Commissioner Michael Broderick, Commissioner Arnold Gaines, Commissioner Curtis Johnson, Jr., Mayor Linda Hudson, Commissioner James Taylor

Passed

As to item 11c
Commissioner Johnson inquired on the intent of the RFP, study, boundaries, and confirmed if this would be a different study.

Kevin Freeman, Planning Director, commented on the RFP, the area that will be tested, the noise map, GIS map, and to assess the level of noise.

Ms. Hedges commented that this would be a different study.

Motion was made by Commissioner Curtis Johnson, Jr., seconded by Commissioner Arnold Gaines to approve item 11c on the Consent Agenda.

AYE: Commissioner Michael Broderick, Commissioner Arnold Gaines, Commissioner Curtis Johnson, Jr., Mayor Linda Hudson, Commissioner James Taylor

Passed

As to item 11f
Commissioner Gaines requested clarification on the item.

Ms. Cox commented that this is a requirement for law enforcement and that the funds are from The American Rescue Plan Act.

Motion was made by Commissioner Arnold Gaines, seconded by Commissioner Curtis Johnson, Jr. to approve item 11f of the Consent Agenda.

AYE: Commissioner Michael Broderick, Commissioner Arnold Gaines, Commissioner Curtis Johnson, Jr., Mayor Linda Hudson, Commissioner James Taylor

Passed

12. PUBLIC HEARINGS

Quasi-Judicial Hearings follow a strict set of rules and procedures which can be found on the City's website using this link: https://www.cityoffortpierce.com/DocumentCenter/View/6740/Quasi-Judicial-Procedures. All Quasi-Judicial decisions by the City Commission must be based on competency substantial evidence. Competent substantial evidence is evidence which will establish a substantial basis from which the fact at issue can reasonably be inferred. It includes fact or opinion evidence offered by an expert on a matter that requires specialized knowledge and that is relevant to the issues to be decided. It is evidence a reasonable mind could accept as having probative weight and adequate to support a legal conclusion. Hypothetical, speculative, fear or emotion based generalized statements that do not address the relevant issues and that cannot be reasonably said to support the action advocated, are not competent substantial evidence.

a. Quasi-Judicial Hearing - Ordinance 25-013: Review and approval of an amendment to the City's Zoning Atlas to rezone six (6) parcels generally located on Energy Lane and containing approximately 108.78-acres from Light Industrial (I-1) to Planned Development (PD). FIRST READING.

Mayor Linda Hudson asked all present to listen carefully to what City Attorney Sara Hedges would read regarding Quasi-Judicial Hearings.

Sara Hedges, City Attorney, reviewed the quasi-judicial hearing rules and procedures.

Mayor Linda Hudson called the proceeding to order.

Records Management Coordinator, Tina Rel confirmed that the City complied with the advertisement and notice requirements.

Ex parte communications

Commissioner Broderick – No
Commissioner Gaines – No
Commissioner Johnson – No
Commissioner Taylor– No
Mayor Hudson – No

Records Management Coordinator, Tina Rel, swore in those wanting to speak during the Quasi-Judicial hearing.

Records Management Coordinator, Tina Rel, introduced the Ordinance, read by title only, into the record.

Ordinance 25-013
AN ORDINANCE BY THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA; AMENDING THE CITY'S ZONING ATLAS AND REZONING SIX (6)

PARCELS GENERALLY LOCATED AT OR NEAR ENERGY LANE CONTAINING APPROXIMATELY 108.38 ACRES OF LAND, MORE OR LESS, FROM LIGHT INDUSTRIAL (I-1) TO PLANNED DEVELOPMENT (PD); PROVIDING FOR A SEVERABILITY CLAUSE; PROVIDING FOR REPEAL OF ORDINANCES OR PARTS THEREOF IN CONFLICT; PROVIDING FOR AN EFFECTIVE DATE. FIRST READING

Staff Presentation:
Kevin Freeman, Planning Director, presented the review and approval of an amendment to the City's Zoning Atlas to rezone six (6) parcels generally located on Energy Lane.

Questions of Staff:
The Commission inquired on the allowable for PD zoning, and the development of medium zoning planning.

Questions of the applicant:
Leslie Olson, District Planning Group, on behalf of the applicant.

The Commission inquired on impact for County roads and specific parcel uses, noise impacts, and if changes come back before the Commission.

Ms. Olson commented on the impacts to the roads, no current parcel uses, and noise buffers.

Mr. Freeman explained if it is not under light industrial and noise regulations ,it will come back before the Commission.

Mayor Hudson opened the public hearing.

Gabriele Klaesen - Heavy equipment inquiry and Selvitz Rd.

Ms. Olson responded to the questions posed during the public hearing.

Mayor Hudson closed the public hearing.

The Commission encouraged Ms. Klaesen to contact the County Commission regarding Selvitz Rd. concerns.

Ms. Hedges requested the inclusion of the Approval of the Developer Agreement as Exhibit D in section 2.

Motion was made by Commissioner Michael Broderick, seconded by Commissioner Curtis Johnson, Jr. to approve Ordinance No 25-013 with the inclusion of section 2 amendments.

AYE: Commissioner Michael Broderick, Commissioner Arnold Gaines, Commissioner Curtis Johnson, Jr., Mayor Linda Hudson, Commissioner James Taylor

Passed

b. Legislative Hearing - Ordinance 25-006 Establishing the Symphony Lakes Community Development District. FIRST READING

Records Management Coordinator, Tina Rel, introduced the Ordinance, read by title only, into the record.

ORDINANCE NO. 25-006
AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA, ESTABLISHING THE SYMPHONY LAKES COMMUNITY DEVELOPMENT DISTRICT PURSUANT TO CHAPTER 190, FLORIDA STATUTES; PROVIDING FOR THE NAME, POWERS, AND DUTIES; PROVIDING FOR DESCRIPTION AND BOUNDARIES; DESIGNATING FIVE PERSONS TO SERVE AS THE INITIAL MEMBERS OF THE DISTRICT’S

BOARD OF SUPERVISORS; PROVIDING NOTICE OF REQUIREMENTS; PROVIDING FOR A SEVERABILITY CLAUSE; REPEALING ORDINANCES OR PARTS THEREOF IN CONFLICT HEREWITH; AND PROVIDING FOR AN EFFECTIVE DATE. FIRST READING

Kevin Freeman, Planning Director, presented the establishment of the Symphony Lakes Community Development District.

Questions of Staff:
The Commission inquired on the City's financial responsibility for the project and tax levied.

Mr. Freeman explained there is no financial responsibility and this is separate from HOA.

Mayor Hudson opened the public hearing.

Jere Earlywine, Kutak Rock, on behalf of the clients, explained a CDD.

Amy Quinn - opposed

Mr. Earlywine commented on the benefits of a CDD.

The Commission inquired on Florida Statute 190 and regulations to deny.

Ms. Hedges commented on the guide which is outlined in the Ordinance.

Motion was made by Commissioner Michael Broderick, seconded by Commissioner Curtis Johnson, Jr. to approve Ordinance No. 25-006.

AYE: Commissioner Michael Broderick, Commissioner Curtis Johnson, Jr., Mayor Linda Hudson, Commissioner James Taylor
NAY: Commissioner Arnold Gaines
Passed

c. Legislative Hearing - Ordinance 25-012 - Review and approval for a Voluntary Annexation by applicant Transamerica Construction Company and Culpepper & Terpening, Inc, to extend the territorial limits of the City of Fort Pierce, Florida, to include one (1) parcel at or near the intersection of South Market Ave and Oleander Avenue; Parcel ID: 2434-601-0062-000-6. - FIRST READING

Records Management Coordinator, Tina Rel, introduced the Ordinance, read by title only, into the record.

ORDINANCE NO. 25-012
AN ORDINANCE EXTENDING THE TERRITORIAL LIMITS OF THE CITY OF FORT PIERCE, FLORIDA, TO INCLUDE ONE (1) PARCEL AT OR NEAR THE INTERSECTION OF SOUTH MARKET AVENUE AND OLEANDER AVENUE AND SHOWN ON EXHIBIT A; DIRECTING THE ST. LUCIE COUNTY PROPERTY APPRAISER TO ASSESS SAID PROPERTY AND PLACE IT ON THE CITY TAX ROLLS AS OF JANUARY 1, 2025; DIRECTING THE ST. LUCIE COUNTY TAX COLLECTOR TO COLLECT TAXES ON THE HEREIN DESCRIBED PROPERTY; ESTABLISHING ZONING CLASSIFICATION; ESTABLISHING LAND USE DESIGNATION; DIRECTING FILING OF THE ORDINANCE WITH THE CLERK OF THE CIRCUIT COURT AND CHIEF ADMINISTRATIVE OFFICER OF ST. LUCIE COUNTY; DIRECTING REVISION OF THE CHARTER BOUNDARY ARTICLE TO BE FILED WITH THE DEPARTMENT OF STATE AND SUBMITTED TO THE OFFICE OF ECONOMIC AND DEMOGRAPHIC RESEARCH; PROVIDING FOR A SEVERABILITY CLAUSE; REPEALING ALL ORDINANCES OR PARTS THEREOF IN CONFLICT HEREWITH; AND PROVIDING FOR AN EFFECTIVE DATE.FIRST READING

Kerry Driver, Planner, presented the voluntary annexation by applicant

Transamerica Construction Company and Culpepper & Terpening, Inc.

The Commission commented on the zoning and inquired on its use.

Ms. Driver commented that the use has not been disclosed.

Mayor Hudson opened the public hearing.

Tom Degrace, Culpepper & Terpening, Inc. was available for questions.

Commissioner Taylor inquired on the planned use.

Mr. Degrace commented that the intended use is specialty contractor space.

Mayor Hudson closed the public hearing.

Motion was made by Commissioner Curtis Johnson, Jr., seconded by Commissioner Michael Broderick to approve Ordinance No. 25-012.

AYE: Commissioner Michael Broderick, Commissioner Arnold Gaines, Commissioner Curtis Johnson, Jr., Mayor Linda Hudson, Commissioner James Taylor

Passed

d. Legislative Hearing - Ordinance 25-015 - An Ordinance amending the City's Comprehensive Plan Infrastructure Element at Policy 3.12.7, to adopt the FPUA 10-Year Water Supply Facilities Work Plan by reference. FIRST READING

Records Management Coordinator, Tina Rel, introduced the Ordinance, read by title only, into the record.

ORDINANCE NO. 25-015
AN ORDINANCE BY THE CITY COMMISSION OF THE CITY OF FORT PIERCE; AMENDING THE CITY'S COMPREHENSIVE PLAN AT POLICY 3.12.7 OF THE PLAN'S INFRASTRUCTURE ELEMENT TO ADOPT THE 2024-2034 FPUA 10-YEAR WATER SUPPLY FACILITIES WORK PLAN BY REFERENCE; PROVIDING FOR A SEVERABILITY CLAUSE; REPEALING ALL OTHER ORDINANCES OR PARTS THEREOF IN CONFLICT HEREWITH; PROVIDING FOR AN EFFECTIVE DATE. FIRST READING

Kevin Freeman, Planning Director, presented an Ordinance amending the City's Comprehensive Plan Infrastructure Element at Policy 3.12.7, to adopt the FPUA 10-Year Water Supply Facilities Work Plan by reference.

Mayor Hudson opened the public hearing.
Seeing no one, she closed the public hearing.

Motion was made by Commissioner Michael Broderick, seconded by Commissioner Arnold Gaines to approve Ordinance 25-015.

AYE: Commissioner Michael Broderick, Commissioner Arnold Gaines, Commissioner Curtis Johnson, Jr., Mayor Linda Hudson, Commissioner James Taylor

Passed

13. CITY COMMISSION

a. Resolution 25-R13 Appointing Betty Bradwell to the Housing Authority to fill the resident position and Appointing Brandon Nobile to fill the unexpired at-large position.

Records Management Coordinator, Tina Rel, introduced the Resolution, read by title only, into the record.

RESOLUTION NO. 25-R13
A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA, CERTIFYING THE MAYOR'S APPOINTMENTS AS COMMISSIONERS OF THE HOUSING AUTHORITY OF THE CITY OF FORT PIERCE; PROVIDING FOR AN EFFECTIVE DATE.

Motion was made by Commissioner Arnold Gaines, seconded by Commissioner Michael Broderick to approve Resolution No. 25-R13.

AYE: Commissioner Michael Broderick, Commissioner Arnold Gaines, Commissioner Curtis Johnson, Jr., Mayor Linda Hudson, Commissioner James Taylor

Passed

b. Resolution 25-R15 expressing support for Project Knight Rider as a Qualified Economic Development Ad Valorem Tax Exemption applicant.

Records Management Coordinator, Tina Rel, introduced the Resolution, read by title only, into the record.

RESOLUTION NO. 25-R15
A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA, EXPRESSING SUPPORT FOR PROJECT KNIGHT RIDER AS A QUALIFIED ECONOMIC DEVELOPMENT AD VALOREM TAX EXEMPTION APPLICANT SUBJECT TO THE REQUIREMENTS OF SECTION 195.1995, FLORIDA STATUTES; ALLOWING IMPROVEMENTS AND/OR TANGIBLE PERSONAL PROPERTY ADDITIONS TO BE MADE BY PROJECT KNIGHT RIDER SUBJECT TO THE ADOPTION OF AN EXEMPTION ORDINANCE; REPEALING ALL RESOLUTIONS IN CONFLICT HEREWITH; PROVIDING FOR A SEVERABILITY CLAUSE; AND PROVIDING AN EFFECTIVE DATE.

Pete Tesch and Wes McCurry, EDC, presented Project Knight Rider.

The Commission commented on repurposing space, jobs, support, and tax benefits to the City.

Mr. Tesch commented on workforce development and the opportunity to train local students by launching the classroom to careers.

Motion was made by Commissioner Arnold Gaines, seconded by Commissioner Michael Broderick to approve Resolution No. 25-R15.

AYE: Commissioner Michael Broderick, Commissioner Arnold Gaines, Commissioner Curtis Johnson, Jr., Mayor Linda Hudson, Commissioner James Taylor

Passed

c. Resolution 25-R16 Appointing Ivel Sierra to the City of Fort Pierce Planning Board as Commissioner Taylor's appointee.

Records Management Coordinator, Tina Rel, introduced the Resolution, read by title only, into the record.

RESOLUTION NO. 25-R16
A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA, CERTIFYING THE APPOINTMENT OF A MEMBER TO THE CITY PLANNING BOARD; PROVIDING FOR AN EFFECTIVE DATE.

Motion was made by Commissioner James Taylor, seconded by Commissioner Arnold Gaines to approve Resolution No. 25-R16.

AYE: Commissioner Michael Broderick, Commissioner Arnold Gaines, Commissioner Curtis Johnson, Jr., Mayor Linda Hudson, Commissioner James Taylor

Passed

d. Resolution 25-R17 Appointing Jacob Vinson to the City of Fort Pierce Historic Preservation Board as Commissioner Taylor's appointee.

Records Management Coordinator, Tina Rel, introduced the Resolution, read by title only, into the record.

RESOLUTION NO. 25-R17
A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA, CERTIFYING THE APPOINTMENT OF MEMBERS TO THE HISTORIC PRESERVATION BOARD, PROVIDING FOR AN EFFECTIVE DATE.

Motion was made by Commissioner James Taylor, seconded by Commissioner Arnold Gaines to approve Resolution No. 25-R17.

AYE: Commissioner Michael Broderick, Commissioner Arnold Gaines, Commissioner Curtis Johnson, Jr., Mayor Linda Hudson, Commissioner James Taylor

Passed

14. COMMENTS FROM THE PUBLIC

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Vera Gaskins

Rodney Davis

Katherine England

Jack Harvey

Donna Reagan

Stacey Strung

John Palazzo

Al Burton

15. COMMENTS FROM THE CITY MANAGER

Linda Cox, Acting City Manager, commented on Ms. Gaskin's documentation, Pinewood Park pickle ball courts open, and introduced Jason Atkinson, Public Works Director.

Tina Rel, Records Coordinator - No comments

Sara Hedges - City Attorney - No comments

16. COMMENTS FROM THE COMMISSION

Commissioner Gaines commented on Ms. Gaskins, the retirement board, and the private agreement arrangement.

Ms. Cox explained the permitted use of a private agreement between landlord and lease.

Commissioner Taylor commented on downtown zoning, Oak Ally back entrance flooding issues, Bell Ave flooding issues and tourist development meeting.

Commissioner Broderick commented on the administrative function for zoning in the downtown area.

Commissioner Johnson commented on understanding the process regarding Ms. Gaskin and downtown zoning.

Mayor Hudson expressed concerns with resident safety with C4 zoning in the downtown area, the 28th Anniversary of the Farmers Market, Craker Trail and Greek Festival this weekend.

17. ADJOURNMENT

Immediately following adjournment, please move toward the doors and exit the chambers. This allows for the safe and courteous exit of all persons, and those on the dais. Conversations after the meeting should be held outside of chambers, in the foyer or elsewhere, but not in the commission chambers where lights will be out as soon as the chambers are empty.

Mayor Hudson adjourned the meeting at 9:33 p.m.

ATTEST:

_____ _____

CITY CLERK MAYOR COMMISSIONER

City Commission Regular Meeting **5. b.**

Meeting Date: 03/03/2025

Re: Approval of Minutes from February 19, 2025 Special Meeting

SUBJECT:

Approval of Minutes from February 19, 2025 Special Meeting.

Attachments

Minutes

Form Review

Form Started By: Tina Rel Started On: 02/25/2025 01:04 PM

Final Approval Date: 02/25/2025

MINUTES OF A SPECIAL MEETING OF THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA, HELD IN THE CITY HALL COMMISSION CHAMBERS, 100 NORTH U.S. #1, FORT PIERCE, FLORIDA, AT 5:05 P.M. ON WEDNESDAY, FEBRUARY 19, 2025.

1. CALL TO ORDER

Mayor Hudson called the February 19, 2025 Special Meeting of the City Commission to order at 5:05 P.M.

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

Present: Commissioner Michael Broderick; Commissioner Arnold Gaines; Commissioner Curtis Johnson, Jr.; Mayor Linda Hudson; Commissioner James Taylor

Staff Present: Records Management Coordinator Tina Rel
Deputy City Manager Jack Andrews
City Attorney Sara Hedges

4. COMMENTS FROM THE PUBLIC ON AGENDA ITEMS NOT REQUIRING PUBLIC HEARINGS

Any person who wishes to comment on an agenda item which is not under Public Hearings on the Agenda may be heard at this time. Please limit your comments to three (3) minutes or less, as directed by the Mayor, as this section of the Agenda is limited to thirty minutes. The City Commission will not be able to take any official actions under Comments from the Public. Speakers will address the Mayor, Commissioners, and the Public with respect. Inappropriate language will not be tolerated.

No comments

5. CITY COMMISSION

a. Discussion and decision regarding City Manager position.

Sara Hedges, City Attorney, addressed Mr. Scrapchansky's residency issue and provided ballots.

The Commission discussed Mr. Scrapchansky's residency.

Ms. Hedges tallied the votes.

Commissioner Gaines - Richard Chess
Commissioner Johnson - Richard Chess
Commissioner Taylor - Derek Scrapchansky
Commissioner Broderick - Linda Cox
Mayor Hudson - Linda Cox

The Commission discussed the votes.

Ms. Hedges provided the options if a consensus was not made.

Commissioner Taylor rescinded his original vote and changed it to Richard Chess.

Motion was made by Commissioner James Taylor, seconded by Commissioner Curtis Johnson, Jr. to begin negotiations for the hiring of Richard Chess as City Manager.

AYE: Commissioner Arnold Gaines, Commissioner Curtis Johnson, Jr., Commissioner James Taylor

NAY: Commissioner Michael Broderick, Mayor Linda Hudson

Passed

Ms. Hedges addressed the need for an Interim City Manager, mentioning the Deputy City Managers.

The commission inquired of Jack Andrews.

Mr. Andrews confirmed his retirement date and commented that he planned to work with the new public works director and city engineer before leaving.

Ms. Hedges commented that Deputy City Manager Johnson commented he would need assistance in the interim position.

Commissioner Gaines inquired on the assistance required.

Deputy City Manager, Devoshay Johnson, elaborated on the assistance needed to fill the interim position.

Jared Sorenson, Human Resources Director, commented on the timeframe needed for negotiations for hiring.

The Commission discussed assistance from the Florida League of Cities and Russ Blackburn for an Interim City Manager.

City Clerk, Linda Cox, assured the Commission that Mr. Johnson has full support as Interim City Manager.

Mr. Sorenson commented on support for Mr. Johnson and continuity.

The Commission discussed Mr. Johnson as Interim City Manager.

Ms. Hedges addressed the question of the Florida League of Cities' possible appointment at the March 3rd meeting.

Motion was made by Commissioner James Taylor, seconded by Commissioner Arnold Gaines to appoint Devoshay Johnson as the Interim City Manager.

AYE: Commissioner Michael Broderick, Commissioner Arnold Gaines, Commissioner Curtis Johnson, Jr., Mayor Linda Hudson, Commissioner James Taylor

Passed

6. ADJOURNMENT

Immediately following adjournment, please move toward the doors and exit the chambers. This allows for the safe and courteous exit of all persons, and those on the dais. Conversations after the meeting should be held outside of chambers, in the foyer or elsewhere, but not in the commission chambers where lights will be out as soon as the chambers are empty.

Mayor Hudson adjourned the meeting at 6:59 p.m.

ATTEST:

_____ _____

CITY CLERK MAYOR COMMISSIONER

City Commission Regular Meeting **6. a.**

Meeting Date: 03/03/2025

Re: Flood Awareness Week Proclamation

Submitted For: Linda Cox, City Clerk, City Clerk

SUBJECT:

Flood Awareness Week Proclamation

SUMMARY:

RECOMMENDATION:

ALTERNATIVES:

RESPONSIBLE STAFF:

COORDINATED WITH:

Attachments

Flood Awareness Week

Form Review

Form Started By: Latoya Ransom Started On: 01/21/2025 04:41 PM

Final Approval Date: 01/21/2025

CITY OF FORT PIERCE, FLORIDA

PROCLAMATION

WHEREAS, Fort Pierce has experienced severe weather in the past in the form of extreme rainfall or tropical system events resulting in flooding in both coastal and riverine areas, and this flooding has caused damage and flood losses to homes and buildings in all areas whether they are high-risk special flood hazard areas or low to moderate risk flood zones; and

WHEREAS, The City of Fort Pierce is a voluntary participant in the National Flood Insurance Program that provides residents with the opportunity to protect themselves against flood loss through the purchase of flood insurance at reduced insurance premium rates as well as setting higher regulatory standards to reduce the flood risk and potential flood damage to their property; and

WHEREAS, The reduction of loss of life and property damage can be achieved when appropriate flood preparedness, control, and mitigation measures are taken before a flood; and

WHEREAS, public education and awareness of potential weather hazards and methods of protection are critical to the health, safety and welfare of residents, the Florida Floodplain Managers Association (FFMA), have declared the week of March 3-9, 2025 as Flood Awareness Week to promote awareness and increase knowledge of flood risk, the availability of flood insurance, flood protection methods, and how to prepare for emergencies.

NOW, THEREFORE, I, Linda Hudson, Mayor of the City of Fort Pierce, Florida, do hereby proclaim March 3-9th, 2025 as:

Flood Awareness Week

The City of Fort Pierce recognizes the importance of Flood Awareness Week, and further encourages the citizens of Fort Pierce to increase their knowledge of how to protect themselves and their property from flooding.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Official Seal of the City of Fort Pierce, Florida, to be affixed this 3rd day of March, 2025.

MAYOR/COMMISSIONER

City Commission Regular Meeting **6. b.**

Meeting Date: 03/03/2025

Re: Arbor Day Proclamation

Submitted For: John Andrews, Deputy City Manager - City Engineer, Engineering

SUBJECT:

Arbor Day Proclamation

Attachments

Arbor Day Proclamation

Form Review

Form Started By: Marsha Commond Started On: 02/18/2025 05:59 PM

Final Approval Date: 02/19/2025

CITY OF FORT PIERCE, FLORIDA

PROCLAMATION

WHEREAS, in 1872, the Nebraska Board of Agriculture established a special day be set aside for planting of trees ; and

WHEREAS, the holiday called Arbor Day was first observed with the planting of more than a million trees in Nebraska and is now observed throughout the nation and the world; and

WHEREAS, trees can reduce the erosion of our precious topsoil by wind and water, cut heating and cooling costs, moderate the temperature, clean the air, produce oxygen and provide habitat for wildlife; and

WHEREAS, trees are a renewable resource giving us paper, wood for our homes, fuel for our fires and countless other wood products; and

WHEREAS, trees in our City increase property values, enhance the economic vitality of business areas, and beautify our community; and

WHEREAS, trees wherever they are planted are a source of joy and spiritual renewal; and

NOW, THEREFORE, I, Linda Hudson Mayor of the City of Fort Pierce, Florida, do hereby proclaim March 3, 2025, as:

Arbor Day

in the City of Fort Pierce and urge all citizens to celebrate Arbor Day and to support efforts to protect our trees and woodlands; and further urge all citizens to plant trees to gladden the heart and promote the well-being of this and future generations.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Official Seal of te City of Fort Pierce, Florida, to be affixed this 3rd day of March, 2025

_____

MAYOR/COMMISSIONER

City Commission Regular Meeting **7. a.**

Meeting Date: 03/03/2025

Re: Collin Sibbley commendation

Submitted For: Nick Mimms, City Manager, City Manager

SUBJECT:

Correspondence from Michael Sickenius commending Public Works employee Collin Sibbley for his excellent work at Jaycee Park.

Form Review

Inbox	Reviewed By	Date
City Manager	Linda Cox	02/07/2025 05:30 PM

Form Started By: Jennifer Robinson Started On: 02/07/2025 11:17 AM

Final Approval Date: 02/07/2025

City Commission Regular Meeting **11. a.**

Meeting Date: 03/03/2025

Re: Smart City MOU

Submitted For: Devoshay Johnson, Director of Administrative Services, Administrative Services

SUBJECT:

Approval of the amended interlocal agreement for the Downtown Fort Pierce Smart City Initiative.

SUMMARY:

This amendment expands the original public Wi-Fi coverage to include the area north of the Mantee Center to the northern most boundary of the River Walk Center property. Project cost is not to exceed $20,000.

RECOMMENDATION:

Approval of the agreement.

ALTERNATIVES:

Staff will proceed at the will of the commission.

RESPONSIBLE STAFF:

DeVoshay Johnson, Deputy City Manager (Administrative Services)

COORDINATED WITH:

Sara Hedges, City Attorney

Fiscal Impact

OTHER INFORMATION:

ARPA Funded

Attachments

Legal Review

Amended Agreement

Exhibit C Coverage Map

Form Review

Inbox	Reviewed By	Date
City Manager	Linda Cox	02/18/2025 12:52 PM

Form Started By: Devoshay Johnson Started On: 02/11/2025 11:49 AM

Final Approval Date: 02/18/2025

THE SUNRISE CITY
FORT PIERCE
CITY ATTORNEY'S OFFICE Florida

TO: DeVoshay Johnson, Deputy City Manager

FROM: Sara Hedges, City Attorney SH

RE: Approval of Amended and Interlocal Agreement for the Downtown Fort Pierce Smart City Initiative.

CAO RLS FILE: RLS 25-07

DATE: January 30, 2025

I have reviewed the above Request for Legal Services (RLS). Upon reviewing the document provided and speaking to you, I arranged a meeting with FPUA's General Counsel to determine the best way to accomplish the intent of the parties for amending this document. Instead of "Amended and Restated" Agreement, it was determined a simple amendment to the Agreement was best. Therefore, I have drafted the First Amendment to the MOU. This has been worked on with FPUA's General Counsel and staff and finalized. Uploaded for your utilization is the First Amendment and newly drafted Exhibit C, which will need to be attached when you place this item on both a City Commission and FPRA Agenda. Both documents are approved as to form and correctness.

If you have any questions, please do not hesitate to contact this Office via phone or e-mail.

Thank you.
SH

FIRST AMENDMENT TO
MEMORANDUM OF UNDERSTANDING
FOR THE
DOWNTOWN FORT PIERCE
SMART CITY INITIATIVE

THIS FIRST AMENDMENT TO THE AMENDED AND RESTATED MEMORANDUM OF UNDERSTANDING FOR THE DOWNTOWN FORT PIERCE SMART CITY INITIATIVE (the **"First Amendment"**) is entered into by and between the **FORT PIERCE UTILITIES AUTHORITY**, a municipal utility authority created by the charter of the City of Fort Pierce (**"FPUA**"), and the **CITY OF FORT PIERCE**, a Florida municipal corporation (the "**City of Fort Pierce"**) and the **FORT PIERCE REDEVELOPMENT AGENCY**, a community redevelopment agency established pursuant to Florida Statutes Chapter 163 (the **"FPRA**") (collectively, the **City of Fort Pierce** and the **FPRA** shall be referred to herein as the **"City"**).

RECITALS

WHEREAS, a Smart City is a connected urban environment that uses wireless services and networked systems to improve connectivity, enhance public access to information, improve communications capabilities, and automate public services to promote a more efficient, sustainable and innovative community environment; and

WHEREAS, in recognition of society's evolution towards an increasingly connected and urbanized society, communities are embracing the use of technology and these "Smart City" concepts to improve the quality of life of their citizens; and

WHEREAS, the City has authorized and encouraged FPUA to provide communications and internet services to Fort Pierce and the surrounding community, and

WHEREAS, the City and FPUA desire to work together and utilize the FPUAnet communication services to implement a Smart City Initiative in downtown Fort Pierce that will have long-term economic benefits, improve public engagement, increase access to information, provide enhanced communications and wireless connectivity to the people who work, live and vacation in downtown Fort Pierce; and

WHEREAS, in furtherance of these efforts, the City and FPUA previously entered into an Interlocal Agreement for the Downtown Fort Pierce Smart City Initiative effective May 3, 2021 ("2021 Agreement"); the terms of which were subsequently amended pursuant to an Amended and Restated Memorandum of Understanding effective July 11, 2023 ("2023 Agreement"); and

WHEREAS, pursuant to the 2021 Agreement, the City agreed to provide up to $250,000 (two-hundred fifty thousand dollars) toward this Downtown Smart City initiative, which would be funded through the use of the remaining excess funds from the sale of certain tax credits related to the FPUA voluntary cleanup and remediation of the former H.D. King Power Plant site; and

WHEREAS, the 2023 Agreement replaced the 2021 Agreement and revised the project scope, timeline, and costs; and

WHEREAS, the parties desire to amend the 2023 Agreement to further revise the project scope to remove the requirements for smart kiosks and expand the areas to which FPUAnet conduit and fiber optic infrastructure will be installed, extend wi-fi services, establish a timeline for the additional installation and services, and set the costs.

NOW, THEREFORE, in consideration of the above and the mutual covenants and promises contained herein, the parties agree as follows:

1. Paragraph 1 of the 2023 Agreement is hereby amended so that underlines are additions and strikethroughs are deletions as follows:

PROJECT SCOPE

The Downtown Smart City Initiative is the next step toward implementing a city-wide plan to expand FPUAnet's infrastructure and communications technology, and improve access to the internet in the downtown Fort Pierce community.

The Downtown Smart City Initiative will include the following basic elements:

(i) Extension of the FPUAnet conduit and fiber optic infrastructure within the areas shown in Exhibit A. and installation of the networking and power supply needed for the smart kiosks and free public Wi-Fi necessary to implement the project.

~~(ii) Installation of four smart kiosks featuring touchscreens and cameras by a third-party vendor contracted by the FPUA ("Kiosk Contract"). The smart kiosks will display user-friendly information about the Fort Pierce area, and include wayfinding maps. The smart kiosks will be built with safety glass that is weather resistant. The smart kiosks will be installed at locations shown in Exhibit B.~~

(iii) Installation of fiber optic infrastructure and wireless equipment to offer free public Wi-Fi within the areas shown in Exhibit A and the additional areas as depicted on Exhibit C.

(iv) The ~~initial term of software licensing fees under the Kiosk Contract, and the recurring fees during the intial term of the Kiosk Contract for the maintenance, upgrades, and~~ broadband services to offer ~~with unlimited data access for the smart kiosks, with~~ free public Wi-Fi is included at no additional cost to the City beyond the $20,000 one-time payment noted below in Section 3, Project Timeline and Costs. ~~The cost of this service is being subsidized through a revenue share with the kiosk vendor based on advertising sales that will be managed by the selected kiosk vendor in accordance with the terms of the Kiosk Contract.~~

2. Paragraph 2 of the 2023 Agreement is hereby amended so that underlines are additions and strikethroughs are deletions as follows:

PROJECT ADMINISTRATION AND OWNERSHIP

FPUA will manage and administer all aspects of the Smart City Initiative design and buildout, and will initiate and carryout all tasks necessary for completion of the project. The City will have input on the project throughout its implementation, and will retain oversight for any permitting for the Smart City installations. FPUA staff will work with the City for the issuance of any necessary permits. As administrator of the project, FPUA will coordinate all aspects of the project, including the system design and deployment, and the necessary infrastructure upgrades for installation of the equipment and networking systems that are required. FPUA will also be responsible for coordination and sourcing of all materials and equipment needed for the project, including ~~the smart kiosk and~~ wireless access points, and the award of any contracts for the design, installation and maintenance of the Smart City infrastructure and equipment.

~~Once completed FPUA will be the primary contact with and responsible for coordinating all maintenance and support of the smart kiosks through the contracted vendor, except that the selected vendor will retain ownership of the kiosks. FPUA will provide the necessary broadband access and data services under the terms of this agreement for the intial term of the Kiosk Contract. FPUA will also be responsible for working with the vendor on the mapping and software integration, as well as any needed software updates, maintenance, and repairs.~~

~~Consistent with its public purpose of supporting the Smart City initiative and providing a public service to pedestrians through the display of information specific to the surrounding area, advertisements that are offensive by reasonable local community standards, that interfere with and divert resources from the Smart City initiative, that detract from the stated purposes by creating substantial controversy, and/or that pose significant risks of harm, inconvenience, or annoyance to pedestrians and surrounding businesses are prohibited. The ad approval process will be delineated in the Kiosk Contract with input from the City. The City and FPUA will be provided free marketing space on the smart kiosks for advertising and informational displays as agreed upon by the FPUA and the Kiosk Vendor with input from the City. The spots will be shared equally between the City and FPUA, and either party may allow the other to use its allotted space more frequently when requested for special events or as need arises.~~

3. Paragraph 2 of the 2023 Agreement is hereby amended so that underlines are additions and strikethroughs are deletions as follows:

PROJECT TIMELINE AND COSTS

This Smart City Initiative will begin following the execution of this Agreement by all parties, and is expected to be completed by the first quarter of 2024. The total project cost to the City shall not exceed $250,000 (two hundred fifty thousand dollars and no cents) which shall be funded through the use of certain excess funds from the sale of the tax credits related to the cleanup of the former H.D. King Power Plant site, which shall be paid to FPUA by the City in accordance with the following phases and milestones. The cost for each phase is estimated. The funding can be reallocated to another phase based on actual construction and material costs.

- **Phase 1 – Engineering & Design**
  - Estimated Cost: $10,000 (payment received by FPUA from the City of Fort Pierce on 9/14/2021).
  - Completed: July 2021

- **Phase 2 – Fiber & Conduit Infrastructure Installation**
  - Estimated Cost: $130,000 (payment received by FPUA from the City on November 10, 2023)
  - Completed: May 2023
  - Payment due upon execution of this Agreement

- ~~**Phase 3 – Installation & Configuration of 4 Smart Kiosks**~~
  - ~~Estimated Cost: $65,000~~
  - ~~Timeline for completion: Febaury 2024~~
  - ~~Payment due upon FPUA signing contracts with selected vendors for the system design specifications and required equipment, which includes the kiosks and smart streetlights, with copy of bid or agreement for services.~~

- **Phase 3 – Additional Fiber & Conduit Infrastructure Installation in Zone 2, as depicted on Exhibit C**
  - Estimated Cost: $120,000
    - City Funded Portion: $45,000
    - FPUA Funded Portion: $75,000
  - Timeline for completion: September 2024
  - Payment from City due upon execution of this Agreement

- **Phase 4: Selection & Installation of Wireless Equipment to provide Free Public Wi-Fi**
  - Estimated Cost: $25,000 (Payment received by FPUA from City on November 10, 2023).
  - ~~Timeline for completion: August 2023~~
  - Completed: September 2023
  - ~~Payment due upon iexecution of this Agreement~~

- **<u>Phase 4B: Installation of Wireless Equipment to provide Free Public Wi-Fi at River Walk Center and surrounding areas, as depicted on Exhibit C</u>**
    - <u>Estimated Cost: $20,000</u>
    - <u>Timeline for completion: March 2025</u>
    - <u>Payment due upon execution of this Agreement</u>

- **Phase 5: ~~Electricity Charges, Bandwidth~~ Broadband Service & Maintenance Costs for 10 years**
    - Estimated Cost: $20,000
    - Timeline for completion: TBD
    - Payment due upon all assets being active, project is certified and City right-of-way permit is closed out.

4. Paragraph 4 of the 2023 Agreement is hereby amended so that underlines are additions and strikethroughs are deletions as follows:

<u>JOINT USE ACCESS AND INDEMNIFICATION</u>

(A) The City agrees to permit FPUA access and use of City facilities (including in, over and under City rights-of-way) in the project area including its underground conduits, access points, junction and control boxes, and any other facilities needed for installation of the infrastructure and network connections. Following installation of the equipment the right of access and use granted to FPUA under this Agreement shall continue regardless of any termination of this Agreement. FPUA shall at its own cost and expense install and maintain the network and equipment infrastructure in safe condition and good working order, such that it will not interfere with the City's use of the facilities. FPUA's use of the facilities is subordinate to the City's use of its rights-of-way, access and use of its facilities, and nothing in this agreement is intended to affect the City's rights, access and use of the facilities. The City reserves the right to enforce any rules and regulations it deems necessary for public safety and welfare. Nothing contained herein shall limit the City's right to permit access and use of the facilities by any other party or entity that is not a party to this agreement, provided such use does not interfere with FPUA's planned use of those facilities.

~~(B) At the locations set forth in Exhibit B, the City will give best efforts to issue a Right of Way permit for the design, installation, operation, repair, and maintainenance and related infrastructure of an Interactive Community Kiosk System subject to the established approval process.~~

~~(C) At the locations set forth in Exhibit B, the City will give best efforts to refrain from approving placement of any permanent strcture or obstruction including landscaping, other business ventures, vendor kiosk, or the like within a five (5) foot radius that may impede access or visibility of the smart kiosks.~~

~~(D) The City will consider the approval of an off-premises advertising permit for the contracted kiosk vendor.~~

(B)~~(E)~~ FPUA agrees to indemnify and hold harmless the City and its officers, agents and employees, from any liabilities, damages, losses and costs, including, but not limited to, reasonable attorney's fees, to the extent caused by the negligence, recklessness or intentional wrongful misconduct of FPUA and persons employed by or used by FPUA in the course of performing its obligations hereunder. Provided, however, that regardless of whether any such obligations are based on a tort, contract, statute, strict liability, negligence, product liability or otherwise, the obligations of FPUA under this indemnification provision shall be limited in the same manner that would have applied if such obligations were based on, or arose out of, an action at law to recover damages in tort and were subject to Section 768.28, Florida Statutes, as that section existed at the inception of the 2021 Agreement ~~is Contract~~.

(C)~~(F)~~ The City agrees to indemnify and hold harmless FPUA and its officers, agents and employees, from any liabilities, damages, losses and costs, including, but not limited to, reasonable attorney's fees, to the extent caused by the negligence, recklessness or intentional wrongful misconduct of the City and persons employed by or used by the City. Provided, however, that regardless of whether any such obligations are based on a tort, contract, statute, strict liability, negligence, product liability or otherwise, the obligations of the City under this indemnification provision shall be limited in the same manner that would have applied if such obligations were based on, or arose out of, an action at law to recover damages in tort and were subject to Section 768.28, Florida Statutes, as that section existed at the inception of the 2021 Agreement ~~is Contract~~.

5. All other terms and conditions of the 2023 Agreement not hereby amended are to remain in full force and effect.

[signatures appear on the following page]

IN WITNESS WHEREOF, the parties have executed this First Amendment to the Amended and Restated Memorandum of Understanding as of the dates written below:

ATTEST:

_____
Linda Cox
City Clerk

CITY OF FORT PIERCE, FLORIDA, a Florida municipal corporation

BY: _____
Linda Hudson, Mayor
DATE: _____

APPROVED AS TO FORM AND CORRECTNESS:

BY: _____

Sara Hedges, City Attorney

ATTEST:

_____
Linda Cox
City Clerk

FORT PIERCE REDEVELOPMENT AGENCY, a community redevelopment agency established pursuant to Florida Statues Chapter 163

BY: _____
Linda Hudson, Chair
DATE: _____

APPROVED AS TO FORM AND CORRECTNESS:

BY: _____

Sara Hedges, City Attorney

ATTEST:

_____
Secretary

FORT PIERCE UTILITIES AUTHORITY, a municipal utility authority created by the charter of the City of Fort Pierce

BY: _____
Frank H. Fee IV, Chair

DATE: _____

APPROVED AS TO FORM AND CORRECTNESS:

BY: _____
Fort Pierce Utilities Authority Attorney


Exhibit C
Downtown Wi-Fi Coverage
A: Marina Square
B: Manatee Center
C: River Walk
Legend
Wi-Fi
Ave F
Avenue E
Cedar Pl
Ave D
N US Hwy 1
Indian River Dr
N Indian River Dr
Ave B
N 7th St
N 6th St
N 2nd St
Avenue A
Melody Ln
Google Earth
© 2023 Google
1000 ft
N

City Commission Regular Meeting **11. b.**

Meeting Date: 03/03/2025

Re: Approval of travel for Commissioner Johnson to attend the St. Lucie County Legislative Conference in Tallahassee, Florida from April 01, 2025, to April 03, 2025, in the amount of $1838.41.

Submitted For: Linda Cox, City Clerk, City Clerk

SUBJECT:

Approval of travel for Commissioner Johnson to attend the St. Lucie County Legislative Conference in Tallahassee, Florida from April 01, 2025, to April 03, 2025, in the amount of $1838.41.

SUMMARY:

St Lucie County Legislative Conference is a great resource for elected officials.

RECOMMENDATION:

Approval

ALTERNATIVES:

Deny

RESPONSIBLE STAFF:

Linda W. Cox, Acting City Manager

COORDINATED WITH:

Curtis Johnson, City Commissioner

Attachments

Travel Documents

Form Review

Form Started By: Latoya Ransom Started On: 02/13/2025 08:37 AM

Final Approval Date: 02/13/2025

REGISTRATION INFORMATION

St Lucie County Legislative Conference

TRAVEL EXPENSE STATEMENT

HOTEL INFORMATION

Aloft Tallahassee Downtown
200 N Monroe Street
Tallahassee, FL 32301
850-953-4134

DATE: **02.12.2025**

1. TRAVELER'S NAME: Curtis Johnson
2. DEPARTURE DATE: 04.01.2025
3. RETURN DATE: 04.03.2025
4. DESTINATION: Tallahassee FL
5. CODE CHARGE: **001-1000-54300**
6. AMT BUDGETED: 20,000.00

DEPARTMENT: 04.01.2025
DEPARTURE TIME: 8 a.m.
RETURN TIME: 8 a.m.
PURPOSE: Legislative Conference

7. BALANCE AVAILABLE: **$13,770.45**

Expenses must comply with City Code of Ord 1-158.
Per Diem Allowance $50.00 or $12.50 per quarter day.
Class A Travel 24-hour day.

	PREPAID EXPENSES	CREDIT CARD	ESTIMATED CASH EXPENSES	ACTUAL CASH EXPENSES
* REGISTRATION FEE:		175.00		
* HOTEL BILL: Confirmation # R5434117751		993.65		
BAGGAGE ALLOWANCE ($5 PER PERSON)			5.00	
* COMMUNICATION:				
* FARES: AIR FARE				
* TAXI, BUS				
* CAR RENTAL				
* MILEAGE @ 0.70 732.2			512.54	
* GASOLINE EXPENSE				
* TOLL ROAD FEES OR PARKING FEES			54.62	
* MISC. EXPENSES				
MEALS				
2 BREAKFAST @ $8.00			16.00	
3 LUNCH @ $8.00			24.00	
2 DINNER @ $20.00			40.00	
SPECIAL LUNCHEON/BANQUET			0.00	
7% STATE TAX			5.60	
15% GRATUITIES			12.00	
TOTALS	0.00	1,168.65	669.76	

BREAKFAST = When travel begins before 6:00 a.m. and extends beyond 8:00 a.m.
LUNCH = When travel begins before 12:00 noon and extends beyond 2:00 p.m.
DINNER = When travel begins before 6:00 p.m. and extends beyond 8:00 p.m.

ADVANCE CASH RECEIVED: _____
REFUND DUE CITY: _____
REFUND DUE EMPLOYEE: _____

TRAVEL APPROVED BY: Linda W. Cox
DEPARTMENT SUPERVISOR

_____
CITY MANAGER
(220 WITH CITY MANAGER SIGNATURE ACCEPTED)

EXPENSES ARE ALSO INCLUDED FOR THE FOLLOWING PERSONS:

_____
_____
_____

* RECEIPT REQUIRED
REV 1/25 DLN

April 1 - April 3

Legislative Conference

ST. LUCIE COUNTY
Chamber of Commerce

Legislative Conference

FLORIDA'S TREASURE COAST

APRIL 1-3, 2025

DoubleTree Hotel Tallahassee, FL

HOSTED BY:

Indian River County Chamber of Commerce
St. Lucie County Chamber of Commerce
Stuart/Martin County Chamber of Commerce

Event Schedule:

4/1/24	4:30PM	Welcome Reception at the Eve on Adams Rooftop Bar
4/2/24	7:30AM	Breakfast at the DoubleTree Hotel conference room
4/2/24	9AM-2PM	Meetings at conference Senate Office Building
4/2/24	5:45PM	Reception at the Governor's Club

More information ——— StLucieChamber.org

Curtis Johnson
Legislative Conference April 1-3, 2025

43568fb5b4

Powered by **Event Tickets**

Latoya Ransom

From: Dana Neville
Sent: Friday, February 7, 2025 4:28 PM
To: Latoya Ransom
Cc: Linda Cox
Subject: Fw: Guest Reservations - Reservation Confirmation #R5434117751 Curtis Johnson

FYI

From: confirmations@hotelvalues.com <confirmations@hotelvalues.com>
Sent: Friday, February 7, 2025 4:25 PM
To: Dana Neville <dneville@cityoffortpierce.com>
Subject: Guest Reservations - Reservation Confirmation #R5434117751

Guest Reservations™

Dana, your reservation has been prepaid and is fully guaranteed.

Travel Details

Aloft Tallahassee Downtown

200 North Monroe Street Tallahassee, FL 32301

Check-in: Tuesday, Apr 01, 2025

Check-out: Thursday, Apr 03, 2025

2 Nights

2 Adults

0 Children

Booking Ref. # 73756547518

Booking Confirmation # R5434117751

Room & Guest Details

Rooms (1)
Larger 1 King Bed Guestroom, City View

Guests (1)
Curtis Johnson

Check-In Details

Check-in Time: 3:00 PM

Check-out Time: 11:00 AM

The guest checking in will need a valid photo ID and a major credit card for incidentals.

Due to COVID-19 it is recommended that you review the local health and safety ordinances of your destination before you travel. As requirements and restrictions continue to change your travel may be impacted, as well as your ability to check-in to your reserved accommodation. Please consider checking the

hotel chain global website or contacting the hotel directly prior to arrival for the most up-to-date information.

If you are arriving after 9pm on the day of check-in, contact the hotel directly or your reservation may result in cancellation.

Manage Your Reservation

Customer & Payment Details

Dana Neville

+17724673074

dneville@cityoffortpierce.com

Visa:**** 0908

Apr 1 Tue	US$349.00
Apr 2 Wed	US$349.00

Subtotal

US$698.00

Tax Recovery Charges & Service Fees (See Details Below)

US$295.65

Amount Paid US$993.65

CC Disclaimer - This payment will be processed in the United States and will appear on your statement as "HTL*AloftTallahass".

Terms - By booking this reservation you have accepted the Terms and Conditions.

*This charge includes the estimated amount we pay the hotel for occupancy related taxes owed by the hotel and any amounts charged to us for resort fees, cleaning fees, and other fees. The balance of the charge is a fee we, the hotel supplier and/or the website you booked on, retain as part of the compensation for our and/or their services which varies based on factors such as location, the amount, and how you booked.

Cancellation Policy

Each room in this reservation is subject to the following cancellation policy: Cancellations before 03/30/2025, 11:59 PM (America/New York) are fully refundable. Bookings cancelled after 03/30/2025, 11:59 PM (America/New York) are subject to a fee of 1 night's room and tax. Bookings cancelled after 03/31/2025, 11:59 PM (America/New York) are non-refundable. There is no refund for no-shows or early checkouts.

Additional Policies

Photo Policy: The reservation holder must present a valid photo ID and credit card at check-in. The credit card is required for any additional hotel specific service fees or incidental charges or fees that may be charged by the hotel to the customer at checkout. These charges may be mandatory (e.g., resort fees) or optional (parking, phone calls or minibar charges) and are not included in the room rate. Rate Description: Special Rate Hotel Occupancy Policy: All rooms booked for double occupancy (i.e. 2 adults). Accommodations for more than this are not guaranteed. Room Charge Disclosure: Your credit card is charged the total cost at time of purchase. Prices and room availability are not guaranteed until full payment is received. Hotel Pet Policy: Pets are allowed. No extra charges. Important Information: Guests are required to show a photo ID and credit card upon check-in. Please note that all Special Requests are subject to availability and additional charges may apply. In the event of an early departure, the property will charge you the full amount for your stay.

Need Help with Your Reservation?

US toll-free 1 (866) 913-0695

International 1 (214) 960-2646

Booking Ref. # 73756547518

Guest Reservations™

ALOFT TALLAHASSEE DOWNTOWN ●●●●○ 4.0 • 980 Reviews

VIEW MAP +1 850-513-0313

DATES (1 NIGHT)
Wed, Feb 12 → Thu, Feb 13

ROOMS & GUESTS
1 Room, 1 Adult

SPECIAL RATES
Lowest Regular Rate

View Rates

Learn More Learn More Learn More

FEATURED AMENITIES ON-SITE

- Sustainability
- Free Wifi
- ✓ Free Coffee/Tea
- Restaurant
- Outdoor Pool
- Fitness Center
- Meeting Space
- ✓ Convenience Store
- Dry Cleaning Service
- Laundry
- Wake up Calls
- Mobile Key
- Digital Check In
- ✓ Service Request

See Less

HOTEL INFORMATION

- Check-in: 3:00 pm
- Check-out: 11:00 am
- ✓ Minimum Age to Check In: 18
- Smoke Free Property
- See Accessibility Features

Pet Policy
Pets Welcome
No pet deposit required.
Maximum Number of Pets in Room: 2

Parking
On-Site Parking
Hourly: $1.00
Daily: $20.00

Feedback

ST. LUCIE COUNTY
Chamber of Commerce

0

Legislative Conference

April 1 - April 3

$175.00 – $2,000.00



ST. LUCIE COUNTY
Chamber of Commerce

0

Events

Our mission is to help businesses prosper through advocacy, education and exposure.

distance of the State Capitol).

- Rates: Double/Single $299 + Taxes
- Call: 850.224.5000 and ask for "Treasure Coast Delegation" to make your reservation.
- Reservations must be made by February 21, 2025.

You can also book your hotel room via this link: DoubleTree Hotel Reservations.

Please note that you must have conference reservations to maintain any hotel reservations in the room block.

Conference registration is nonrefundable. The Chambers are not involved in your accommodation choices; that is your responsibility.

Registration

Legislative Conference April 1-3, 2025
$ 175.00
Unlimited
- 0 +

Legislative Bronze Sponsor
$ 500.00
Unlimited
- 0 +

Legislative Silver Sponsor
$ 1,000.00
Unlimited
- 0 +

Legislative Gold Sponsor

Unlimited

Register Now!

DETAILS

Start:

April 1

End:

April 3

Cost:

$175.00 – $2,000.00

100 N US-1
to **200 N Monroe St**

5 hr 2 min

366.1 mi

IRS reimbursement: **$245.26**


Head toward Avenue A on N US Highway 1 (US-1 N). Go for 262 ft.

Then 0.05 mi


Make a U-Turn at Avenue A onto N US Highway 1 (US-1 S). Go for 466 ft.

Then 0.09 mi


Turn right onto Orange Ave (SR-68 W) toward I-95. Go for 3.9 mi.

Then 3.9 mi



Take ramp onto I-95 N (SR-9). Go for 15.6 mi.

Then 15.6 mi



Take exit 147 toward SR-60 W. Go for 0.3 mi.

Then 0.3 mi


Turn left onto 20th St (SR-60 W). Go for 24.6 mi.

Then 24.6 mi



Take ramp onto Florida's Tpke toward Florida's Turnpike-TOLL/Florida's Turnpike North. Go for 116 mi.

Then 115.9 mi



Take the left exit toward Ocala onto I-75 N (SR-93). Go for 107 mi.

Then 107.4 mi



Take exit 435 toward Tallahassee onto I-10 W (SR-8). Go for 93.1 mi.

Then 93.1 mi



Take exit 203 toward SR-61/Thomasville Rd. Go for 0.5 mi.

Then 0.5 mi


Turn left onto Thomasville Rd (SR-61 S) toward Tallahassee. Go for 4.1 mi.

Then 4.1 mi


Continue on N Monroe St (US-27). Go for 0.4 mi.

Then 0.4 mi


Turn right. Go for 108 ft.

Then 0.02 mi


Turn left. Go for 125 ft.

Then 0.02 mi


200 N Monroe St
Tallahassee, Florida 32301-7636

Tollsmart

Calculate toll costs for any routes across North America, Western Europe and these countries

For 2-axle passenger vehicles only. For additional vehicle sizes visit https://trucks.tollsmart.com.

Summary

Distance:	**366 mi**
Duration:	**05:21**
Toll Cost (Cash) USA:	**$8.64**
Toll Cost (Transponder) USA:	**$7.31**

http://maps.google.com?saddr=100+North+US+Highway+1,+Fort+Pierce,+FL,+USA&daddr=200+North+Monroe+Street,+Tallahassee,+FL,+

Details

Florida's Turnpike: Ticket System

CASH IS NOT ACCEPTED IN THIS LOCATION! Fee with a Transponder/Pass (SunPass, K-TAG, PIKEPASS, SunPass PRO, E-ZPass® (from any state), NC Quick Pass, E-PASS, LeeWay, Peach Pass or BC-PASS): $4.13 No Pass (one-time entry fee): $5.18 If you drive through this gantry without a transponder, your license plate would be photographed and you would be asked to pay by mail (or online, which may be a preferred option). Additional service charges may apply. Vehicle Class 2-axle vehicle

Florida's Turnpike - Northern Coin System

CASH IS NOT ACCEPTED IN THIS LOCATION! Fee with a Transponder/Pass (SunPass, K-TAG, PIKEPASS, SunPass PRO, E-ZPass® (from any state), NC Quick Pass, E-PASS, LeeWay, Peach Pass or BC-PASS): $3.18 No Pass (one-time entry fee): $3.46 If you drive through this gantry without a transponder, your license plate would be photographed and you would be asked to pay by mail (or online, which may be a preferred option). Additional service charges may apply. Vehicle Class 2-axle vehicle

Summary

Distance:	**352 mi**
Duration:	**05:41**
Toll Cost (Cash) USA:	**$8.64**
Toll Cost (Transponder) USA:	**$7.31**

http://maps.google.com?saddr=100+North+US+Highway+1,+Fort+Pierce,+FL,+USA&daddr=200+North+Monroe+Street,+Tallahassee,+FL,+

Details



Florida's Turnpike: Ticket System

CASH IS NOT ACCEPTED IN THIS LOCATION! Fee with a Transponder/Pass (SunPass, K-TAG, PIKEPASS, SunPass PRO, E-ZPass® (from any state), NC Quick Pass, E-PASS, LeeWay, Peach Pass or BC-PASS): $4.13 No Pass (one-time entry fee): $5.18 If you drive through this gantry without a transponder, your license plate would be photographed and you would be asked to pay by mail (or online, which may be a preferred option). Additional service charges may apply. Vehicle Class 2-axle vehicle



Florida's Turnpike - Northern Coin System

CASH IS NOT ACCEPTED IN THIS LOCATION! Fee with a Transponder/Pass (SunPass, K-TAG, PIKEPASS, SunPass PRO, E-ZPass® (from any state), NC Quick Pass, E-PASS, LeeWay, Peach Pass or BC-PASS): $3.18 No Pass (one-time entry fee): $3.46 If you drive through this gantry without a transponder, your license plate would be photographed and you would be asked to pay by mail (or online, which may be a preferred option). Additional service charges may apply. Vehicle Class 2-axle vehicle

Summary

Distance:	**359 mi**
Duration:	**05:42**
Toll Cost (Cash) USA:	**$8.64**
Toll Cost (Transponder) USA:	**$7.31**

http://maps.google.com?saddr=100+North+US+Highway+1,+Fort+Pierce,+FL,+USA&daddr=200+North+Monroe+Street,+Tallahassee,+FL,+

Details

Florida's Turnpike: Ticket System

CASH IS NOT ACCEPTED IN THIS LOCATION! Fee with a Transponder/Pass (SunPass, K-TAG, PIKEPASS, SunPass PRO, E-ZPass® (from any state), NC Quick Pass, E-PASS, LeeWay, Peach Pass or BC-PASS): $4.13 No Pass (one-time entry fee): $5.18 If you drive through this gantry without a transponder, your license plate would be photographed and you would be asked to pay by mail (or online, which may be a preferred option). Additional service charges may apply. Vehicle Class 2-axle vehicle

Florida's Turnpike - Northern Coin System

CASH IS NOT ACCEPTED IN THIS LOCATION! Fee with a Transponder/Pass (SunPass, K-TAG, PIKEPASS, SunPass PRO, E-ZPass® (from any state), NC Quick Pass, E-PASS, LeeWay, Peach Pass or BC-PASS): $3.18 No Pass (one-time entry fee): $3.46 If you drive through this gantry without a transponder, your license plate would be photographed and you would be asked to pay by mail (or online, which may be a preferred option). Additional service charges may apply. Vehicle Class 2-axle vehicle

Download on the App Store https://itunes.apple.com/us/app/tolls-calculator-usa/id909952082?mt=8

GET IT ON Google play https://play.google.com/store/apps/details?id=com.tollsmart.leonidiogansen.tolls

City Commission Regular Meeting **11. c.**

Meeting Date: 03/03/2025

Re: Approval of Piggyback Agreement with Mastec for the IRD Electrical Relocation Portion of Bid No. 2024-016

Submitted For: Shyanne Harnage, Director, Community and Economic Dev

SUBJECT:

Approval of Piggyback Agreement with Mastec for the IRD Electrical Relocation portion of Bid No. 2024-016 in the amount not to exceed $194,740.94.

Attachments

Piggyback Agreement with Mastec

Form Review

Form Started By: Awilda Colon Started On: 02/03/2025 04:33 PM

Final Approval Date: 02/14/2025

THE SUNRISE CITY
FORT PIERCE
Florida
CITY ATTORNEY'S OFFICE

TO: LATONYA HUBBARD, PURCHASING AGENT

FROM: SARA HEDGES, CITY ATTORNEY SH

RE: PIGGYBACK FPUA UNIT PRICE CONTRACT WITH MASTEC, INDIAN RIVER DRIVE ELECTRICAL RELOCATION, REF. BID NO. 2024-016

CAO RLS FILE: 24-370

DATE: NOVEMBER 1, 2024

I have reviewed the above Request for Legal Services (RLS) related to a Piggyback Agreement with Mastec. I have made suggested changes to the Agreement. Please review them carefully. Most significantly, you will need to obtain the Technical Specifications from the Engineering Department to include as Exhibit D. You will also need to obtain the completion date from the Engineering Department to include in Section 10 of the Agreement. Additionally, I have changed this to accurately reflect the Parties and their responsibilities based on the information you provided in Agenda Quick. This Agreement must be approved by both the City and the FPRA.

I reviewed the Statement of Work that was provided. The Statement of Work is vague and does not provide significant detail on the work the Vendor will be performing. As an example, the exact geographic boundaries of the improvements are not outlined. It is recommended the Statement of Work be amended to include better detail outlining the exact expectations of the Vendor's work to supplement the Technical Specifications.

I have uploaded the Agreement in a Track Changes format. After including the completion date in the document, accepting all changes, and amending the Statement of Work for specificity, it is approved as to form and correctness.

Please note the Exhibits have changed from what was submitted in the draft. You will need to include all Exhibits, as numbered in the Agreement, and the documents they reference (the FPUA's original contract references numerous attachments that you must include) when presenting to the City Commission and the FPRA.

If you have any questions, please do not hesitate to contact this Office via phone or e-mail.

Thank you.
SH

THE SUNRISE CITY
FORT PIERCE
Florida
PURCHASING
DEPARTMENT

November 8, 2024

Mastec North America Inc.
800 S Douglas Road, Suite 1200
Coral Gables, FL 33134
Attn: Jerry Cook, Senior Vice President

SUBJECT: Notice of Award
Bid No. 2024-016 Kings Landing Offsite Water Main Upgrade- Avenue B and Indian River Dr.
Piggyback Fort Pierce Utilities Authority ("FPUA") Contract Bid No. ITB 22-06, Electric Underground Unit Price Contract Indian River Drive

Dear Mr. Cook:

The Fort Pierce Redevelopment Agency Board of the City of Fort Pierce met in regular session, Wednesday, June 11, 2024, and awarded subject bid to your firm, in the amount of $194,740.94.
(Includes Material--Material provided by FPUA)

Please take the following actions:

1. Execute and notarize this Award Letter
2. Execute the Piggyback Agreement
3. Please provide a Certification of Liability, Property Damage, and Workers' Compensation in accordance with item numbered 8b of the Piggyback Contract.
4. **Return documents enclosed within five (5) days after receipt, via email to:**

Email:
LaTonya Hubbard, Purchasing Agent
City of Fort Pierce
purchasing@cityoffortpierce.com

Carbon Copy:
Tracy Telle, Assistant City Engineering
City of Fort Pierce
ttelle@cityoffortpierce.com

This letter must be signed by one of the officers registered with the State of Florida on the attached list; if not on list, provide a letter or copy of corporate resolution authorizing the individual to sign contract documents on behalf of the corporation.

THE SUNRISE CITY
FORT PIERCE
Florida
PURCHASING
DEPARTMENT

PIGGYBACK CONTRACT

The City of Fort Pierce ("City") and the Fort Pierce Redevelopment Agency ("FPRA") enters this Piggyback Contract with **Mastec North America Inc.** (thereafter referred to as the "Vendor") this ___ day of _____, 2024, under the terms and conditions hereinafter provided. The City and the Vendor agree as follows:

1. The City's Purchasing Policy allows for purchases to be made directly from any federal, state, county, city or other governmental contract providing that said contract was the result of a bona fide competitive process and is a current contract. As defined in this contract, the term "Piggyback" refers to City purchases made under the allowance in the City's Purchasing Policies.

2. The Parties agree that the Vendor has entered a competitively bid and awarded contract with **Fort Pierce Utilities Authority ("FPUA"),** said contract being identified as: Electric Underground Unit Price Contract Bid No. ITB 22-06, attached hereto as Exhibit "A".

3. The Parties agree that the Electric Underground Unit Price Contract Bid No. ITB 22-06 was subsequently renewed by FPUA and Vendor through September 30, 2024, attached hereto as Exhibit "B".

4. The Parties agree that the Electric Underground Unit Price Contract Bid No. ITB 22-06 and the Renewal was subsequently amended by FPUA and Vendor through the First Amendment, attached hereto as Exhibit "C".

5. The Parties agree the First Amendment included an extension of the Electric Underground Unit Price Contract Bid No. ITB 22-06 through September 30, 2027.

6. The Parties agree the Electric Underground Unit Price Contract Bid No. ITB 22-06 at Exhibit "A", the Renewal at Exhibit "B", and the First Amendment at Exhibit "C" shall be collectively known as the "Original Government Contract".

7. The Original Government Contract is incorporated herein by reference and is attached as Exhibit "A", Exhibit "B", and Exhibit "C" to this Piggyback Contract. The terms and conditions of the Original Government Contract shall be fully binding upon the City and the Vendor.

8. Notwithstanding the requirement that the Original Government Contract is fully binding on the Parties, the Parties have agreed to modify certain technical provisions of the Original Government Contract as applied to this Contract between the Vendor and the City of Fort Pierce, as follows:

   a) Time Period ("Term") of agreement: **No Change**

b) Insurance Requirements:

1. The following increased insurance requirements shall apply:

   Automobile Liability **Insurance $1,000,000 each occurrence**

   Professional Liability Insurance shall be carried by the Vendor as follows: $2,000,000 each occurrence / Max-Deductible $10,000.

2. The City of Fort Pierce, its officials, employees, agents, and officers shall be named as the additional insured on all policies.

3. The City of Fort Pierce, 100 N. US Highway 1, Fort Pierce, FL 34950 shall be the Certificate Holder on all policies. Such shall be to the Attention of Risk Management.

4. All other insurance coverage requirements are to remain the same.

c) Contract Price: **Amount not to exceed $194,740.94. Such funding to be provided by the FPRA.** Material Included in contract price--Material will be provided by FPUA.

d) Address change for the City of Fort Pierce: Notwithstanding the address and contract information for the government entity as set out in the Original Government Contract, the Vendor agrees to send notices to:

City of Fort Pierce, Florida
Attention: Jack Andrews, City Engineering
100 N. U.S. Hwy 1
Fort Pierce, FL 34954
Telephone: (772) 467-3000
Email: jandresws@cityoffortpierce.com

With a copy to:
City Attorney's Office
100 N. U.S. Hwy 1
Fort Pierce, FL 34950

e) The Project Manager, to whom all communications by Vendor shall be directed, is:

Name: Tracy Telle
Title: Assistant City Engineer, Project Manager
Address: 100 North U.S. Hwy 1
Fort Pierce, FL 34950
Telephone: 772-467-3776
Email: ttelle@cityoffortpierce.com

f) All invoices shall be sent as follows:

Name: Tracy Telle
Title: Assistant City Engineer, Project Manager
Address: 100 North U.S. Hwy 1
Fort Pierce, FL 34950
Telephone: 772-467-3776
Email: ttelle@cityoffortpierce.com

With a copy to:
City of Fort Pierce, Florida
Attention: Finance
100 N. U.S. Hwy 1
Fort Pierce, FL 34954
Telephone: (772) 467-3000
Email: dfaniel@cityoffortpierce.com

g) Public Records. Vendor shall abide by all public records laws, and specifically:

1. Keep and maintain public records required by the public agency to perform the service.
2. Upon request from the public agency's custodian of public records, provide the public agency with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in this chapter or as otherwise provided by law.
3. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the contract term and following completion of the contract if the Vendor does not transfer the records to the public agency.
4. Upon completion of the contract, transfer, at no cost, to the public agency all public records in possession of the Vendor or keep and maintain public records required by the public agency to perform the service. If the Vendor transfers all public records to the public agency upon completion of the contract, the Vendor shall destroy any duplicate public records that are

exempt or confidential and exempt from public records disclosure requirements. If the Vendor keeps and maintains public records upon completion of the contract, the contractor shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the public agency, upon request from the public agency's custodian of public records, in a format that is compatible with the information technology systems of the public agency.

IF THE VENDOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONTRACTOR'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT 772-467-3065, LCOX@CITYOFFORTPIERCE.COM, 100 N. US HIGHWAY 1, FORT PIERCE, FL 34950.

9. Vendor shall provide the improvements as outlined in the Statement of Work, attached as Exhibit "D".

10. Vendor shall complete all improvements to the satisfaction of the City by: _____.

11. Vendor shall provide the improvements to the Technical Specifications outlined in Exhibit "E".

[SIGNATURE PAGES TO FOLLOW]

Sincerely,
CITY OF FORT PIERCE

LaTonya Hubbard

LaTonya Hubbard, Purchasing Agent

ACCEPTED BY:
MASTEC NORTH AMERICA, INC.

Signature (Manual)

Manuel Arismendy
Signature (Typed or Printed)

Senior Vice President
Title

1/17/2025
Date

NOTARIZATION

STATE OF Broward

COUNTY OF Florida

The foregoing instrument was acknowledged before me this January day of 17 2025,

by Manuel Arismendy (Officer of Firm), Executive Vice President (Title), of

MasTec North America (Name of Firm) a Florida (State) corporation, on behalf of the corporation.

He/She is personally known to me or has produced _____ as identification.

Sandra Meneses
Notary Public

My commission expires: 3/6/2028

SANDRA M MENESES
Notary Public - State of Florida
Commission # HH 500427
My Comm. Expires Mar 6, 2028
Bonded through National Notary Assn.

/lh

Attachments

cc: Tracy Telle, Assistant City Engineering, Project Manager

IN WITNESS WHEREOF, the Parties hereto set their hands and seals to this Contract the day and year first set forth above.

MASTEC NORTH AMERICA, INC.:

By: _____

Name and Title: Manuel Arismendy, Senior Vice President

Date: 1/17/2025

Witnessed By:

_____

Name: Julia Acosta

Address: 620 SW 133 Terr Davie, Fl 33325

Date: 01/17/25

Witnessed By:

_____

Name: Maureen Popovich

Address: 7221 E. MLK Blvd, Tampa, Fl 33619

Date: 01/17/2025

CITY OF FORT PIERCE:

_____
Linda Hudson, Mayor

Date: _____

ATTEST:

_____
City Clerk

(seal)

APPROVED AS TO
FORM AND CORRECTNESS:

_____
Sara K. Hedges, City Attorney

FORT PIERCE REDEVELOPMENT AGENCY:

_____
Linda Hudson, Chairwoman

Date: _____

ATTEST:

_____
City Clerk

(seal)

APPROVED AS TO
FORM AND CORRECTNESS:

_____
Sara K. Hedges, City Attorney

Exhibit A – Electric Underground Unit Price Contract Bid No. ITB 22-06 (FPUA)
Exhibit B – Contract Renewal (FPUA)
Exhibit C – First Amendment (FPUA)
Exhibit D – Project Statement of Work
Exhibit E – Technical Specifications

CITY OF FORT PIERCE

AFFIDAVIT REGARDING THE USE COERCION

Vendor name: MasTec North America, Inc.

Authorized Representative's Name and Title: Manuel Arismendy, Senior Vice President

Address: 7221 E. Martin Luther King Blvd.

City: Tampa State: FL Zip Code: 33619

Phone Number: 813-621-0881 Email Address: manuel.arismendy@mastec.com

Section 787.06(13), Florida Statutes, requires all nongovernmental entities executing, renewing, or extending a contract with a governmental entity to provide an affidavit signed by an officer or representative of the nongovernmental entity under penalty of perjury that the nongovernmental entity does not use coercion for labor or services as defined in that statute. As the person authorized to sign on behalf of Vendor, I certify that the company identified does not:

1. Use or threaten to use physical force against any person;
2. Restrain, isolate, or confine or threaten to restrain, isolate, or confine any person without lawful authority and against her or his will;
3. Use lending or other credit methods to establish a debt by any person when labor or services are pledged as a security for the debt, if the value of the labor or services as reasonably assessed is not applied toward the liquidation of the debt, the length and nature of the labor or services are not respectively limited and defined;
4. Destroy, conceal, remove, confiscate, withhold, or possess any actual or purported passport, visa, or other immigration document, or any other actual or purported government identification document, of any person;
5. Cause or threaten to cause financial harm to any person;
6. Entice or lure any person by fraud or deceit; or
7. Provide a controlled substance as outlined in Schedule I or Schedule II of section 893.03, Florida Statutes, to any person for the purpose of exploitation of that person.

Under penalties of perjury, I declare that I have read the foregoing document and that the facts stated in it are true.

By: _____ Manuel Arismendy, Senior Vice President 1/17/2025

Authorized Signature | Printed Name and Title | Date

STATE OF FLORIDA

COUNTY OF Florida

Sworn (or affirmed) and subscribed before me by means of ☐ physical presence or ☐ online notarization

this 17 day of January, 2025 by _____, who is

☑ personally known or
☐ produced identification (ID produced: _____).

Notary Public Signature: _____ (Seal)

Print Name: Sandra Meneses My Commission Expires: 3/6/2028

SANDRA M MENESES
Notary Public - State of Florida
Commission # HH 500427
My Comm. Expires Mar 6, 2028
Bonded through National Notary Assn.

THE SUNRISE CITY
FORT PIERCE
Florida
PURCHASING
DEPARTMENT

Exhibit A

EXHIBIT "A"

FORT PIERCE UTILITES AUTHORITHY BID NO. ITB22-06

INSTALLATION AND/OR REPAIR OF ELECTRIC UNDERGROUD FACILITIES

FORT PIERCE UTILITIES AUTHORITY AGREEMENT
FOR
ELECTRIC UNDERGROUND UNIT PRICE CONTRACT

Agreement is made this between Fort Pierce Utilities Authority (FPUA) and MasTec North America, Inc., of the City of Coral Gables, State of Florida, hereinafter referred to as Contractor.

The parties to this Agreement in consideration of the mutual covenants and stipulations set out herein agree as follows:

Section 1
Contractor shall be defined as an individual, firm, or corporation having a direct contract with FPUA or with any other subcontractor in the performance of a part of the work contracted for under the terms of Contractor's direct contract with FPUA. Terms used in this Agreement, which are defined in the Standard General Conditions of the Construction Contract (Standard General Conditions), shall have the meanings assigned to them in the Standard General Conditions or as modified in the Supplementary Conditions.

Section 2
Contractor is hereby contracted with to perform the following services: Installation and/or repair of electric underground facilities in accordance with Bid No. ITB 22-06, attachment B AND FEMA Addendum 00510A appended hereto, hereinafter referred to as Specifications, and made a part thereof of this Agreement.

Section 3
The services to be performed by Contractor shall be on the following site(s), hereinafter referred to as Project Site: FPUA electric service territory

Section 4
The job upon which Contractor is to perform the services shall be referred to as the Electric Underground Unit Price Contract, Bid No. ITB 22-06 job.

Section 5
Contractor shall be paid by FPUA in the following manner: Task Orders with Monthly Progress Payments and in accordance with the Local Government Prompt Payment Act, Sections 218.70-79. The calculations shall begin using the date the invoice was received. Invoices should be sent to AP@FPUA.com or may be mailed to FPUA Attn: Accounts Payable, PO Box 3191, Fort Pierce, Florida 34948-3191.

Total annual job price: not to exceed $750,000.00 (Seven hundred fifty thousand dollars and no cents) annually, on the terms contained in Contractor's said Bid for the doing of said work and the said award therefore, and the Specifications herein specifically referred to and made a part of this Agreement.

Section 6

Contractor shall, under no circumstances, look to FPUA to provide any labor or equipment for Contractor. Contractor shall provide all of the labor and equipment necessary to perform the job or services contracted for at the expense of Contractor. Property of any kind that may be on the premises, which are the site of the performance of this Agreement, during the performance of this Agreement, shall be at the sole risk of Contractor.

Section 7

Contractor shall provide certificate of insurance to FPUA setting forth the type and amount of insurance carried by Contractor and conforming to the minimum requirements set forth in Attachment A. All requirements of this section shall be approved by FPUA.

Section 8

This instrument contains the entire agreement between the parties and no statement, promises or inducements made by either party or agent of either party that is not contained in this written Agreement shall be valid or binding and this Agreement may not be enlarged, modified, or altered except in writing signed by the parties and endorsed hereon.

Contract Documents, which comprise the entire agreement between FPUA and Contractor, are designated as follows:

1. This Agreement
2. Drug-Free Work Place Form
3. Trench Safety Act Certification of Compliance
4. Non-Collusion Affidavit
5. Performance Bond
6. Payment Bond
7. Notice of Award
8. Notice to Proceed
9. Task Order
10. Certificate of Substantial Completion
11. Affidavit
12. Final Release of Lien
13. Application for Payment
14. Change Order
15. Bid Form
16. Standard General Conditions
17. Supplementary Conditions
18. Specifications (materials, equipment, systems, standards and workmanship as applied to the Work, and certain administrative requirements and procedural matters applicable thereto)
19. Exhibit T – PVC Conduit & Fittings Technical Specifications
20. All Addenda
21. Documentation submitted by Contractor prior to Notice of Award: Contractor's Bid Submission pages 1 to 62, inclusive, and Best and Final Offer (BAFO) Acceptance dated 09/06/2022.

22. The following, which may be delivered or issued after the Effective Date of the Agreement, and are not attached hereto: All written amendments and other documents amending, modifying or supplementing the Contract Documents pursuant to paragraphs 3.04 and 3.05 of the Standard General Conditions.

The documents listed following 1 above are incorporated here by reference expressly made part of this Agreement except as noted otherwise above. There are no Contract Documents other than those listed above in this Section 8.

Section 9

This Agreement shall commence on October 5, 2022 and end on September 30, 2023. There shall be four (4), one (1)-year renewal options on terms and conditions that are mutually acceptable in writing to the parties, with escalation agreed upon in but not to exceed the Engineering News Record Construction Cost Yearly Average Index (ENR) and not-to-exceed factor of 3%. This Agreement will remain in effect in the event of a natural disaster, pandemic or other emergency event(s).

Section 10

Contractor acknowledges and understands that he is an independent contractor in his relationship to FPUA.

Section 11

This Agreement shall inure to the benefit of and be binding upon the heirs, executors, administrator, assignees and successors of the respective parties.

Section 12

This Agreement may be terminated in accordance with Article 15 of the Standard General Conditions.

Section 13

A. **Indemnification.** Contractor's indemnification shall be in accordance with Article 6.20 of the Standard General Conditions.
B. **Audit Rights.** In accordance with section 2-439 of the City of Fort Pierce Code of Ordinances, FPUA has the right to audit the books and records of Contractor under any Contract other than a firm fixed-price contract to the extent that such books and records are pertinent to the performance of such Contract. Such books and records shall be maintained by Contractor for a period of three (3) years from the date of final payment under the Contract.
C. Contractor shall not assign any interest in this Agreement, and shall not transfer any interest in the same without the prior written approval of FPUA.
D. Nothing in this Agreement shall be construed to give any rights or benefits to anyone other than FPUA and Contractor.
E. **Choice of Law and Venue.** This Agreement shall be constructed in accordance with the laws of the State of Florida and venue shall be St. Lucie County.
F. **E-Verify Required.** Pursuant to 448.095, Florida Statutes, effective January 1, 2021, FPUA and every Contractor and subcontractor entering into an agreement to provide labor, supplies or services to FPUA must use the E-Verify system (www.e-verify.gov) to verify the

work authorization status of any newly hired employees. If a Contractor subcontracts any of the labor or services for FPUA, the subcontractor must provide the Contractor with an affidavit stating that it does not employ, contract with, or subcontract with any person not authorized to work in the united states, and the contractor must keep a copy of the affidavit on file for the duration of the contract. If FPUA or any Contractor or subcontractor has a good faith belief that a person or entity with which it is contracting has knowingly employed, hired, or recruited an unauthorized alien for public or private employment, it must terminate the contract with that person or entity. A contract terminated under 448.095(2)(c) is not a breach of contract and may not be considered as such.

G. **Scrutinized Companies List.** Pursuant to Section 287.135, Florida Statutes, a company is ineligible and may not bid on, submit a proposal, or enter into or renew a contract with an agency or local governmental entity, and FPUA is prohibited from contracting or renewing contracts for goods or services: (1) for any amount with a company that is on the Scrutinized Companies that Boycott Israel List, created pursuant to Section 215.4725, or is engaged in a boycott of Israel; (2) for $1,000,000 or more with a company that is on the Scrutinized Companies with Activities in Sudan List or the Scrutinized Companies with Activities in the Iran Petroleum Energy Section List, created pursuant to Section 215.473; or (3) is engaged in business operations in Cuba or Syria. By signing below Contractor certifies that it is not on any of the above referenced lists, is not engaged in a boycott of Israel, and is not engaged in business operations in Cuba or Syria. The company further acknowledges that FPUA may immediately terminate any contract if the company is found to have falsely certified that it is not on any of the forgoing lists, been placed on any of the foregoing lists, been engaged in a boycott of Israel, or engaged in business operations in Cuba or Syria.

H. **Public Records.**

IF THE CONTRACTOR HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONTRACTOR'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT THE CUSTODIAN OF PUBLIC RECORDS AT PUBLICRECORDS@FPUA.COM, (772) 466-1600, OR PO BOX 3191, FORT PIERCE, FL 34948-3191.

To the extent the Contract includes providing services and acting on behalf of a FPUA as provided under section 119.011(2), Florida Statutes, the Contractor agrees to comply with Florida Public Records Law, Chapter 119, Florida Statutes, and shall:

1) Keep and maintain public records required by FPUA to perform the service;

2) Upon request from FPUA's custodian of public records, provide FPUA with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in Chapter 119 or as otherwise provided by law;

3) Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the contract term and following completion of the contract if the contractor does not transfer the records to FPUA;

4) Upon completion of the Contract, transfer, at no cost to FPUA, all public records in possession of the company or keep and maintain public records required by FPUA to perform

the service. If all public records are transferred to FPUA upon completion of the contract Contractor shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the Contractor maintains public records upon completion of the contract, it shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to FPUA upon request in a format compatible with FPUA's information technology systems.

[signatures are on the following page]

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and seals to this Agreement the day and year set forth below.

Signed, sealed and delivered in the presence of:

MASTEC NORTH AMERICA, INC.

BY: _____
Signature/Officer of Firm (Manual)

Jeffrey C. Schmidt P.E.
Name (Typed or Printed)

TITLE: Executive Vice President

ATTEST:

_____
Secretary

(FPUA Seal)

FORT PIERCE UTILITIES AUTHORITY

BY: _____
Chairman

DATE: 10/18/22

APPROVED AS TO FORM & CORRECTNESS:

BY: _____
Fort Pierce Utilities Authority Attorney

SECTION III – REQUIRED LIMITS OF INSURANCE

ATTACHMENT A

TYPE III

Contractor shall, at its own expense, procure and maintain throughout the term of this Agreement, with insurers acceptable to the Fort Pierce Utilities Authority (FPUA), the types and amounts of insurance conforming to the minimum requirements set forth herein.

Workers' Compensation/Employers' Liability - Such insurance shall be no more restrictive than that provided by the Florida Workers Compensation Act. In addition to coverage for the Florida Workers' Compensation Act, where appropriate, coverage is to be included for the Federal Employer's Liability Act and any other applicable Federal or State law. The Workers' Compensation policy must be endorsed to waive the insurer's right to subrogate against FPUA (and if required the project engineer) and its members, officials, officers and employees.

The minimum limits (inclusive of any amount provided by an umbrella or excess policy) shall be:

Part One:	"Statutory"	
Part Two:	$ 500,000	(Each Accident)
	$ 500,000	(Disease-Each Employee)
	$1,000,000	(Disease-Policy Limit)

Commercial General Liability - The limits are to be applicable only to work performed under the Contract and shall be those that would be provided with the attachment of the Amendment of Limits of Insurance (Designated Project or Premises) endorsement (ISO Form CG 25 03) to a Commercial General Liability policy. FPUA (and if required the project engineer) and its board members, officials, officers and employees shall be included as "Additional Insureds" on a form no more restrictive than ISO Form CG 20 10 (Additional Insured - Owners, Lessees, or Contractors).

The minimum limits (inclusive of any amount provided by an umbrella or excess policy) shall be:

Each Occurrence	$1,000,000
Personal and Advertising Injury	$1,000,000
General Aggregate	$2,000,000
Products/Completed Operations Aggregate	$2,000,000

Contractor shall continue to maintain products/completed operations coverage in the amounts stated above for a period of three (3) years after the final completion of the Work. The insurance shall be on a form no more restrictive than, and shall cover those sources of liability which would be covered by Coverage A of, the latest occurrence form edition of the Commercial General Liability Coverage Form (ISO Form CG 00 01), or of the occurrence Products/Completed Operations Liability Coverage Form (ISO Form CG 00 37), as filed for use in

SECTION III – REQUIRED LIMITS OF INSURANCE

the State of Florida by ISO, without restrictive endorsements other than mandatory endorsements under an ISO filing.

Automobile Liability - Such insurance shall cover all owned, non-owned, and hired autos used in connection with the performance of the work, and shall not be subject to any aggregate limit.

The minimum limits (inclusive of any amount provided by an umbrella or excess policy) shall be:

Each Occurrence Bodily Injury and Property Damage Liability Combined	$500,000

Property Insurance - If the Contract includes construction of or additions to above-ground buildings or structures, or installation of machinery or equipment, the Contractor shall provide Builder's Risk insurance or an Installation Floater. Such insurance shall be provided on an all risk basis. The minimum amount of insurance shall be 100% of the installed replacement value of the installation.

Professional Liability - If the Contract includes a requirement for professional liability insurance, such insurance shall be on a form acceptable to FPUA and shall cover the Contractor for those sources of liability arising out of the rendering or failure to render professional services in the performance of the services required in the agreement. Coverage must either be on an occurrence basis; or, if on a claims made basis, the coverage must respond to all claims reported within three (3) years following the period for which coverage is required and which would have been covered had the coverage been on an occurrence basis.

The minimum limits (inclusive of any amount provided by an umbrella or excess policy) shall be:

Each Occurrence/Annual Aggregate	$1,000,000 Project Specific

Miscellaneous Provisions - The insurance provided by Contractor shall apply on a primary and non-contributory basis to any insurance or self-insurance maintained by FPUA. Any insurance, or self-insurance, maintained by FPUA shall be excess of the insurance provided by Contractor.

The insurance maintained by Contractor shall apply on a first dollar basis without application of a deductible or self-insured retention. Under limited circumstances, FPUA may permit the application of a deductible or permit Contractor to self-insure, in whole or in part, one or more of the insurance coverages required by this Agreement. In such instances, Contractor shall pay on behalf of FPUA or FPUA's board members, officials, officers and employees any deductible or self-insured retention applicable to a claim.

Compliance with these insurance requirements shall not limit the liability of Contractor or the remedies available to FPUA under this Agreement or otherwise. If Contractor obtains insurance with higher limits than the requirements herein, those higher limits shall apply.

SECTION III – REQUIRED LIMITS OF INSURANCE

Evidence of Insurance - Contractor shall not commence work until the required insurance is in force and evidence of insurance acceptable to FPUA has been provided and approved by FPUA. **An appropriate Certificate of Insurance (identifying the project) signed by an authorized representative of the insurer(s), with copies of the actual additional insured endorsement and notice of cancellation endorsement as issued on the policies, shall be satisfactory evidence of insurance.** With respect to Property Insurance, Contractor shall provide a Certificate of Property Insurance form or other evidence satisfactory to FPUA.

Until such insurance is no longer required by this Agreement, Contractor shall provide FPUA with renewal or replacement evidence of insurance at least thirty (30) days prior to the expiration or termination of such insurance. Contractor shall, within thirty (30) days of a written request from FPUA, provide FPUA with a certified copy of the policy or policies providing the coverage required herein. Contractor or its agent may redact or omit provisions of the policy that are not relevant to the insurance required herein.

Policies shall be endorsed to provide FPUA with 30 days' notice of cancellation.

Certificates of Insurance must be completed as follows:

Additional Insured:
FPUA (and if required the project engineer) and its board members, officials, officers and employees

Certificate Holder
Fort Pierce Utilities Authority
Attn: Risk Management
PO Box 3191
Fort Pierce FL 34948-3191

Certificates may be emailed to: risk@fpua.com

(Rev. 2/2019)

ATTACHMENT B

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

September 2, 2022

VIA E-MAIL TO: Maureen.popovich@mastec.com

Mastec North America, Inc.
800 S Douglas Road
Coral Gables, FL 33134

RE: ITB No. 22-06 – ELECTRIC UNDERGROUND UNIT PRICE CONTRACT- BEST AND FINAL OFFER

Dear Mr. Mas:

Fort Pierce Utilities Authority (FPUA) has reviewed the bid that your company submitted in response to ITB No. 22-06 Electric Underground Unit Price Contract, along with the other submitted bids. At the Non-mandatory pre-bid meeting FPUA confirmed that two or more contractors would be selected. Due to the substantial disparity across the bids submitted, it will be nearly impossible to ensure there is equity between the required utility work and the assigned contractor(s).

Therefore, FPUA is proposing the attached revised/averaged FPUA Best and Final Offer (BAFO) Unit Price Bid Form (Attachment A) for your company's consideration. Please submit the BAFO form as a replacement for your original ITB Response Form submittal. You must submit the BAFO to the Fort Pierce Utilities Authority, Purchasing Program Manager, on or before Wednesday, September 14, 2022 by 2:00 PM to be considered for selection for contract negotiations.
This document must be signed by a company officer or director listed on the company's Annual Report that is filed with the State of Florida (Florida Division of Corporations (www.sunbiz.org).

If signed by someone other than one of the people listed on the attached Annual Report, please include a copy of a Secretary's Certificate, Board Resolution or other documentation to show that they have the authority to sign contracts for the company.

If two or more contractors do not accept the FPUA revised Bid Form, FPUA will recommend award of the contract to the responsible bidder with the lowest overall responsive bid.

This letter is only an invitation to participate further in the Bid process; it does not convey or imply anything more. This letter is not intended to be an award of the bid or binding commitment to contract, nor will FPUA be obligated in any manner until a formal written contract has been executed by all necessary parties.

Sincerely,

Nancy J. Palka

Nancy Palka
Purchasing Program Manager

Enclosure

ATTACHMENT B

BEST AND FINAL OFFER

FORT PIERCE UTILITIES AUTHORITY
INVITATION TO BID (ITB) NO. 22-06
ELECTRIC UNDERGROUND UNIT PRICE CONTRACT

Requested By: Nancy J. Palka, Purchasing Program Manager
Phone: 772-466-1600 x3272

Submit by: 2:00 PM, Wednesday, September 14, 2022 by mail, personal delivery, e-mail.

E-mail Preferred

Mailing Address: PO Box 3191, Fort Pierce, FL 34948-3191
Physical Address: 500 Boston Avenue, Fort Pierce, FL 34950-4291
E-mail: PurchasingManager@FPUA.com
Fax: 772-465-0267

This document represents your "Best and Final Offer" and shall be made part of your response to ITB No. 22-06. This "Best and Final Offer" will supersede any and all other bid offers submitted by your firm.

BID RESPONSE SUBMISSION OF:
Mastec North America, Inc.
800 S Douglas Road
Coral Gables, FL 33134

Contractor agrees to the "price not to exceed" for labor unit price, and the material cost plus markup percentage for the FPUA Best and Final Offer (BAFO) Unit Price Bid Form for Invitation to Bid No. 22-06, Attachment A.

Your signature here indicates acceptance of the "Best and Final Offer" for the unit prices stated in the FPUA BAFO Unit Price Bid Form for Invitation to Bid No. 22-06.

(Authorized Signature)

Jeffrey C. Schmidt, P.E., Executive Vice President
(Printed Name/Title)

09/06/2022
(Date)

ATTACHMENT B
BEST AND FINAL OFFER PRICING

Dated: 9/2/2022 EM/NP				MASTEC BEST AND FINAL OFFER (bafo) BID FORM FOR ITB NO. 22-06			FPUA Best and Final Offer (BAFO) Unit Orice Bid Form Bid No. 22-06	
ELECTRIC UNDERGROUND UNIT PRICE CONTRACT								
BOTH CIVIL and ELECTRICAL CONTRACTORS								
Item No.	Description		Unit of Measure	Approx Quantity		Unit Price Mastec	+8.5% Best and Final Offer Unit Price	Total Unit Price Submitted	Best and Final Offer Total Unit Price
A - EXCAVATION AND BACKFILL - Including machine excavation, compacted backfill, placement of marking tape and normal surface restoration.									
1A	Trench, 12"W by 24" deep (top of conduit)		ft.	500	$	5.63	$ 6.10	2,812.50	3,051.56
2A	Trench, 12" W by 30" deep (top of conduit)		ft.	100	$	8.30	$ 9.01	830.00	900.55
3A	Trench, 12" W by 36" deep (top of conduit)		ft.	5000	$	9.85	$ 10.69	49,250.00	53,436.25
4A	Trench, 12" W by 42" deep (top of conduit)		ft.	500	$	10.81	$ 11.73	5,406.25	5,865.78
5A	Adder to Hand Dig, 12"W by 24" depth		ft.	125	$	4.23	$ 4.58	528.13	573.02
6A	Adder to Hand Dig, 12"W by 30" depth		ft.	25	$	5.64	$ 6.12	140.94	152.92
7A	Adder to Hand Dig, 12"W by 36" depth		ft.	100	$	6.46	$ 7.01	646.25	701.18
8A	Adder to Hand Dig, 12"W by 42" depth		ft.	100	$	6.46	$ 7.01	646.25	701.18
9A	Trench, 24"W by 24" deep (top of conduit)		ft.	100	$	5.69	$ 6.17	568.75	617.09
10A	Trench, 24" W by 30" deep (top of conduit)		ft.	100	$	8.45	$ 9.17	845.00	916.83
11A	Trench, 24" W by 36" deep (top of conduit)		ft.	5000	$	11.39	$ 12.36	56,937.50	61,777.19
12A	Trench, 24" W by 42" deep (top of conduit)		ft.	500	$	12.35	$ 13.40	6,175.00	6,699.88
13A	Adder to Hand Dig,24"W by 24" depth		ft.	25	$	3.53	$ 3.82	88.13	95.62
14A	Adder to Hand Dig, 24"W by 30" depth		ft.	25	$	6.19	$ 6.71	154.69	167.84
15A	Adder to Hand Dig, 24" W by 36" depth		ft.	100	$	7.08	$ 7.68	707.50	767.64
16A	Adder to Hand Dig, 24"W by 42" depth		ft.	100	$	7.08	$ 7.68	707.50	767.64
B - CONDUIT INSTALLATION - Material shall adhere to FPUA specifications; elbows to have a minimum 24" radius								-	-
BELOW GRADE								-	-
1B	Schedule 40, PVC, 2", labor only		ft.	5000	$	0.78	$ 0.84	3,875.00	4,204.38
1B-1	Schedule 40, PVC, 2", labor and material		ft.	5000				-	-
2B	Schedule 40, PVC, 3", labor only		ft.	125	$	0.79	$ 0.85	98.44	106.80
2B-1	Schedule 40, PVC, 3", labor and materials		ft.	125				-	-
3B	Schedule 40, PVC, 4", labor only		ft.	1500	$	1.40	$ 1.52	2,100.00	2,278.50
3B-1	Schedule 40, PVC, 4", labor and material		ft.	1500				-	-
4B	Schedule 80, PVC, 6", labor only		ft.	2500	$	1.58	$ 1.71	3,937.50	4,272.19
4B-1	Schedule 80, PVC, 6", labor and material		ft.	2500				-	-
5B	Sch 80 PVC Risers to Meter Base to below grade elbow		ea.	20	$	2.33	$ 2.52	46.50	50.45
5B-1	Sch 80 PVC Risers to Meter Base to below grade elbow		ea.	20				-	-
6B	Sch 80 PVC Risers to Meter Base to below grade elbow		ea.	5	$	2.36	$ 2.56	11.81	12.82
6B-1	Sch 80 PVC Risers to Meter Base to below grade elbow		ea.	5				-	-
7B	Sch 80 PVC Risers to Meter Base to below grade elbow		ea.	5	$	4.20	$ 4.56	21.00	22.79
7B-1	Sch 80 PVC Risers to Meter Base to below grade elbow		ea.	5				-	-
8B	Sch 80 PVC Risers to Meter Base to below grade elbow		ea.	5	$	4.73	$ 5.13	23.63	25.63
8B-1	Sch 80 PVC Risers to Meter Base to below grade elbow		ea.	5				-	-
9B	Furnish & install 1/8" nylon pull string in conduit		ft.	18320	$	0.06	$ 0.07	1,145.00	1,242.33
10B	Install #14 Tracer Wire in conduit		ft.	1500	$	0.34	$ 0.37	506.25	549.28
11B	Install #14 Tracer Wire in trench		ft.	13000	$	0.13	$ 0.14	1,625.00	1,763.13
C - DIRECTIONAL BORE - Includes machine grounding, bore, pipe fusing and normal surface restoration (labor only, material p								-	-
1C	Directional Bore 2"		ft.	500	$	19.70	$ 21.37	9,850.00	10,687.25
1C-1	Additional 2" with pull back		ft.	500	$	12.68	$ 13.75	6,337.50	6,876.19
2C	Directional Bore 3"		ft.	100	$	24.99	$ 27.11	2,498.75	2,711.14
2C-1	Additional 3" with pull back		ft.	100	$	16.88	$ 18.31	1,687.50	1,830.94
3C	Directional Bore 4"		ft.	1000	$	22.50	$ 24.41	22,500.00	24,412.50
3C-1	Additional 4" with pull back		ft.	1000	$	16.88	$ 18.31	16,875.00	18,309.38
4C	Directional Bore 6"		ft.	300	$	28.13	$ 30.52	8,437.50	9,154.69
4C-1	Additional 6" with pull back		ft.	300	$	21.10	$ 22.89	6,330.00	6,868.05
D - DIRECTIONAL BORE - Includes bore pipe per FPUA specifications, machine grounding, bore, pipe fusing and normal surface restoration (labor and MATERIALS SUPPLIED BY CONTRACTOR) (COST + %) - ONLY put in COST in this section for Labor see line 292 below for %.*								-	-
1D	Directional Bore 2"	Labor only*	ft.	1500	$	19.70	$ 21.37	29,550.00	32,061.75
1D-1	Additional 2" with pull back		ft.	1500	$	12.68	$ 13.75	19,012.50	20,628.56
2D	Directional Bore 3"	Labor only*	ft.	150	$	24.99	$ 27.11	3,748.13	4,066.72
2D-1	Additional 3" with pull back		ft.	150	$	16.88	$ 18.31	2,531.25	2,746.41
3D	Directional Bore 4"	Labor ony*	ft.	3000	$	22.50	$ 24.41	67,500.00	73,237.50
3D-1	Additional 4" with pull back		ft.	3000	$	16.88	$ 18.31	50,625.00	54,928.13
4D	Directional Bore 6"	Labor only*	ft.	950	$	28.13	$ 30.52	26,718.75	28,989.84
4D-1	Additional 6" with pull back		ft.	950	$	21.10	$ 22.89	20,045.00	21,748.83

ATTACHMENT B
BEST AND FINAL OFFER PRICING

Item No.	Description	Unit of Measure	Approx Quantity		Unit Price Mastec	+8.5% Best and Final Offer Unit Price	Total Unit Price Submitted	Best and Final Offer Total Unit Price
E - MISSILE - and normal surface restoration (25' Maximum) (labor only, material provided by FPUA)							-	-
1E	36" deep minimum (top of conduit), 2"	ft.	50	$	14.08	$ 15.27	703.75	763.57
2E	36" deep minimum (top of conduit), 3"	ft.	50	$	14.06	$ 15.26	703.13	762.89
3E	36" deep minimum (top of conduit), 4"	ft.	50	$	18.74	$ 20.33	936.88	1,016.51
F - POLYMER CABLE GUARD - (also referred to as U-GUARD) (labor only, materials provided by FPUA							-	-
1F	10 ft. sections, 2 inch	ea.	150	$	98.48	$ 106.85	14,771.25	16,026.81
2F	10 ft. sections, 5 inch	ea.	225	$	211.04	$ 228.98	47,483.44	51,519.53
G - PULL BOX (labor only, material provided by FPUA)							-	-
INSTALL							-	-
1G	Feeder Concrete Coffin 4'x6'	ea.	1	$	1,249.59	$ 1,355.80	1,249.59	1,355.80
2G	Primary Hand Hole 24"x36"	ea.	100	$	379.85	$ 412.14	37,985.00	41,213.73
3G	Secondary Hand Hole 13"x24"	ea.	100	$	133.65	$ 145.01	13,365.00	14,501.03
4G	Street Light Pull Box 10"x10"	ea.	30	$	126.61	$ 137.37	3,798.38	4,121.24
REMOVE							-	-
5G	Feeder Concrete Coffin 4'x6'	ea.	1	$	137.28	$ 148.94	137.28	148.94
6G	Primary Hand Hole 24"x36"	ea.	20	$	68.64	$ 74.47	1,372.75	1,489.43
7G	Secondary Hand Hole 13"x24"	ea.	20	$	77.38	$ 83.95	1,547.50	1,679.04
8G	Street Light Pull Box 10" x 10"	ea.	10	$	68.64	$ 74.47	686.38	744.72
MODIFY (Straighten, Level)							-	-
9G	Feeder Concrete Coffin 4'x6'	ea.	1	$	137.28	$ 148.94	137.28	148.94
10G	Primary Hand Hole 24"x36"	ea.	10	$	68.64	$ 74.47	686.38	744.72
11G	Secondary Hand Hole 13"x24"	ea.	10	$	68.64	$ 74.47	686.38	744.72
12G	Street Light Pull Box 10" x 10"	ea.	10	$	68.64	$ 74.47	686.38	744.72
H - WIRE AND CABLE							-	-
INSTALL - to include meggering, contractor must provide the necessary trailer and pulling equipment to handle three (3) six (6) foot reels - (labor only, materials provided by FPUA)							-	-
PRIMARY							-	-
1H	#1/0 15kV AL CABLE, 133% INSUL, 1 per conduit	ft.	40000	$	1.69	$ 1.83	67,500.00	73,237.50
2H	#1/0 15kV AL CABLE, 133% INSUL, 2 per conduit	ft.	500	$	1.83	$ 1.98	912.50	990.06
3H	#1/0 15kV AL CABLE, 133% INSUL, 3 per conduit	ft.	7000	$	1.91	$ 2.08	13,387.50	14,525.44
4H	#4/0 15kV AL CABLE, 133% INSUL, 1 per conduit	ft.	500	$	1.80	$ 1.95	900.00	976.50
5H	#4/0 15kV AL CABLE, 133% INSUL, 2 per conduit	ft.	250	$	2.00	$ 2.17	500.00	542.50
6H	#4/0 15kV AL CABLE, 133% INSUL, 3 per conduit	ft.	10000	$	2.11	$ 2.29	21,125.00	22,920.63
7H	1000MCM 15kV AL Cable, 133% Insul. 3 per conduit	ft.	3000	$	7.74	$ 8.40	23,212.50	25,185.56
SECONDARY							-	-
8H	#6 URD DUPLEX, 600V, AL	ft.	3000	$	1.34	$ 1.45	4,012.50	4,353.56
9H	#2 URD TRIPLEX, 600V, AL	ft.	100	$	1.65	$ 1.79	165.00	179.03
10H	#1/0 URD TRIPLEX, 600V, AL	ft.	11000	$	3.16	$ 3.43	34,787.50	37,744.44
11H	#4/0 URD TRIPLEX, 600V, AL	ft.	12000	$	2.81	$ 3.05	33,750.00	36,618.75
12H	350MCM URD TRIPLEX, 600V, AL	ft.	1300	$	1.65	$ 1.79	2,145.00	2,327.33
13H	500MCM URD TRIPLEX, 600V, AL	ft.	300	$	2.14	$ 2.32	641.25	695.76
14H	#1/0 URD QUADPLEX, 600V, AL	ft.	500	$	1.40	$ 1.52	700.00	759.50
15H	#4/0 URD QUADPLEX, 600V AL	ft.	200	$	1.65	$ 1.79	330.00	358.05
16H	350MCM URD QUADPLEX, 600V AL	ft.	1100	$	1.83	$ 1.98	2,007.50	2,178.14
17H	500MCM URD QUADPLEX, 600V AL	ft.	100	$	2.38	$ 2.58	237.50	257.69
18H	#4, CU, THW/THHN, 2 per conduit	ft.	100	$	1.30	$ 1.41	130.00	141.05
19H	#4, CU, THW/THHN, 3 per conduit	ft.	100	$	1.61	$ 1.75	161.25	174.96
20H	#2, CU, THW/THHN, 2 per conduit	ft.	100	$	1.30	$ 1.41	130.00	141.05
21H	#2, CU, THW/THHN, 3 per conduit	ft.	100	$	1.61	$ 1.75	161.25	174.96
22H	#1/0 CU, 7 str, THW/THHN, 3 per conduit	ft.	100	$	1.43	$ 1.55	142.50	154.61
23H	#1/0 CU, 7 str, THW/THHN, 4 per conduit	ft.	100	$	2.16	$ 2.35	216.25	234.63
24H	#2/0 CU, 7 str, THW/THHN, 3 per conduit	ft.	100	$	1.43	$ 1.55	142.50	154.61
25H	#2/0 CU, 7 str, THW/THHN, 4 per conduit	ft.	100	$	2.16	$ 2.35	216.25	234.63
26H	#4/0 CU, 7 str, THW/THHN, 3 per conduit	ft.	100	$	1.43	$ 1.55	142.50	154.61
27H	#4/0 CU, 7 str, THW/THHN, 4 per conduit	ft.	100	$	2.16	$ 2.35	216.25	234.63
28H	250MCM CU 37 str, THW/THHN, 3 per conduit	ft.	100	$	1.80	$ 1.95	180.00	195.30
29H	250MCM CU 37 str, THW/THHN, 4 per conduit	ft.	100	$	2.54	$ 2.75	253.75	275.32
30H	500MCM CU 37 str, THW/THHN, 3 per conduit	ft.	100	$	3.61	$ 3.92	361.25	391.96
31H	500MCM CU 37 str, THW/THHN, 4 per conduit	ft.	100	$	4.33	$ 4.69	432.50	469.26
32H	750MCM CU 37 str, THW/THHN, 3 per conduit	ft.	100	$	5.75	$ 6.24	575.00	623.88
33H	750MCM CU 37 str, THW/THHN, 4 per conduit	ft.	100	$	6.50	$ 7.05	650.00	705.25

Item No.	Description	Unit of Measure	Approx Quantity		Unit Price Mastec		+8.5% Best and Final Offer Unit Price	Total Unit Price Submitted	Best and Final Offer Total Unit Price
		REMOVE						-	-
		PRIMARY						-	-
34H	#1/0 15kV AL CABLE, 133% INSUL, 1 per conduit	ft.	250	$	1.24	$	1.34	309.38	335.67
35H	#1/0 15kV AL CABLE, 133% INSUL, 2 per conduit	ft.	250	$	1.33	$	1.44	331.25	359.41
36H	#1/0 15kV AL CABLE, 133% INSUL, 3 per conduit	ft.	250	$	1.56	$	1.70	390.63	423.83
37H	#4/0 15kV AL CABLE, 133% INSUL, 1 per conduit	ft.	250	$	1.44	$	1.56	359.38	389.92
38H	#4/0 15kV AL CABLE, 133% INSUL, 2 per conduit	ft.	250	$	1.63	$	1.76	406.25	440.78
39H	#4/0 15kV AL CABLE, 133% INSUL, 3 per conduit	ft.	250	$	1.70	$	1.84	425.00	461.13
40H	1000MCM 15kV AL Cable, 133% Insul. 3 per conduit	ft.	250	$	5.99	$	6.50	1,496.88	1,624.11
		SECONDARY						-	-
41H	#6 OH DUPLEX, 600V, AL	ft.	100	$	1.04	$	1.13	103.75	112.57
42H	#2 OH TRIPLEX, 600V, AL	ft.	100	$	1.13	$	1.22	112.50	122.06
43H	#1/0 OH TRIPLEX, 600V, AL	ft.	100	$	1.23	$	1.33	122.50	132.91
44H	#4/0 OH TRIPLEX, 600V, AL	ft.	100	$	1.39	$	1.51	138.75	150.54
45H	350MCM OH TRIPLEX, 600V, AL	ft.	100	$	1.98	$	2.14	197.50	214.29
46H	500MCM OH TRIPLEX, 600V, AL	ft.	100	$	2.23	$	2.41	222.50	241.41
47H	#1/0 OH QUADPLEX, 600V, AL	ft.	100	$	1.39	$	1.51	138.75	150.54
48H	#4/0 OH QUADPLEX, 600V AL	ft.	100	$	1.56	$	1.70	156.25	169.53
49H	350MCM OH QUADPLEX, 600V AL	ft.	100	$	1.98	$	2.14	197.50	214.29
50H	500MCM URD QUADPLEX, 600V AL	ft.	100	$	2.23	$	2.41	222.50	241.41
51H	#4, CU, THW/THHN, 2 per conduit	ft.	100	$	1.04	$	1.13	103.75	112.57
52H	#4, CU, THW/THHN, 3 per conduit	ft.	100	$	1.30	$	1.41	130.00	141.05
53H	#2, CU, THW/THHN, 2 per conduit	ft.	100	$	1.04	$	1.13	103.75	112.57
54H	#2, CU, THW/THHN, 3 per conduit	ft.	100	$	1.30	$	1.41	130.00	141.05
55H	#1/0 CU, 7 str, THW/THHN, 3 per conduit	ft.	100	$	1.18	$	1.27	117.50	127.49
56H	#1/0 CU, 7 str, THW/THHN, 4 per conduit	ft.	100	$	1.75	$	1.90	175.00	189.88
57H	#2/0 CU, 7 str, THW/THHN, 3 per conduit	ft.	100	$	1.18	$	1.27	117.50	127.49
58H	#2/0 CU, 7 str, THW/THHN, 4 per conduit	ft.	100	$	1.75	$	1.90	175.00	189.88
59H	#4/0 CU, 7 str, THW/THHN, 3 per conduit	ft.	100	$	1.18	$	1.27	117.50	127.49
60H	#4/0 CU, 7 str, THW/THHN, 4 per conduit	ft.	100	$	1.75	$	1.90	175.00	189.88
61H	250MCM CU 37 str, THW/THHN, 3 per conduit	ft.	100	$	1.44	$	1.56	143.75	155.97
62H	250MCM CU 37 str, THW/THHN, 4 per conduit	ft.	100	$	2.06	$	2.24	206.25	223.78
63H	500MCM CU 37 str, THW/THHN, 3 per conduit	ft.	100	$	2.94	$	3.19	293.75	318.72
64H	500MCM CU 37 str, THW/THHN, 4 per conduit	ft.	100	$	3.50	$	3.80	350.00	379.75
65H	750MCM CU 37 str, THW/THHN, 3 per conduit	ft.	100	$	4.66	$	5.06	466.25	505.88
66H	750MCM CU 37 str, THW/THHN, 4 per conduit	ft.	100	$	5.25	$	5.70	525.00	569.63
	I - TERMINATIONS - NEMA two-hole spade lug, compression type unless otherwise noted						(labor only	-	-
		PRIMARY						-	-
1I	15kV ELBOW for #1/0 15kV jacketed cable	ea.	175	$	246.21	$	267.14	43,087.19	46,749.60
2I	15kV ELBOW for #4/0 15kV jacketed cable	ea.	50	$	242.11	$	262.69	12,105.63	13,134.60
3I	15kV TBODY for 1000MCM 15kV jacketed Cable	ea.	20	$	242.11	$	262.69	4,842.25	5,253.84
4I	15kV POTHEAD for #1/0 15kV jacketed cable	ea.	20	$	239.16	$	259.49	4,783.25	5,189.83
5I	15kV POTHEAD for #4/0 15kV jacketed cable	ea.	10	$	242.11	$	262.69	2,421.13	2,626.92
6I	15kV POTHEAD for 1000MCM 15kV jacketed Cable	ea.	10	$	239.16	$	259.49	2,391.63	2,594.91
		SECONDARY						-	-
7I	#6 URD, 600V, AL	ea.	1000	$	7.03	$	7.62	7,025.00	7,622.13
8I	#2 URD, 600V, AL	ea.	250	$	8.88	$	9.63	2,218.75	2,407.34
9I	#1/0 URD, 600V, AL or CU	ea.	750	$	9.71	$	10.54	7,284.38	7,903.55
10I	#4/0 URD, 600V, AL or CU	ea.	2000	$	8.09	$	8.77	16,175.00	17,549.88
11I	350MCM URD, 600V, AL or CU	ea.	100	$	11.25	$	12.21	1,125.00	1,220.63
12I	500MCM URD, 600V, AL or CU	ea.	100	$	19.70	$	21.37	1,970.00	2,137.45
13I	#4 THW/THHN, CU	ea.	100	$	7.80	$	8.46	780.00	846.30
14I	#2 THW/THHN, CU	ea.	100	$	7.80	$	8.46	780.00	846.30
15I	#1/0 THW/THHN, CU	ea.	100	$	8.50	$	9.22	850.00	922.25
16I	#2/0 THW/THHN, CU	ea.	100	$	8.50	$	9.22	850.00	922.25
17I	#4/0 THW/THHN, CU	ea.	100	$	8.50	$	9.22	850.00	922.25
18I	250MCM THW/THHN, CU	ea.	100	$	9.90	$	10.74	990.00	1,074.15
19I	500MCM THW/THHN, CU	ea.	100	$	17.00	$	18.45	1,700.00	1,844.50
20I	750MCM THW/THHN, CU	ea.	100	$	19.84	$	21.52	1,983.75	2,152.37

ATTACHMENT B
BEST AND FINAL OFFER PRICING

Item No.	Description	Unit of Measure	Approx Quantity		Unit Price Mastec	+8.5% Best and Final Offer Unit Price	Total Unit Price Submitted	Best and Final Offer Total Unit Price
	J - SPLICES (Labor only, materials provided by FPUA)						-	-
	PRIMARY						-	-
1J	Cable, #1/0, 15kV URD, 133% Insulation	ea.	100	$	228.89	$ 248.34	22,888.75	24,834.29
2J	Cable, #4/0, 15kV URD, 133% Insulation	ea.	75	$	221.36	$ 240.18	16,602.19	18,013.37
3J	Cable, 15kV 1000MCM AL UG 133%	ea.	10	$	455.49	$ 494.20	4,554.88	4,942.04
	SECONDARY						-	-
4J	Cable, 600V, 2/#C12 W/GRD "Type "UF"	ea.	10	$	2.29	$ 2.48	22.88	24.82
5J	Wire, Copper, #4 THW/THNN	ea.	10	$	3.44	$ 3.73	34.38	37.30
6J	Wire, Black, THHN/THWN, #2 CU	ea.	10	$	3.44	$ 3.73	34.38	37.30
7J	Wire, Copper, #1/0, THW/THHN, 7 STR	ea.	10	$	5.19	$ 5.63	51.88	56.28
8J	Wire, Copper, #2/0, THW/THHN, 7 STR	ea.	10	$	5.19	$ 5.63	51.88	56.28
9J	Wire, Copper, #4/0 THW/THHN, 7 STR	ea.	10	$	5.19	$ 5.63	51.88	56.28
10J	Wire, Copper 250 MCM THW/THHN	ea.	10	$	11.53	$ 12.50	115.25	125.05
11J	Wire, Copper 500MCM THW/THHN 37 STR	ea.	10	$	17.29	$ 18.76	172.88	187.57
12J	Wire, Copper 750MCM THW/THHN 37 STR	ea.	10	$	21.91	$ 23.78	219.13	237.75
13J	Cable, 600V #6 AL DUPLE #4 NEUTRAL UG	ea.	10	$	8.31	$ 9.02	83.13	90.19
14J	Cable, 600V #2 AL TRIPLEXNEUTRAL UG	ea.	10	$	9.20	$ 9.98	92.00	99.82
15J	Cable, 600V 1/0 AL TRIPLEX URD 1/0	ea.	10	$	13.83	$ 15.00	138.25	150.00
16J	Cable, 600V 1/0 AL QUADPLEX #2 NEUTRAL	ea.	10	$	16.79	$ 18.21	167.88	182.14
17J	Cable, 600V 4/0 AL TRIPLEX 2/0 NEUTRAL UG	ea.	10	$	13.83	$ 15.00	138.25	150.00
18J	Cable, 600V 4/0 AL QUADPLEX UG 2/0 NEUTRAL	ea.	10	$	16.79	$ 18.21	167.88	182.14
19J	Cable, 600V AL 350MCM TPX UG	ea.	10	$	28.81	$ 31.26	288.13	312.62
20J	Cable, 600V 350 QPX AL UG 4/0 NEUTRAL	ea.	10	$	37.68	$ 40.88	376.75	408.77
21J	Cable, 600V AL 500MCM TPX UG	ea.	10	$	46.11	$ 50.03	461.13	500.32
	K - EQUIPMENT & PAD Includes transportation from stores location to job site, fastening equipment to concrete base with lead anchors, bolts and washers - (Labor only, materials provided by FPUA)						-	-
	INSTALL - Includes all grounding, ground rods, secondary connections, parking bushing, lightening arrestor and dust covers						-	-
1K	PADMOUNTED TRANSFORMER, 25-50kVA	ea.	40	$	144.91	$ 157.23	5,796.50	6,289.20
2K	PADMOUNTED TRANSFORMER, 75-225kVA	ea.	40	$	271.53	$ 294.60	10,861.00	11,784.19
3K	PADMOUNTED TRANSFORMER, 300-500kVA	ea.	15	$	844.14	$ 915.89	12,662.06	13,738.34
4K	SWITCH GEAR CABINET	ea.	20	$	967.19	$ 1,049.40	19,343.75	20,987.97
5K	EQUIPMENT CABINET, SECONDARY (48"x48")	ea.	1	$	203.98	$ 221.31	203.98	221.31
6K	EQUIPMENT CABINET, 3ph PRIMARY (96"x24")	ea.	5	$	291.03	$ 315.76	1,455.13	1,578.81
7K	Concrete Pad for Switchgear	ea.	5	$	516.16	$ 560.04	2,580.81	2,800.18
8K	Fiberglass Primary Cabinet Pad	ea.	5	$	541.11	$ 587.11	2,705.56	2,935.54
9K	Concrete Pad, Secondary Cabinet	ea.	1	$	163.21	$ 177.09	163.21	177.09
10K	Concrete Pad, 1ph transformer	ea.	50	$	163.19	$ 177.06	8,159.38	8,852.92
11K	Concrete Pad, 3ph transformer	ea.	65	$	271.53	$ 294.60	17,649.13	19,149.30
	REMOVE						-	-
12K	PADMOUNTED TRANSFORMER, 25-50kVA	ea.	10	$	74.94	$ 81.31	749.38	813.07
13K	PADMOUNTED TRANSFORMER, 75-225kVA	ea.	10	$	115.09	$ 124.87	1,150.88	1,248.70
14K	PADMOUNTED TRANSFORMER, 300-500kVA	ea.	3	$	386.89	$ 419.77	1,160.66	1,259.32
15K	SWITCH GEAR CABINET	ea.	5	$	358.40	$ 388.86	1,792.00	1,944.32
16K	EQUIPMENT CABINET, SECONDARY (48"x48")	ea.	1	$	80.66	$ 87.52	80.66	87.52
17K	EQUIPMENT CABINET, 3ph PRIMARY (96"x24")	ea.	1	$	115.09	$ 124.87	115.09	124.87
18K	Concrete Pad for Switchgear	ea.	1	$	204.15	$ 221.50	204.15	221.50
19K	Fiberglass Primary Cabinet Pad	ea.	1	$	214.00	$ 232.19	214.00	232.19
20K	Concrete Pad, Secondary Cabinet	ea.	1	$	65.60	$ 71.18	65.60	71.18
21K	Concrete Pad, 1ph transformer	ea.	15	$	66.13	$ 71.75	991.88	1,076.18
22K	Concrete Pad, 3ph transformer	ea.	20	$	55.80	$ 60.54	1,116.00	1,210.86
	MODIFY (Straighten, Level)						-	-
23K	PADMOUNTED TRANSFORMER, 25-50kVA	ea.	10	$	71.19	$ 77.24	711.88	772.38
24K	PADMOUNTED TRANSFORMER, 75-225kVA	ea.	10	$	109.34	$ 118.63	1,093.38	1,186.31
25K	PADMOUNTED TRANSFORMER, 300-500kVA	ea.	3	$	318.30	$ 345.36	954.90	1,036.07
26K	SWITCH GEAR	ea.	1	$	340.46	$ 369.40	340.46	369.40
27K	EQUIPMENT CABINET, SECONDARY (48"x48")	ea.	1	$	80.08	$ 86.88	80.08	86.88
28K	EQUIPMENT CABINET, 3ph PRIMARY (96"x24")	ea.	1	$	109.34	$ 118.63	109.34	118.63

ATTACHMENT B
BEST AND FINAL OFFER PRICING

Item No.	Description		Unit of Measure	Approx Quantity		Unit Price Mastec		+8.5% Best and Final Offer Unit Price	Total Unit Price Submitted	Best and Final Offer Total Unit Price
	MISC								-	-
29K	Concrete Pad, Adder for 6 inch increments above 12"		ea.	20	$	93.75	$	101.72	1,875.00	2,034.38
	L - OUTDOOR & STREET LIGHT - (labor only, materials provided by FPUA)								-	-
1L	Pole: 18' cement, 14' above ground		ea.	100	$	134.50	$	145.93	13,450.00	14,593.25
2L	One Light: Decorative fixture or single pole top		ea.	100	$	70.46	$	76.45	7,046.25	7,645.18
3L	Two Light: Decorative fixture or single pole top		ea.	10	$	98.61	$	106.99	986.13	1,069.95
4L	Three Light: Decorative fixture or single pole top		ea.	5	$	126.75	$	137.52	633.75	687.62
5L	Four Light: Decorative fixture or single pole top		ea.	1	$	140.83	$	152.80	140.83	152.80
6L	Five Light: Decorative fixture or single pole top		ea.	1	$	168.95	$	183.31	168.95	183.31
7L	Base, Decorative Street Light Aluminum, 2"x4", 6"		ea.	10	$	340.01	$	368.91	3,400.13	3,689.14
8L	Concrete Street Light Pole Base (Spread Footer)		ea.	10	$	358.70	$	389.19	3,587.00	3,891.90
9L	Prefabricated Street Light Pole Base		ea.	10	$	341.88	$	370.93	3,418.75	3,709.34
10L	Photo Cell / Short Cap		ea.	150	$	34.00	$	36.89	5,100.00	5,533.50
11L	Replace Lamp / Refractor		ea.	10	$	34.00	$	36.89	340.00	368.90
12L	Pull Cable Thru Pole		ea.	100	$	45.34	$	49.19	4,533.75	4,919.12
	M - MISCELLANEOUS - (labor and MATERIALS SUPPLIED BY CONTRACTOR) COST+ % - ONLY put in COST in this section for Labor see line 29								-	-
	INSTALL								-	-
1M	Surface Restoration-Sod	Labor only*	sq. ft.	15000	$	1.00	$	1.09	15,000.00	16,275.00
2M	Asphalt Repair	Labor only*	sq. ft.	2500	$	9.00	$	9.77	22,500.00	24,412.50
3M	Concrete Repair	Labor only*	sq. ft.	2500	$	10.00	$	10.85	25,000.00	27,125.00
4M	Soil Compaction Test		ea.	10	$	156.19	$	169.46	1,561.88	1,694.63
5M	Seed & Mulch	Labor only*	sq. ft	2500	$	0.25	$	0.27	625.00	678.13
6M	Removable bollard	Labor only*	ea.	40	$	300.00	$	325.50	12,000.00	13,020.00
7M	Permanent bollard	Labor only*	ea.	100	$	200.00	$	217.00	20,000.00	21,700.00
	REMOVE								-	-
8M	Asphalt Removal		sq. ft.	4000	$	2.68	$	2.90	10,700.00	11,609.50
9M	Concrete Removal		sq. ft.	4000	$	3.51	$	3.81	14,050.00	15,244.25
	N - MISCELLANEOUS CONSTRUCTION HOURS (to be used on T&E task orders only)								-	-
1N	Working Foreman		per hr.	250	$	77.38	$	83.95	19,343.75	20,987.97
2N	Working Foreman Overtime		per hr.	50	$	100.28	$	108.80	5,013.75	5,439.92
3N	Equipment Operator		per hr.	250	$	56.28	$	61.06	14,068.75	15,264.59
4N	Equipment Operator Overtime		per hr.	50	$	76.05	$	82.51	3,802.50	4,125.71
5N	Laborer		per hr.	500	$	36.58	$	39.68	18,287.50	19,841.94
6N	Laborer Overtime		per hr.	100	$	44.80	$	48.61	4,480.00	4,860.80
7N	Lineman (N/A)		per hr.	100	$		$			
8N	Lineman Overtime (N/A)		per hr.	25	$		$			
9N	Apprentice Lineman		per hr.	50	$	42.94	$	46.59	2,146.88	2,329.36
10N	Apprentice Lineman Overtime		per hr.	10	$	64.43	$	69.90	644.25	699.01
11N	Cable Lift Truck		per hr.	25	$	23.34	$	25.32	583.44	633.03
12N	Air Compressor		per hr.	1000	$	10.99	$	11.92	10,987.50	11,921.44
13N	Concrete Saw (inc. blade)		per hr.	100	$	6.88	$	7.46	687.50	745.94
14N	Flat Bed Truck		per hr.	125	$	28.15	$	30.54	3,518.75	3,817.84
15N	Pump (up to 4")		per hr.	25	$	10.99	$	11.92	274.69	298.04
16N	Pulling Truck		per hr.	125	$	32.41	$	35.17	4,051.56	4,395.95
17N	Pole Truck		per hr.	50	$	78.10	$	84.74	3,905.00	4,236.93
18N	Tractor Trailer		per hr.	125	$	89.84	$	97.47	11,229.69	12,184.21
19N	50' Bucket Truck		per hr.	50	$	98.48	$	106.85	4,923.75	5,342.27
20N	Pickup Truck		per hr.	250	$	16.88	$	18.31	4,218.75	4,577.34
21N	Splicing Van		per hr.	10	$	16.46	$	17.86	164.63	178.62
22N	Dump Truck		per hr.	50	$	56.28	$	61.06	2,813.75	3,052.92
23N	Rubber Tire Backhoe		per hr.	250	$	70.35	$	76.33	17,587.50	19,082.44
									1,332,393.04	1,445,646.45
	MATERIALS (ONLY) MARKUP PERCENTAGE: COST PLUS					20%		15%		

FEMA ADDENDUM
TO FPUA GENERAL TERMS AND CONDITIONS
FEMA REQUIRED CONTRACT PROVISIONS
(CONSTRUCTION)

The following contract provisions shall apply to any and all purchases of services or equipment that is subject to funding or reimbursement through the Federal Emergency Management Agency (FEMA).

A. Administrative, Contractual or Legal Remedies.
(For contracts exceeding $150,000)
If the Contractor fails to perform any material requirement or violates any material provision of this Contract, FPUA shall provide written notice that the breach or noncompliance be corrected within 10 (ten) days of Contractor's receipt of such notice. Failure to comply within the time specified shall result in the termination of the Contract in accordance with its terms, and at FPUA's discretion may provide justification for rejection of any future bids, awards or contracts with Contractor.

B. Contract Work Hours and Safety Standards Act.
(For contracts exceeding $100,000)
Compliance with the Contract Work Hours and Safety Standards Act:

1. *Overtime requirements.* No contractor or subcontractor contracting for any part of the contract work which may require or involve the employment of laborers or mechanics shall require or permit any such laborer or mechanic in any workweek in which he or she is employed on such work to work in excess of forty hours in such workweek unless such laborer or mechanic receives compensation at a rate not less than one and one-half times the basic rate of pay for all hours worked in excess of forty hours in such workweek.
2. *Violation; liability for unpaid wages; liquidated damages.* In the event of any violation of the clause set forth in paragraph (b)(1) of this section the Contractor and any subcontractor responsible therefor shall be liable for the unpaid wages. In addition, such Contractor and subcontractor shall be liable to the United States (in the case of work done under contract for the District of Columbia or a territory, to such District or to such territory), for liquidated damages. Such liquidated damages shall be computed with respect to each individual laborer or mechanic, including watchmen and guards, employed in violation of the clause set forth in paragraph (b) (1) of this section, in the sum of $27 for each calendar day on which such individual was required or permitted to work in excess of the standard workweek of forty hours without payment of the overtime wages required by the clause set forth in paragraph (b) (1) of this section.
3. *Withholding for unpaid wages and liquidated damages.* FPUA shall upon its own action or upon written request of an authorized representative of the Department of Labor withhold or cause to be withheld, from any moneys payable on account of work performed by the Contractor or subcontractor under any such contract or any other Federal contract with the same prime contractor, or any other federally-assisted contract

subject to the Contract Work Hours and Safety Standards Act, which is held by the same prime contractor, such sums as may be determined to be necessary to satisfy any liabilities of such contractor or subcontractor for unpaid wages and liquidated damages as provided in the clause set forth in paragraph (b)(2) of this section.

4. *Subcontracts.* The Contractor or subcontractor shall insert in any subcontracts the clauses set forth in paragraph (b)(1) through (4) of this section and also a clause requiring the subcontractors to include these clauses in any lower tier subcontracts. The prime contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in paragraphs (b)(1) through (4) of this section.

C. Clean Air Act and the Federal Water Pollution Control Act.
(For contracts exceeding $150,000)

(i) Clean Air Act:

1. The Contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C. § 7401 et seq.
2. The Contractor agrees to report each violation to the (name of applicant entering into the contract) and understands and agrees that the (name of the applicant entering into the contract) will, in turn, report each violation as required to assure notification to the Federal Emergency Management Agency, and the appropriate Environmental Protection Agency Regional Office.
3. The Contractor agrees to include these requirements in each subcontract exceeding $150,000 financed in whole or in part with Federal assistance provided by FEMA.

(ii) Federal Water Pollution Control Act:

1. The Contractor agrees to include these requirements in each subcontract exceeding $150,000 financed in whole or in part with Federal assistance provided by FEMA.
2. The Contractor agrees to comply with all applicable standards, orders, or regulations issued pursuant to the Federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq.
3. The Contractor agrees to report each violation to FPUA and understands and agrees that the FPUA will, in turn, report each violation as required to assure notification to the Federal Emergency Management Agency, and the appropriate Environmental Protection Agency Regional Office.
4. The Contractor agrees to include these requirements in each subcontract exceeding $150,000 financed in whole or in part with Federal assistance provided by FEMA.

D. Suspension and Debarment.

1. This contract is a covered transaction for purposes of 2 C.F.R. pt. 180 and 2 C.F.R. pt. 3000. As such, the Contractor is required to verify that none of the Contractor's principals (defined at 2 C.F.R. § 180.995) or affiliates (defined at 2 C.F.R. § 180.905) are excluded (defined at 2 C.F.R. § 180.940) or disqualified (defined at 2 C.F.R. § 180.935).
2. The Contractor must comply with 2 C.F.R. pt. 180, subpart C and2 C.F.R. pt. 3000, subpart C, and must include a requirement to comply with these regulations in any lower tier covered transaction it enters into.

3. This certification is a material representation of fact relied upon by FPUA. If it is later determined that the Contractor did not comply with 2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C, in addition to remedies available to FPUA, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment.
4. The Contractor agrees to comply with the requirements of2 C.F.R. pt. 180, subpart C and 2 C.F.R. pt. 3000, subpart C while this offer is valid and throughout the period of the contract. The Contractor further agrees to include a provision requiring such compliance in its lower tier covered transactions.

E. Procurement of Recovered Materials.

To the extent possible Contractor shall make use of products containing recovered materials that are EPA-designated items unless the product (1) cannot be acquired competitively in the marketplace or within the required timeframe at a reasonable price. Information about this requirement and the list of EPA-designated items see: https://www.epa.gov/smm/comprehensive-procurement-guideline-cpg-program.
The Contractor also agrees to comply with all other applicable requirements of Section 6002 of the Solid Waste Disposal Act.

F. Access to Records:

The following access to records requirements apply to this contract: The Contractor agrees to provide FEMA Administrator, the Comptroller General of the United States, or any of their authorized representatives access to any books, documents, papers, and records of the Contractor which are directly pertinent to this contract for the purposes of making audits, examinations, excerpts, and transcriptions. The Contractor agrees to permit any of the foregoing parties to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed. The Contractor agrees to provide the FEMA Administrator or his authorized representatives access to construction or other work sites pertaining to the work being completed under the contract. In compliance with the Disaster Recovery Act of 2018, the FPUA and the Contractor acknowledge and agree that no language in this contract is intended to prohibit audits or internal reviews by the FEMA Administrator or the Comptroller General of the United States.

G. DHS Seal, Logo and Flags.

The Contractor shall not use the Department of Homeland Security (DHS) seal(s), logos, crests, or reproductions of flags or the likenesses of DHS agency officials without specific FEMA pre-approval.

H. Compliance with Federal Law, Regulations, and Executive Orders.

This is an acknowledgement that FEMA financial assistance may be used to fund all or a portion of this contract. Contractor will comply with all applicable Federal law, regulations, executive orders, FEMA policies, procedures, and directives.

I. No Obligation by Federal Government.

The Federal Government is not a party to this contract and is not subject to any obligations or liabilities to the FPUA, Contractor, or any other party pertaining to any matter resulting from the contract.

J. Program Fraud and False or Fraudulent Statements or Related Acts.
The Contractor acknowledges that 31 U.S.C. Chap. 38 (Administrative Remedies for False Claims and Statements) applies to this Contract.

K. Equal Employment Opportunity.
[Required when the BID/RFP or contract is for construction, or the supervision or inspection of construction work, or other on-site functions related to construction].
During the performance of this contract, the Contractor agrees as follows:

1. The Contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, sexual orientation, gender identity, or national origin. The Contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, sexual orientation, gender identity, or national origin. Such action shall include, but not be limited to the following: Employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided setting forth the provisions of this nondiscrimination clause.
2. The Contractor will, in all solicitations or advertisements for employees placed by on or behalf of the Contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, sexual orientation, gender identity, or national origin.
3. The Contractor will not discharge or in any other manner discriminate against any employee or applicant for employment because such employee or applicant has inquired about, discussed, or disclosed the compensation of the employee or applicant or another employee or applicant. This provision shall not apply to instances in which an employee who has access to the compensation information of other employees or applicants as a part of such employee's essential job functions discloses the compensation of such other employees or applicants to individuals who do not otherwise have access to such information, unless such disclosure is in response to a formal complaint or charge, in furtherance of an investigation, proceeding, hearing, or action, including an investigation conducted by the employer, or is consistent with the Contractor's legal duty to furnish information.
4. The Contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided advising the said labor union or workers' representatives of the Contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

5. The Contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations, and relevant orders of the Secretary of Labor.
6. The Contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by rules, regulations, and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records, and accounts by the administering agency and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations, and orders.
7. In the event of the Contractor's noncompliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this contract may be canceled, terminated, or suspended in whole or in part and the Contractor may be declared ineligible for further Government contracts or federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation, or order of the Secretary of Labor, or as otherwise provided by law.
8. The Contractor will include the portion of the sentence immediately preceding paragraph (1) and the provisions of paragraphs (1) through (8) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the Secretary of Labor issued pursuant to section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The Contractor will take such action with respect to any subcontract or purchase order as the administering agency may direct as a means of enforcing such provisions, including sanctions for noncompliance:

   Provided, however, that in the event a Contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the administering agency, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

L. Byrd Anti-Lobbying Amendment, 31 U.S.C. § 1352 (as amended).

Contractor shall provide a signed copy of the **BYRD ANTI-LOBBYING AMENDMENT CERTIFICATION FORM** attached hereto. Contractor certifies that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, or a member, officer or employee of Congress in connection with obtaining any Federal contract, grant, or any other award covered by 31 U.S.C. § 1352. Contractor shall disclose any lobbying with non-Federal funds that takes place in connection with obtaining any Federal award.
Contractor shall require that this paragraph and a copy of the BYRD ANTI-LOBBYING AMENDMENT CERTIFICATION FORM is included in all Contracts with its subcontractors.

MasTec

SECRETARY'S CERTIFICATE

The undersigned, being the Executive Vice President and Secretary of **MASTEC NORTH AMERICA, INC.**, a Florida corporation ("MasTec"), hereby certifies on behalf of MasTec, to the best of his knowledge, information and belief:

(1) He holds the offices with respect to MasTec as set forth below;

(2) MasTec is a corporation duly organized, validly existing and in good standing under the laws of the State of Florida; and

(3) Jeffrey C. Schmidt, P.E. is a duly qualified and acting Executive Vice President – Utility Services Division of MasTec and he continues to occupy such office as of the date hereof.

IN WITNESS WHEREOF, I have hereunto set my hand this 26th day of February, 2021.

Alberto de Cardenas
Executive Vice President and Secretary

(CORPORATE SEAL)

MasTec North America, Inc. CORPORATE SEAL 1998 FLORIDA

THE SUNRISE CITY
FORT PIERCE
Florida
PURCHASING
DEPARTMENT

Exhibit B

Fort Pierce Utilities Authority
Regulatory Affairs Department
500 Boston Avenue (PO Box 3191)
Fort Pierce, FL 34950 (34948)

June 8, 2023 SENT VIA EMAIL TO: KevinBrickman@mastec.com

Kevin Brickman
Mastec North America, Inc.
800 S. Douglas Road, Suite 1200
Coral Gables, FL 33134

Re: **Bid No. ITB22-06: ELECTRIC UNDERGROUND – CONTRACT RENEWAL**

Dear Mr. Brickman:

This is official notification to your firm that Fort Pierce Utilities Authority (FPUA) has agreed to renew your current contract for **"Installation and/or repair of electric underground facilities"** for a period of 12 months beginning **October 1, 2023 and ending on September 30, 2024**. This is the **1st** of **4 1-year** renewal options. This renewal is granted under the same terms and conditions as the original Contract in an amount not to exceed **$750,000** annually. In addition, FPUA accepts the 3% increase in the labor/installation rate. A purchase order will be issued to you upon your acceptance of the renewed contract term.

This document must be signed by a person registered with the Florida Department of State as a company officer (or by someone authorized by such a person via affidavit or corporate resolution) that is authorized to sign contracts on behalf of the company. If signed by someone not listed as a company officer on the web site www.sunbiz.org, please return with this document, a copy of the affidavit or resolution giving contracting signature authority to the signer.

Beginning January 1st 2020, FPUA and all contractors and subcontractors that provide labor, supplies and services to FPUA must register with and use the E-Verify system to verify the work authorization status of all newly hired employees (hired after Dec. 31, 2020). E-Verify is an online employment verification system provide by the Department of Homeland Security (see www.e-verify.gov/). Under the new law FPUA, and its contractors or subcontractors, may not enter into a contract unless each party registers with and uses the E-Verify system.

We also need a current copy of your Certification of Insurance for the coverage required by the contract. **Certificates of Insurance must be completed as follows:**

Certificate Holder
Fort Pierce Utilities Authority
Attn: Risk Program Manager
PO Box 3191
Fort Pierce FL 34948-3191

Additional Insured
Fort Pierce Utilities AuthorityPlease return this properly executed document by e-mail to indicate acceptance.

Thank you.

Sincerely,

Elba Cendejas
Risk Program Manager

ACCEPTED BY:
MASTEC NORTH AMERICA, INC.

_____
Signature/Officer of Firm

Manuel Arismendy
Name (Typed or Printed)

Senior Vice President
Title

8/15/2023
Date

THE SUNRISE CITY
FORT PIERCE
Florida
PURCHASING
DEPARTMENT

Exhibit C

AMENDMENT 1
TO THE CONTRACT FOR
ELECTRIC UNDERGROUND UNIT PRICE CONTRACT
POA NO. 22-06

THIS FIRST AMENDMENT ("First Amendment") is made and entered into between the Fort Pierce Utilities Authority ("FPUA") and MasTec North America, Inc. ("Contractor").

WHEREAS, the parties entered into a contract for installation and/or repair of electric underground facilities services effective October 5, 2022; and

WHEREAS, the parties desire to amend the Contract to increase the Contract amount and to extend the term of the Contract.

NOW THEREFORE, in consideration of the premises and of the mutual covenants and agreements contained herein, the parties hereto agree as follows:

1. Section 5 of the Contract is amended to increase the total job price from "not to exceed $750,000.00 annually" to "not to exceed $850,000.00 annually."

2. Section 9 of the Contract is deleted in its entirety and replaced with the following section 9:

Section 9:

This Contract shall commence on October 22, 2022 and end on September 30, 2027, unless otherwise extended or earlier terminated in the sole discretion of FPUA. Annual escalation is not to exceed the Engineering News Record Cost Yearly Average Index (ENR) and not-to-exceed factor of 3%. This Contract will remain in effect in the event of a natural disaster, pandemic or other emergency event(s).

3. This First Amendment is effective as of the date last signed below. Except as amended hereby, the terms and conditions of the Contract remain in full force and effect. Any conflict between the provisions of this First Amendment and the Contract shall be resolved in favor of the provisions of this First Amendment.

[*remainder of page intentionally left blank; signature page follows*]

IN WITNESS WHEREOF, the parties hereto have executed this First Amendment on the date set forth below.

FORT PIERCE UTILITIES AUTHORITY

Board Chair

9/17/2024
Date

ATTEST:

Board Secretary

APPROVED AS TO LEGAL FORM:

FPUA ~~General Counsel~~
SPECIAL COUNSEL

MASTEC NORTH AMERICA, INC.

Signature

Jerry Cook
Printed Name

Senior Vice President
Title

9/13/2024
Date

THE SUNRISE CITY
FORT PIERCE
Florida
PURCHASING
DEPARTMENT

Exhibit D

EXHIBIT "D"
PROJECT STATEMENT OF WORK

The work entails the rerouting of the existing underground primary electrical mains which currently traverse across the Kings Landing development. The new electrical utilities will be situated within the limits of the AE Backus and Indian River Drive public rights-of-way and not result in conflicts with the proposed Kings Landing improvements.

THE SUNRISE CITY
FORT PIERCE
Florida
PURCHASING
DEPARTMENT

Exhibit E

SECTION 02016

EXISTING UTILITIES AND UNDERGROUND STRUCTURES

PART 1 – GENERAL

1.01 GENERAL

A. The plans depict the approximate location of the existing utilities. The locations of those facilities (horizontal and vertical) were obtained from record drawings. Guarantee is not made that all existing underground utilities are shown or that the location of those shown are entirely accurate. Finding the actual location of any existing utilities is the contractor's responsibility and shall be done before he commences any work in the vicinity. Furthermore, the contractor shall be fully responsible for any and all damages due to the contractor's failure to exactly locate and preserve any and all underground utilities.

1.02 CONTRACTOR'S RESPONSIBILITIES

A. Contractor shall notify the Sunshine State One Call of Florida (SSOCF) service at 811, 48 hours prior to digging.

B. Locate the cables, ducts, conduit, pipeline, etc. in advance of the proposed construction.

C. Notify Engineer of any substantial changes and/or conflicts that would require a deviation in the plans. Late discovery of existing underground utilities does not constitute "required" deviations should early discovery prevent them.

D. Repair any damage done to existing utilities at no additional expense to the Owner.

E. Remove or modify those utilities scheduled to be removed or modified on the plans.

1.03 PRECONSTRUCTION VIDEO

A. At least one (1) week prior to the start of construction, the contractor shall have video recordings taken of the entire project area. This area includes but is not limited to, the entire site work area, the construction staging area, site access driveways, and the area around the existing buildings. Such recordings shall be provided to the Owner and Engineer before the commencement of construction. These recordings shall serve as record of the conditions as they existed prior to the start of the work. They will be used in the event of a dispute that arises from restoration or damage claims. The contractor shall pay particular attention to

existing damage on public and private property near the work area and ensure that these items are documented on the video.

B. Video recordings are to be delivered to the Owner and Engineer on a DVD, or via a digital method of file transfer, in a standard video format that is able to be viewed on a Windows operating system. All video recordings shall become the property of the Owner.

END OF SECTION

SECTION 02065

DEMOLITION

PART 1 - GENERAL

1.01 SCOPE OF WORK

A. The Contractor shall furnish all supervised labor, materials, equipment, and incidentals required for the removal of items indicated on the plans for disposal

B. The Contractor is responsible for removal of all debris from the site and proper disposal of debris.

1.02 ACCESS

A. Conduct demolition and modification operations, and the removal of equipment and debris to ensure minimum interference with roads and walks both on-site and off-site and to ensure minimum interference with occupied or used facilities.

B. Special attention is directed towards maintaining safe and convenient access to the existing facilities by Owner's operations personnel and associated vehicles.

C. Do not close or obstruct streets, walks or other occupied or used facilities without permission from the Engineer. Provide alternate routes around closed or obstructed traffic in access ways.

1.03 PROTECTION

A. The Contractor shall conduct construction activities to minimize damage to adjacent buildings, structures, utilities, storm drainage, and other facilities, including persons.

1.04 UTILITIES

A. It shall be the Contractor's responsibility to maintain existing utilities in service and protect against damage during demolition operations.

PART 2 - PRODUCTS

A. Not Used

SECTION 02065

DEMOLITION

PART 3 - EXECUTION

3.01 REMOVAL OF EXISTING FACILITIES

A. Subject to the constraints of maintaining the existing utilities in operation; existing facilities not necessary for the operation of the new facility shall remain the property of the Owner unless otherwise directed by the Owner. The Contractor shall remove, clean, and prepare for storage all equipment to remain as directed by the Owner. If the Owner elects not to retain ownership of a certain item, the item shall become the property of the Contractor and shall be removed from the site at the Contractor's expense.

END OF SECTION

SECTION 02200

UTILITY EXCAVATION, TRENCHING, AND BACKFILLING

PART 1 - GENERAL

1.01 GENERAL

The provisions set forth in this section shall be applicable to all underground electric installations, regardless of location, unless prior approval is received from the Utilities Engineer for special design considerations. All excavations shall be properly shored, sheeted and braced or cut back at the proper slope to provide safe working conditions, to prevent shifting of material, to prevent damage to structures or other work and to avoid delay to the work, all in compliance with the U.S. Department of Labor Occupational Safety and Health Act (OSHA), the State of Florida Trench Safety Act (Chapters 90-96 of the laws of Florida, CS/CB 2626 or as amended), and under Section 107 of the Contract Work Hours and Safety Standards Act (Public Law 91-54 or as amended). The minimum shoring, sheeting, and bracing for trench excavations shall meet the general trenching requirements of the safety and health regulations. In all cases where a conflict exists in the requirements of OSHA Regulations, Florida Trench Safety Act, and these specifications, the requirements of the state agency shall prevail.

PART 2 - PRODUCTS

2.01 MATERIALS:

A. SHEETING AND BRACING:

1. Wood sheeting to be left in place shall be pressure treated with preservative in accordance with the current requirements of the American Wood Preservers Association Manual of Recommended Practice.

2. Steel sheeting to be left in place shall be as specified in ASTM Designation A328.

B. CONCRETE:

1. Required concrete shall have a minimum 3,000 pounds per square inch compressive strength.

SECTION 02200

UTILITY EXCAVATION, TRENCHING, AND BACKFILLING

PART 3 – EXECUTION

3.01 TRENCHING:

A. Trench Dimensions: The minimum width of the trench bottom shall be 12 inches, and the maximum width of trench bottom shall be 24 inches unless otherwise shown on the drawing details or approved by the Engineer.

B. Trench Grade: Standard trench grade shall be defined as the bottom surface of the utility to be constructed or placed within the trench. Trench grade for utilities in rock or other non-cushioning material shall be defined as six inches below the outside of the bottom of the utility, which six inches shall be backfilled with extra utility bedding material. Excavation below trench grade that is done in error shall be backfilled to trench grade with granular material and compacted.

C. Utility Bedding: The bottom of the trench shall be shaped to provide a firm bedding for the utility pipe. The utility shall be firmly bedded in undisturbed firm soil, or hand-shaped unyielding material. The bedding shall be shaped so that the pipe will be in continuous contact therewith for its full length and shall provide a minimum bottom segment support for the pipe equal to the spring line of the pipe or one-half of the outside diameter of the barrel. Special bedding may be required, due to depth of cover, impact loadings, or other conditions.

D. Sheeting and Bracing: In order to prevent damage to property, injury to persons, erosion, cave-ins, or excessive trench widths, adequate sheeting and bracing shall be provided, as required, and/or directed by the Engineer, in accordance with accepted standard practice. When the situation arises, sheeting and bracing shall be used as necessary to protect the integrity of the road shoulder. Sheeting shall be removed when the trench has been backfilled to at least one-half its depth, or when removal would not endanger the construction of adjacent structures. When required, to eliminate excessive trench width or other damage, sheeting, bracing, or shoring shall be left in place and the top cut off at an elevation of 5.0 feet below finished grade, unless otherwise directed.

All sheeting and bracing will be in accordance with OSHA, and the Florida Trench Safety Act.

E. Excavated Material: Excavated material to be used for backfill shall be neatly and safely deposited at the sides of the trenches where space is available. Whenever possible, excavated material near a roadway should be deposited on the right-of-way side of the trench, away from the travel way. Where stockpiling of excavated material is required, the Contractor shall be responsible for obtaining the sites to be used and shall maintain his operations to provide for natural drainage and not present an unsightly appearance. All sites shall be restored after fill is removed.

F. Material Disposal: Excess, unsuitable, or cleared and grubbed material resulting from the utility installation shall be removed from the work site and disposed of a location(s) secured by the Contractor, and in accordance with the agency having jurisdiction. Excess excavated material shall be spread on the disposal site and graded in a manner to drain properly and not disturb existing drainage conditions, in accordance with applicable permit requirements.

G. Borrow: Should there be insufficient satisfactory material from the excavations to meet the requirements for fill material, borrow shall be obtained from pits secured by the Contractor. All borrow shall meet the provisions of these specifications.

H. Rock Excavation: Rock excavation shall be defined as excavation of any hard natural substance that cannot be removed by a one cubic yard bucket and requires the use of explosives and/or special impact tools such as jackhammers, sledges, chisels, or similar devices specifically designed for use in cutting or breaking rock.

I. De-watering: Utilities shall be laid "in the dry," unless otherwise approved. Trench excavations may be dewatered by using one or more of the following methods: well point system, sumps with pumps, or other methods(s) as approved by the Engineer. Dewatering systems shall be utilized in accordance with good standard practice and must be efficient enough to lower the water level in advance of the excavation and maintain it continuously to keep the trench bottom and sides firm and dry. If the material encountered at trench grade is suitable for the passage of water without destroying the sides or utility foundation of the trench, sumps may be provided at intervals at the side of the main trench excavation, with pumps used to lower the water level by taking their suction from said sumps. Discharge from dewatering shall be disposed of in such a manner that it will not interfere with normal drainage of the area, in which the work is being performed, create a public nuisance, or form pending. All discharge shall be in accordance with any SFWMD issued permits. The operations shall not cause injury to any portion of the work completed, or in progress, or to the surface of streets, or to private property. The proposed dewatering method(s)

and schedule shall be approved by the Utilities Engineer and necessary regulatory agencies prior to construction.

Additionally, where private property will be involved, advance permission shall be obtained in writing by the Contractor.

J. Obstructions: It shall be the Contractor's responsibility to acquaint himself with existing conditions and to locate structures and utilities along the proposed utility alignment in order to avoid conflicts. Where actual conflicts are unavoidable, work shall be coordinated with the facility owner and performed so as to cause as little interference as possible with the service rendered by the facility disturbed. All affected utilities shall be notified prior to excavation in their vicinity.

K. Backfill in Existing Traffic Zones:

1. General: Backfill material shall be clean earth fill composed of sand, clay, and sand, sand and rock, crushed rock, or an approved combination thereof. Backfilling shall be divided into three specified areas: First, from trench grade to a point 12 inches above the top of the utility, called the pipe zone; second, from the top of the pipe zone to the bottom of the sub-grade; and third, from the bottom of the replacement base course to the replacement surface, see standard details. Where encasements or other below-grade concrete work have been installed, backfilling shall not proceed until the concrete has obtained sufficient strength to support the backfill load. The frequency of density testing is to be specified by the Engineer on the Construction Drawings.

   At a minimum, density testing will be at the minimum distance or interval required by the local permitting agency where applicable or as specified by FPUA.

2. Pipe Zone: Granular material shall be carefully placed and tamped around the lower half (springline) of the utility. Backfilling shall be carefully continued until the fill is 12 inches above the top of the utility, using the best available material from the excavation, if approved. The material shall be lowered to within two feet above the top of pipes before it is allowed to fall, unless the material is placed with approved devices that protect the pipes from impact. The pipe zone shall exclude stones, or rock fragments larger than one inch.

3. Second Area: The remainder of the trench, about the pipe zone and below the sub grade, shall be backfilled and compacted in layers not exceeding 12 inches. Compaction of each lift shall be equal to 98% of maximum density as determined by AASHTO Specification T-99.

4. Shoulder Restoration: All shoulder restoration shall be in accordance with the applicable permit requirements of the agency having jurisdiction.

5. Compaction Methods: The above-specified compaction shall be accomplished using accepted standard methods (powered tampers, vibrators, etc.), with the exception that the first 12 inches of backfilling over the pipe shall be compacted by hand-operated tamping devices. Flooding or puddling with water to consolidate backfill is not acceptable, except where sand is encountered and the operation has been approved by the Utilities Engineer.

6. Density Tests: Density tests for determination of the above-specified compaction shall be made by a testing laboratory approved by the Engineer and at the expense of the Contractor, or as otherwise specified. Test locations will be determined by the Engineer, and the permit agency having jurisdiction. Tests shall also be made where a trench crosses a paved roadway or future paved roadway. If any test results are unsatisfactory, the Contractor shall re-excavate, re-compact the backfill, and retest, at his expense until the desired compaction is obtained. Additional compaction tests shall be made to each side of an unsatisfactory test, as directed, to determine the extent of re-excavation and re-compaction necessary.

N. Backfill in New Traffic Zones: Compaction and testing requirements for backfill in areas of new road construction, i.e. subdivisions, shall be the same as for "Existing Traffic Zones," except:

1. One compaction test shall be required 24 inches above the top of the pipe.

2. Although the trench must be backfilled and compacted in 12-inch lifts as required in "Existing Traffic Zones," compaction tests are required in each 12-inch lift.

O. Backfill in Non-traffic Zones: Backfill must be placed as specified in Subsection M for the pipe zone. Above the pipe zone, the trench must be backfilled to natural density or to 95% of AASHTO T-99, whichever is greater.

P. Protective Concrete Slab: Protective concrete slabs shall be installed where required by the Utilities Engineer, to protect the installed utility against excessive loads, or when insufficient cover exists.

Q. Seed and Mulch: Fertilizing, seeding and mulching operations will be carried out in accordance with the permit agency having jurisdiction.

R. Sodding: Fertilizing and sodding operations will be carried out in accordance with the permit agency having jurisdiction.

END OF SECTION

SECTION 02320

HORIZONTAL DIRECTIONAL DRILLING

PART 1-GENERAL

1.01 SECTION DESCRIPTION

The work specified in this section consists of furnishing and installing underground utilities using the horizontal directional drilling (HDD) method of installation, also commonly referred to as directional boring or guided horizontal boring. This work shall include all services, equipment, materials, and labor for the complete and proper installation, testing, restoration of underground utilities and environmental protection and restoration.

1.02 REFERENCES

Not Used

1.03 QUALITY ASSURANCE

The requirements set forth in this document specify a wide range of procedural precautions necessary to insure that the very basic, essential aspects of a proper directional bore installation are adequately controlled. Strict adherence shall be required under specifically covered conditions outlined in this specification. Adherence to the specifications contained herein, or the Engineer's approval of any aspect of any directional bore operation covered by this specification, shall in no way relieve the Contractor of their ultimate responsibility for the satisfactory completion of the work authorized under the Contract.

1.04 SUBMITTALS

A. WORK PLAN

Prior to beginning work, the Contractor must submit to the Engineer a general work plan outlining the procedure and schedule to be used to execute the project. Plan should document the thoughtful planning required to successfully complete the project.

B. EQUIPMENT

Contractor will submit specifications on directional drilling equipment to be used to ensure that the equipment will be adequate to complete the project.

C. MATERIALS

Specifications on material to be used shall be submitted to Engineer. Material shall include the pipe, fittings and any other item which is to be an installed component of the project.

PART 2 - EQUIPMENT REQUIREMENTS

2.01 EQUIPMENT

The directional drilling equipment shall consist of a directional drilling rig of sufficient capacity to perform the bore and pullback the pipe, a drilling fluid mixing & delivery system of sufficient capacity to successfully complete the crossing, a guidance system to accurately guide boring operations and trained and competent personnel to operate the system. All equipment shall be in good, safe operating condition with sufficient supplies, materials and spare parts on hand to maintain the system in good working order for the duration of this project.

2.02 DRILLING SYSTEM

A. DRILLING RIG

The directional drilling machine shall consist of a hydraulically powered system to rotate, push and pull hollow drill pipe into the ground at a variable angle while delivering a pressurized fluid mixture to a guidable drill (bore) head. The machine shall be anchored to the ground to withstand the pulling, pushing and rotating pressure required to complete the crossing. The hydraulic power system shall be self-contained with sufficient pressure and volume to power drilling operations. Hydraulic system shall be free of leaks. Rig shall have a system to monitor and record maximum pull-back pressure during pull-back operations.

B. DRILL HEAD

The drill head shall be steerable by changing its rotation and shall provide the necessary cutting surfaces and drilling fluid jets.

C. MUD MOTORS(if required)

Mud motors shall be of adequate power to turn the required drilling tools.

2.03 GUIDANCE SYSTEM

The Guidance System shall be of a proven type and shall be setup and operated by personnel trained and experienced with this system. The Operator shall be aware of any magnetic anomalies and shall consider such influences in the operation of the guidance system if using a magnetic system.

2.04 DRILLING FLUID (MUD) SYSTEM

A. MIXING SYSTEM

A self-contained, closed, drilling fluid mixing system shall be of sufficient size to mix and deliver drilling fluid composed of bentonite clay, potable water and appropriate additives. Mixing system shall be able to molecularly shear individual bentonite particles from the dry powder to avoid clumping and ensure thorough mixing. The drilling fluid reservoir tank shall be sized for adequate storage of the mud. Mixing system shall continually agitate the drilling fluid during drilling operations.

B. DRILLING FLUID

Drilling fluid shall be composed of clean water and an appropriate additive. Water shall be from a clean source with a pH of 8.5 – 10 and/or as per mixing requirements of the Manufacturer. Water of a lower pH or with excessive calcium shall be treated with the appropriate amount of sodium carbonate or equal. The water and additives shall be mixed thoroughly and be absent of any clumps or clods. No hazardous additives may be used. Drilling fluid shall be maintained at a viscosity sufficient to suspend cuttings and maintain the integrity of bore wall.

C. DELIVERY SYSTEM

The mud pumping system shall have a minimum capacity to supply mud in accordance with the drilling equipment pull-back rating at a constant required pressure. The delivery system shall have filters in-line to prevent solids from being pumped into the drill pipe. Connections between the pump and drill pipe shall be relatively leak-free. Used drilling fluid and drilling fluid spilled during drilling operations shall be contained and properly disposed of. A berm, minimum of 12" high, shall be maintained around drill rigs, drilling fluid mixing system, entry and exit pits and drilling fluid recycling system (if used) to prevent spills into the surrounding environment. Pumps and or vacuum truck(s) of sufficient size shall be in place to convey excess drilling fluid from containment areas to storage facilities.

2.05 OTHER EQUIPMENT

A. PIPE RAMMERS

Hydraulic or pneumatic pipe rammers may only be used if necessary and with the authorization of Engineer.

B. RESTRICTIONS

Other devices or utility placement systems for providing horizontal thrust other than those previously defined in the preceding sections shall not be used unless approved by the Engineer prior to commencement of the work. Consideration for approval will be made on an individual basis for each specified location. The proposed device or system will be evaluated prior to approval or rejection on its potential ability to complete the utility placement satisfactorily without undue stoppage and to maintain line and grade within the tolerances prescribed by the particular conditions of the project.

PART 3 - EXECUTION

3.01 GENERAL

The Engineer must be notified 48 hours in advance of starting work. The Directional Bore shall not begin until the Engineer is present at the job site and agrees that proper preparations for the operation have been made. The Engineer approval for beginning the installation shall in no way relieve the Contractor of the ultimate responsibility for the satisfactory completion of the work as authorized under the Contract. It shall be the responsibility of Engineer to provide inspection personnel at such times as appropriate without causing undue hardship by reason of delay to the Contractor.

3.02 PERSONNEL REQUIREMENTS

All personnel shall be fully trained in their respective duties as part of the directional drilling crew and in safety.

3.03 DRILLING PROCEDURE

A. SITE PREPARATION

1. Prior to any alterations to work-site, contractor shall photograph or video tape entire work area, including entry and exit points. One copy of which shall be given to Engineer and one copy to remain with contractor for a period of one year following the completion of the project.

2. Work site as indicated on drawings, within right-of-way, shall be graded or filled to provide a level working area. No alterations beyond what is required for operations are to be made. Contractor shall confine all activities to designated work areas.

B. DRILL PATH SURVEY

Entire drill path shall be accurately surveyed with entry and exit stakes placed in the appropriate locations within the areas indicated on drawings. If contractor is using a magnetic guidance system, drill path will be surveyed for any surface geo-magnetic variations or anomalies.

C. ENVIRONMENTAL PROTECTION

Contractor shall place silt fence between all drilling operations and any drainage, wetland, waterway or other area designated for such protection by contract documents, state, federal and local regulations. Additional environmental protection necessary to contain any hydraulic or drilling fluid spills shall be put in place, including berms, liners, turbidity curtains and other measures. Contractor shall adhere to all applicable environmental regulations. Fuel or oil may not be stored in bulk containers within 200' of any water-body or wetland.

D. SAFETY

Contractor shall adhere to all applicable state, federal and local safety regulations and all operations shall be conducted in a safe manner. Safety meetings shall be conducted at least weekly with a written record of attendance and topic submitted to Engineer.

E. PILOT HOLE

1. Pilot hole shall be drilled on bore path with no deviations greater than 5% of depth over a length of 100'. In the event that pilot does deviate from bore path more than 5% of depth in 100', Contractor will notify Engineer and Engineer may require Contractor to pull-back and re-drill from the location along bore path before the deviation.

2. In the event that a drilling fluid fracture, inadvertent returns or returns loss occurs during pilot hole drilling operations, contractor shall cease drilling, wait at least 30 minutes, inject a quantity of drilling fluid with a viscosity exceeding 120 seconds as measured by a March funnel and then wait another 30 minutes. If mud fracture or returns loss continues, contractor will cease operations and notify Engineer. Engineer and contractor will discuss additional options and work will then proceed accordingly.

F. REAMING

Upon successful completion of pilot hole, contractor will ream bore hole to a minimum of 25% greater than outside diameter of pipe using the appropriate tools. Contractor will not attempt to ream at one time more than the drilling equipment and mud system are designed to safely handle.

G. PULL-BACK

1. After successfully reaming bore hole to the required diameter, contractor will pull the pipe through the bore hole. In front of the pipe will be a swivel. Once pull-back operations have commenced, operations must continue without interruption until pipe is completely pulled into bore hole. During pull-back operations contractor will not apply more than the maximum safe pipe pull pressure at any time.

2. In the event that pipe becomes stuck, contractor will cease pulling operations to allow any potential hydro-lock to subside and will commence pulling operations. If pipe remains stuck, contractor will notify Engineer. Engineer and contractor will discuss options and then work will proceed accordingly.

3.04 CONDUIT PROOFING

A. All conduit shall be proofed at the completion of the project to remove any obstructions as a result of normal construction.

3.05 SITE RESTORATION

A. Following drilling operations, contractor will de-mobilize equipment and restore the work-site to original condition. All excavations will be backfilled and compacted to 95% of original density. Landscaping will be restored to original. All mud shall be disposed of by the CONTRACTOR.

3.06 RECORD KEEPING

A. AS-BUILTS

Contractor shall maintain a daily project log of drilling operations and a guidance system log with a copy given to Engineer at completion of project. As-built drawings shall be certified as to accuracy by the Engineer.

END OF SECTION

SECTION 02800

RESTORATION OF SURFACE IMPROVEMENTS

PART 1 - GENERAL

1.1 GENERAL

All applicable provisions of the General Conditions are part of this section. Payment for all labor, equipment and materials shall be as set out in the General Conditions and Agreement. Any conflict between the Project Plans and Technical Specifications shall be constructed according to the Project Plans.

1.2 DESCRIPTION OF WORK

Work includes the restoration of driveways, lawn areas, trees and plants, roadways, and any other existing improvement affected by the proposed work. This section includes furnishing equipment, labor and materials, and performing all necessary and incidental operations to perform the required work.

1.3 TEMPORARY RESTORATION

The Contractor shall be aware and make provisions as necessary to provide temporary resurfacing if required by the governmental agency having jurisdiction for roadways, drives and/or sidewalks. If required, the Contractor will provide temporary resurfacing after final backfill over the open cut, for a period specified by the agency, prior to final roadway replacement.

1.4 QUALITY ASSURANCE

A. The work in this section shall generally conform to the Florida Department of Transportation, Standard Specifications for Road and Bridge Construction, hereafter called the FDOT Standard Specifications.

B. Florida Grades and Standards for Nursery Plants, Part 1 shall be used when determining quality of plants and shrubs.

1.5 SUBMITTALS

Certification: Certification of quality by producer, nursery or manufacturer shall be delivered to Owner 10 days prior to use.

SECTION 02800

RESTORATION OF SURFACE IMPROVEMENTS

PART 2 - PRODUCTS

2.1 SOD

A. The sod used for restoration shall match the existing in the area. St. Augustine sod shall be replaced with St. Augustine Floratam. In areas without well-established sod, Argentine Bahia sod shall be used.

B. The sod shall be sufficiently thick to secure a dense stand of live grass, with a minimum thickness of two inches. The sod shall be live, fresh and uninjured at the time of planting. It shall be planted as soon as possible after being dug and shall be shaded and kept moist from the time it is dug until it is planted. The sod shall be approved by the Owner before placing.

2.2 PLANTS

A. Existing damaged plants shall be replaced by plants of equal type, quality and size whenever possible. All new plants shall be sound, healthy, vigorous and free from defects, decay, disfiguring, bark abrasions, plant diseases, insect pests, their eggs or larvae. The new plants shall be approved by the Owner before placing.

B. Existing plants may be removed, preserved, and replaced at the Contractor's option. Plants shall be handled by an approved nursery.

C. Plants shall be watered and cared for until new growth appears. Dead and dying plants shall be immediately replaced. Plants used shall be in accordance with the "Grades and Standards", Florida No. 1 or better. Plants shall conform to the sizes indicated by the Owner.

2.3 GRASSING

Technical Specifications shall conform to the latest edition of Section 570 "Grassing (By Seeding), Florida Department of Transportation's Standard Specifications for Road and Bridge Construction.

2.4 PLANTER MULCH

Mulch for planter areas shall be Cypress Bark, clean, bright and free from weeds, moss, sticks, and other debris. Bark size shall not be over 2-1/2 inch diameter.

SECTION 02800

RESTORATION OF SURFACE IMPROVEMENTS

2.5 WATER

The water used in the grassing operations may be obtained from any approved spring, pond, lake, stream or municipal water system. The water shall be free of excess and harmful chemicals, acids, alkalis, or any substance which might be harmful to plant growth or obnoxious to traffic. Salt water shall not be used.

2.6 EQUIPMENT

A. Fertilizer Spreader: The device for spreading fertilizer shall be capable of uniformly distributing the material at the specified rate.

B. Seed Spreader: The seed spreader shall be an approved mechanical hand spreader or other approved type of spreader.

C. Rollers: A cultipacker, traffic roller, or other suitable equipment will be required for rolling the grassed areas.

2.7 BASE COURSES (SUBBASE)

A. Technical specifications shall conform to the latest edition of Section 200 through 286 Florida Department of Transportation's Standard Specifications for Road and Bridge Construction.

B. Typically subbase as specified in Section 240 is used on City projects with density requirements shown on plans and details.

C. It is the responsibility of the Contractor to provide all materials to assure base courses meet the above-mentioned specifications.

2.8 ASPHALTIC CONCRETE & PORTLAND CEMENT CONCRETE PAVEMENT

A. The standard technical specifications for the above-mentioned items shall meet the specifications as set forth in the latest edition of Sections 300 through 370 of the Florida Department of Transportation's Standard Specifications of Road and Bridge Construction. Materials for these items shall meet the requirements in Sections 901, 902, 916, and 917 of the same specifications.

B. Certification by means of a job mix formula, as in Section 331- 4.3 F.D.O.T. Specifications, shall be submitted by the Contractor to the Engineer before the asphalt is placed on the project. If said certification is not submitted to the Engineer, the materials may be rejected or at the discretion of the Engineer, asphalt may be allowed to be placed at the risk of the Contractor.

SECTION 02800

RESTORATION OF SURFACE IMPROVEMENTS

2.9 PORTLAND CEMENT CONCRETE

A. The standard technical specifications for Portland Cement Concrete shall meet the specifications as set forth in the latest edition of Section 345 of the Florida Department of Transportation's Standard Specifications for Road and Bridge Construction.

B. Materials for Portland Cement Concrete shall meet the requirements in Sections 901, 902, 921, 923, and 924 of the same specifications.

C. Certification as noted in Section 345-4.3 of the F.D.O.T. Specifications shall be obtained by the Contractor from the supplier, stating that the materials meet the above stated specifications and be submitted to the Engineer before the concrete is placed on the project. If said certification is not submitted to the Engineer, the concrete may be rejected or at the discretion of the Engineer, concrete may be allowed to be placed at the risk of the Contractor.

D. Synthetic fibers are used at 1 1/2 pounds per cubic yard of concrete and can be introduced with the aggregates or after all of the above ingredients have been blended or mixed.

2.10 CONCRETE CURB & GUTTER

All curb and gutter shall conform to the latest edition of Section 520 of the Florida Department of Transportation's Standard Specifications for Road and Bridge Construction, or as specified in the project plans and details.

2.11 CONCRETE SIDEWALK

All sidewalks shall conform to the latest edition of Section 522 of the Florida Department of Transportation's Standard Specifications for Road and Bridge Construction, or as specified in the project plans and details.

2.12 JOINT MATERIAL

Perform joint filler, one-half inch thick, conforming to AASHTO M153 or AASHTO M213.

SECTION 02800

RESTORATION OF SURFACE IMPROVEMENTS

PART 3 - EXECUTION

3.1 LANDSCAPING RESTORATION

A. General: All seeding, sodding and landscaping shall conform to the latest edition of Section 570 of the Florida Department of Transportation's Standard Specifications for Road and Bridge Construction, or as specified in the project plans and details.

Regarding the warranty, the Contractor must provide (a) one (1) year warranty from date of final acceptance including coverage of plants from death or unhealthy conditions, and (2) replacement plants shall be of same size and species as specified, planted in the next growing season, with a new warranty commencing on date of replacement.

B. Lawn Areas: Any lawn area affected by the required work shall be restored to a condition equal or better than the conditions existing before the commencement of work.

C. Balled Plants: Plants where required shall be adequately balled with firm natural balls of soil, sized as set forth in "Grades and Standards". Balls shall be firmly wrapped with burlap or equally approved strong cloth. No balled plant will be planted if the ball is cracked or broken before or during the process of planting.

D. Option: Plants may be furnished as container grown instead of balled if all other requirements are met.

E. Preparation of Plant Pits: All plant pits shall be circular in outline and have vertical sides. Tree pits shall be two feet wider than the width of the ball and one foot deeper than the depth of the ball. Shrubs that are either B&B or 3-gallon containers shall have pits that are two feet wider than the width of the plant ball and 6-inches deeper than the depth of the ball. Smaller shrubs shall have pits that are at least one foot wider than the width of the plant ball and 6-inches deeper than the ball depth.

F. Setting Plant: All plants except as otherwise specified, shall be centered in pits. Deep planting shall be avoided and unless otherwise specified, plants shall be set at such a level that after settlement they will bear the same relation to the required grade as they have to the natural grade before being transplanted.

Balled and burlapped plants and palm trees shall be placed on 6-inches to 12-inches of tamped planting mixture and adjusted so as to be at the proper level. The

rope and burlap shall be cut away and the burlap folded down to the bottom of the pit. Very large B&B plants shall remain wrapped until fully backfilled and then just the upper portion of the burlap shall be removed. Backfill of planting mix shall be placed halfway up the pit and then water tamped. After this water has drained away, backfill around the edge of the pit to form a saucer and fill area three times with water.

G. Water: Water to be used initially during plant installation shall be furnished by the Contractor.

3.2 SOD PLACEMENT

A. Sod is required in all disturbed areas.

B. The areas over which the sod is to be placed shall be scarified or loosened to suitable depth. On areas where the soil is sufficiently loose, particularly on shoulders and fill slopes, the Engineer may, at his discretion, authorize the elimination of the ground preparation. Immediately before sod is placed, 12-8-8 fertilizer shall be applied at the rate of approximately 500 pounds per acre, by broadcasting and raking into the planting area.

C. Sod shall be firmly embedded by light tamping. Wherever necessary to prevent an erosion condition caused by vertical edges at the outer limits of the sodded area, the sod shall be tamped so as to produce a featheredge at the outer limits. The sod shall be kept in a moist condition after it is planted. Water shall not be applied between the hours of 8:00 a.m. and 4:00 p.m., nor when there is danger of freezing. On areas where the sod may slide, due to height and slope, the Engineer may direct that the sod be pegged, with pegs driven through the sod blocks into firm earth, at suitable intervals.

D. Maintenance: Contractor shall, at his expense, maintain the planted areas in a satisfactory condition until final acceptance of the project. Such maintenance shall include watering, filling, leveling and repairing of any washed or eroded areas as may be necessary.

3.3 SEEDING

A. Seeding and fertilizer shall only be used in areas where dirt is existing and no grass or grass/weed mixture is present.

B. Execution of seeding shall be in accordance to the latest edition of Section 570 of the Florida Department of Transportation's Standard Specifications for Road and Bridge Construction.

SECTION 02800

RESTORATION OF SURFACE IMPROVEMENTS

3.4 EXCAVATION AND EMBANKMENT

A. All excavated material which is suitable shall be used in the formation of embankments or shoulders, or for backfilling as directed. Excavated material which will be suitable when dry shall be allowed to dry and be used as required. All materials removed which are considered unsuitable or spoil material shall be disposed of outside the limits of the site at the Contractor's expense

B. All other technical specifications shall conform to the latest edition of Section 120 Florida Department of Transportation's Standard Specifications for Road and Bridge Construction, or as specified in the project plans and details.

3.5 PAVEMENT REPLACEMENT

A. Asphalt pavement shall be removed by saw cutting on a straight line with edges as vertical as possible. Concrete pavement or asphalt surfaced concrete shall be removed by cutting with a concrete saw in as straight a line and vertically as possible.

B. Prior to replacing concrete or asphalt pavement, a subbase and base course corresponding to the required materials and thicknesses specified on the Construction Drawings shall be installed. The Contractor will have tests made by an independent testing laboratory to verify that the required compaction densities are obtained.

C. Non-asphalt pavement replacement shall be replaced of like material and thickness in accordance to the Construction Drawings. Asphalt or built-up asphalt pavement replacement shall be replaced with like material or concrete as directed by the Engineer. Where asphalt or built-up asphalt pavement is replaced by concrete, the concrete shall have a minimum of 6-inches in thickness and be reinforced with 6 by 6 No. 6 gage welded wire fabric or as specified within the construction drawings. Where the pavement replacement is of like material, it shall be replaced in thickness equal to or better than that existing at the time of removal.

D. Road cuts shall be repaired with a temporary asphalt patch the same day as cut and maintained for a period of 90 days prior to placing the final wearing surface.

E. Unless the base is sealed or other temporary paving applied over driveway areas to be repaved, pavement shall be replaced not later than three weeks after completion of backfill.

SECTION 02800

RESTORATION OF SURFACE IMPROVEMENTS

3.6 CURB REMOVAL AND REPLACEMENT

Curb removal and replacement required in the construction of this work shall be done by the Contractor. Reasonable care shall be exercised in removing the curb, saw cutting curb is required to obtain a vertical roughened surface without spalling fractures, and the Contractor shall either stockpile or dispose of this material as directed by the Engineer. Curb shall be replaced of like material and design in a manner and condition equal to or better than that existing at the time of removal. Materials and methods of replacing State Highway sidewalks or curbs shall conform to the FDOT Standard Specifications. It shall be the Contractor's responsibility to verify existing curb/gutter grades and place the new curb/gutter to these same grades.

3.7 CONCRETE SIDEWALK

A. Concrete sidewalk shall be removed by saw cutting on a straight line with edges as vertical as possible. The new sidewalk segments shall match the existing sidewalk as to width, thickness, and elevation, and have a medium broom finish.

B. Expansion joints between the sidewalk and the curb or driveway or at fixed objects and sidewalk intersections shall be 1/2-inch joints formed with a performed joint filler.

3.8 TESTS

The Contractor shall furnish facilities for making all density tests and make such restorations as may be necessary due to test operations. All density tests on backfill or base replacement will be made by a commercial testing laboratory employed by the Contractor and at such locations as may be recommended by the Engineer. If the densities as determined by the specified tests fall below the required minimums, the Contractor shall pay for all retests.

END OF SECTION

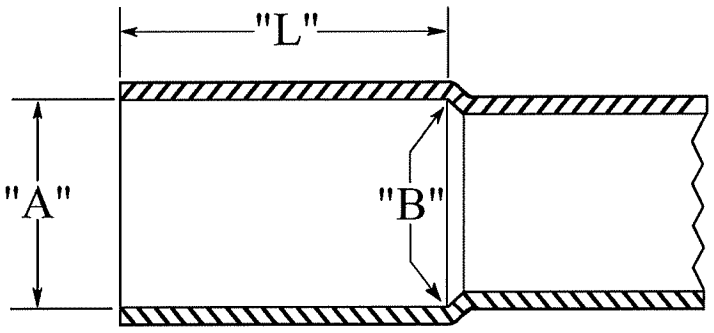
TECHNICAL SPECIFICATION

FMPA TECHNICAL SPECIFICATION FA-PVC-1
SPECIFICATIONS FOR
PVC CONDUIT & FITTINGS

1. SCOPE

This specification covers the requirements for PVC Conduit and Fittings used in 60 cycle power distribution systems.

2. DEEP BELL SPECIFICATIONS



The diagram above and the dimensions below are to be used where "deep bell" ends on conduit or elbows are specified. The entrance and base bell dimensions are the same as standard UL listed bells, but the depth is greater than the UL allowance.

Size	Bell Entrance Diameter "A"	Bell Bottom Diameter "B"	Bell Depth "L"
1-1/2"	1.916"±.006"	1.894"±.006"	2.75"±.25"
2"	2.393"±.006"	2.369"±.006"	3.25"±.25"
2-1/2"	2.890"±.007"	2.888"±.007"	3.25"±.25"
3"	3.515"±.008"	3.492"±.008"	4.00"±.25"
3-1/2"	4.015"±.008"	3.992"±.008"	4.25"±.25"
4"	4.515"±.009"	3.492"±.009"	4.75"±.25"
5"	5.593"±.010"	5.553"±.010"	5.75"±.25"
6"	6.656"±.011"	6.614"±.011"	6.25"±.25"

3. SPECIFICATION BY MANUFACTURER PART NUMBER:

The individual products supplied shall be equal to the unit described by the manufacturer and part number shown on the bid form. Manufacturing standards and production tests shall be in accordance with ANSI/IEEE Standards, as appropriate, and published by the manufacturer.

4. COILABLE POLYETHYLENE DUCT

4.1 Description

The duct shall be manufactured from virgin high – density polyethylene. The addition of clean rework material is permissible if generated in the manufacturer's own plant. The ducts are supplied with smooth gray walls. The duct shall be capable of being coiled (reeled) in continuous lengths, transported, stored outdoors and subsequently uncoiled for installation – without affecting its properties or performance.

4.2 Workmanship

The duct shall be free of visible cracks, holes or other physical defects that would degrade its performance. It shall be uniform as practicable in respect to overall dimensions, color density, thickness, etc.

4.3 Markings

The duct shall have a durable identification showing the name or the trademark of the manufacturer, duct size, date and reference code,

and have **"CAUTION – HIGH VOLTAGE"** printed at intervals no greater than three feet.

4.4 Capping

The open ends of each length of reeled duct shall be sealed by plastic caps to prevent the entrance of dirt and/or moisture.

4.5 Dimensions

The dimensions of the duct shall be as per ASTM-D3035. Wall thickness to be SDR 13.5 rating.

4.6 Packaging

The duct shall be provided on lightweight metal reels in maximum lengths possible with no joints or splices. Reel sized shall be 8' in diameter.

4.7 Installation

The duct shall be capable to being directly buried with no special considerations to using selective backfill. The duct shall be capable of being encased in concrete.

5. APPROVED EQUAL MANUFACTURERS:

The following manufacturers are approved equals where exact equal products are available:

1) Carlon
2) Cantex
3) CSR Poly Pipe
4) Dura Line
5) PNA
6) ARNCO
7) Petroflex
8) Ameriplast

City Commission Regular Meeting **12. a.**

Meeting Date: 03/03/2025

Re: 2025-003 Port Overlay Zoning District

Submitted For: Kev Freeman, Planning Director, Planning Department

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SUBJECT:

Quasi-Judicial Hearing - Ordinance 25-003: Review and approval of a proposed amendment to the City's Code of Ordinances of the City of Fort Pierce, Florida, at Chapter 125-Zoning, Article III - Establishment of Zones, Section 125-157 - Designation of Overlay Districts, creating Subsection (3) - Port Overlay District, to establish the Port Overlay District (POD) and Port Overlay District Areas (PODA); Providing for a severability clause, repealing all ordinances or parts thereof in conflict, providing for an effective date. FIRST READING.

SUMMARY:

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

Therefore, the proposed Port of Fort Pierce (PFP) Overlay Zoning District is proposed to be implemented in order to preserve deep-water access for port and maritime uses consistent with the development concepts outlined within the Port of Fort Pierce Masterplan (Port Masterplan), which needs, or uses deep-water access, particularly port and marine-related operations, and other water dependent or related uses. Major development of the PMP District will be regulated by the proposed Port Overlay District (POD). The regulations are intended to protect the viability of the Port of Fort Pierce by encouraging appropriate industrial, commercial, institutional, recreational, and other related uses, without affecting the existing development rights of property owners and the intent of the Port Masterplan.

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

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

RECOMMENDATION:

Staff recommend APPROVAL of Ordinance 25-003 to establish the Port Overlay District.

ALTERNATIVES:

Approval with amendments.
or
Denial.

RESPONSIBLE STAFF:

Kev Freeman, Planning Director.

COORDINATED WITH:

Technical Review Committee: April 20, 2023.
Planning Board: January 13, 2025. (Recommendation of approval - 5-1)
City Attorney's Office.

Fiscal Impact

Budgeted Y/N: N

OTHER INFORMATION:

N/A

Attachments

Staff Presentation
Staff Report
Ordinance 25-003
Comparative Uses
Mailout List - 500ft
SLC Letter
Business Impact
Legal Memo
Existing PUR Zoning
Port Masterplan
Port Jurisdiction
Proof of Publication

Form Review

Inbox	Reviewed By	Date
City Manager	Linda Cox	02/21/2025 12:35 PM

Form Started By: Kev Freeman
Started On: 02/14/2025 10:16 AM
Final Approval Date: 02/21/2025

CITY OF FORT PIERCE
CITY COMMISSION

March 3rd, 2025

Zoning Text Amendment
Port of Fort Pierce Zoning Overlay

1

The Port of Fort Pierce is one of Florida's 15 deepwater Seaports and has huge economic value to the City and to the Region.

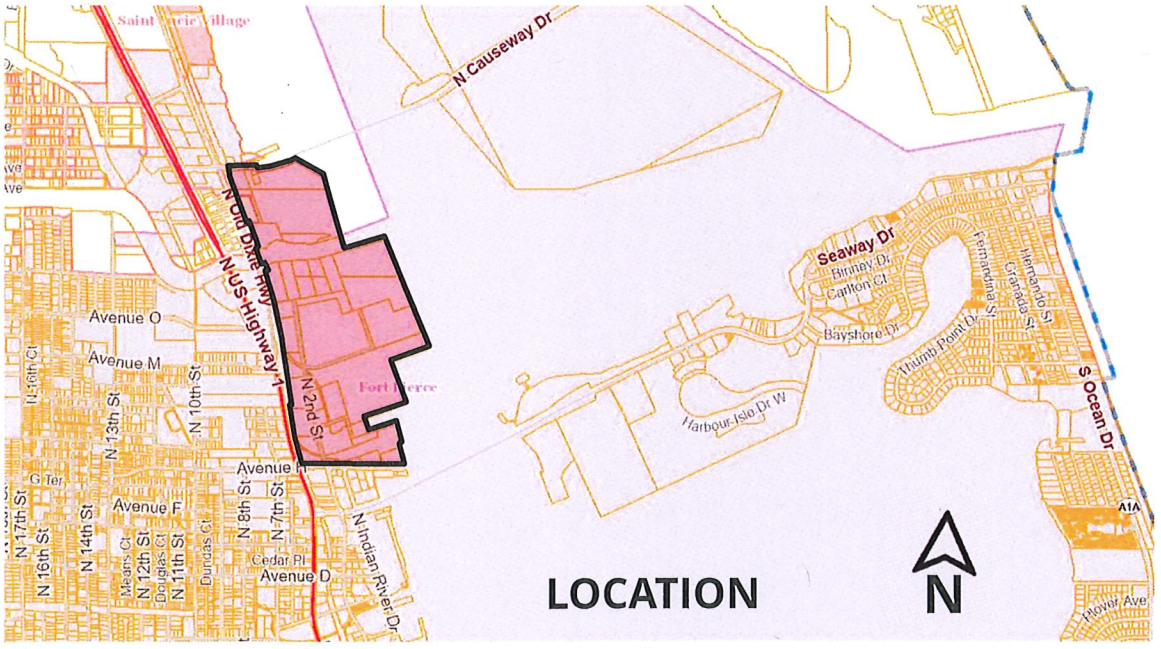
In 2020, St. Lucie County, together with partners and substantial public outreach through the Port of Fort Pierce Master Plan Advisory Committee, updated the Port of Fort Pierce Master Plan, culminating in the Final Draft which was presented to City Commission in December 2020.

2

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

This item proposes to establish the Port of Fort Pierce Overlay Zoning District at Section 125-214 of the Code Of Ordinances.

3



4

ILLUSTRATIVE MASTERPLAN



5

GUIDING TENENTS AND ALIGNMENT

THE PORT OF FORT PIERCE MASTERPLAN

'The Master Plan presented herein is a starting point for continued discussion of what's possible—and actionable.'

4.2.1 AN ENGINE FOR OUR BLUE ECONOMY

GROW DIVERSITY OF MARINE RELATED INDUSTRIES
MEGAYACHT
IMPORT/EXPORT

4.2.2 GROW THE AMOUNT OF FUNCTIONAL WATERFRONT EDGES

ADD 6,000 – 7,000 ft WORKING MARINE EDGE

4.2.3 PROVIDE A FLEXIBLE TEMPLATE FOR PORT LAND DEVELOPMENT

IMPORT/EXPORT AND TRADE ENABLING AREAS.
STORMWATER DETENTION
LIGHT INDUSTRIAL
MAGAYAGHT
WAREHOUSING
ELECTRONICS/HYDRALICS/ENGINE REPAIR BUSINESS
MIXED-USE DEVELOPMENT

4.2.4 INVEST AND GROW ENVIRONMENTAL EDUCATION AND RESTORATION

ARTIFICIAL REEF PROGRAM
ENVIRONMENTAL EDUCATION CENTER
MARINE RESEARCH

4.2.5 THE PORT AS A GOOD NEIGHBOR

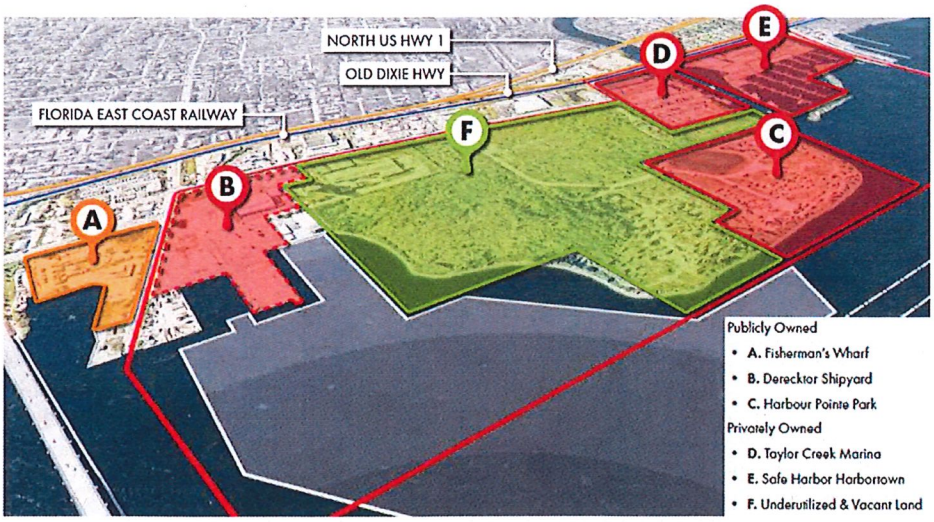
GREENWAY
BEAUTIFICATION OF PORT SILOS
LANDSCAPING
WORKING WATERFRONT
TOURISM

6

Several initiatives are underway near the Port. Projects include major transportation improvements such as North Causeway Reconstruction and implementation of the SUNTrail Greenway.

Others involve public facing waterfront renewal efforts, such as the Fisherman's Wharf redevelopment and the Kings Landing development.

7



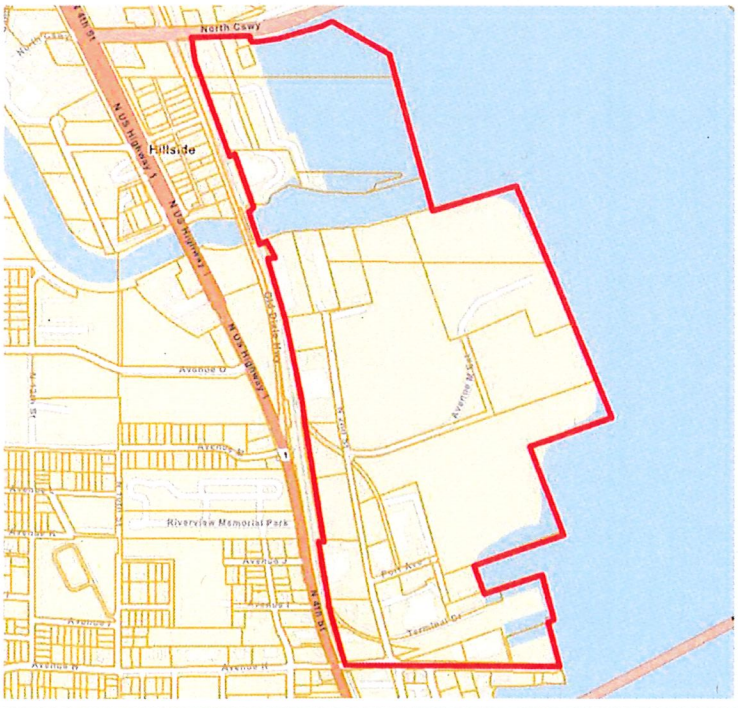
8

This text amendment to the Zoning Code proposes that future development within the Port of Fort Pierce Overlay District will be processed either through the minor site plan process or by the conditional use procedure.

The current Future Land Use of the properties will not be amended at this time. The Overlay will provide the framework for the review of allowed uses and for the application/approval process.

9

PROPOSED PORT OF FORT PIERCE OVERLAY BOUNDARY



10

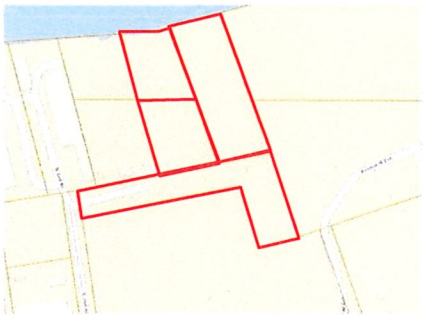
CITY OF FORT PIERCE GIS



LOTS - (4) BOUNDARY DISCREPANCIES

REQUIRE SUBDIVISION APPLICATION

ST. LUCIE COUNTY PROPERTY APPRAISER

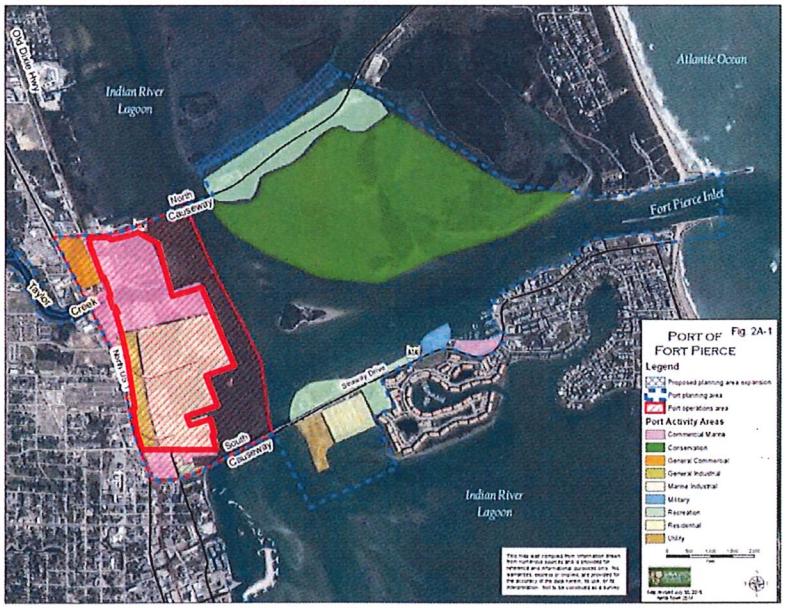


11

St. Lucie County Comprehensive Plan – Port Sub-element

Goal 2A.3: Port Activities - The quality of life for St. Lucie County residents will be strengthened and maintained by enhancing the economic viability, attractiveness, environmental quality, and social benefits associated with activities at the Port of Fort Pierce.

Objective 2A.3.1: The Port of Fort Pierce should strengthen the economic development activities in the Port Operations Area by working with federal, state and local government, the private sector, and other interested parties to formulate an economic development plan that will foster new jobs that exceed the County's average annual wage and enhance the community's prosperity.



12

City of Fort Pierce Comprehensive Plan

Property Rights Element

Policy 12.1.1.1

The City shall consider the right of a property owner to physically possess and control their interests in the property, including easements, leases, or mineral rights.

Policy 12.1.1.2

The City shall consider the right of a property owner to use, maintain, develop, and improve their property for personal use or for the use of any other person, subject to state law and local ordinances.

13

City of Fort Pierce Comprehensive Plan

Coastal Management Element

Policy 5.3.3

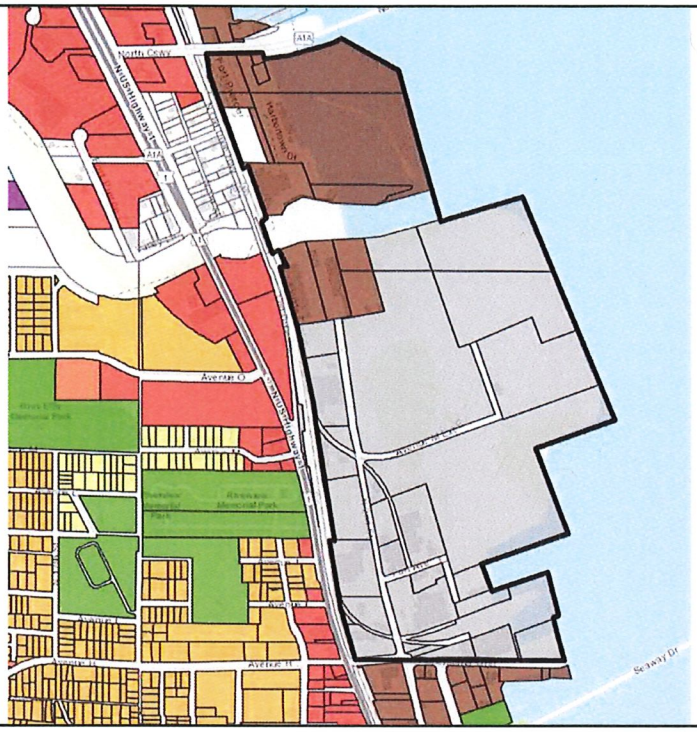
The City shall coordinate with St. Lucie County in implementing the 2017 update to the Port of Ft. Pierce Master Plan. The plan provides general goals, objectives, and policies to encourage gentrification of the Port through a **mix of recreational, commercial, residential and industrial uses**. The City will follow the goals, objectives, and policies within the revised Port of Ft. Pierce Master Plan to ensure orderly development and redevelopment of the Port.

14

FUTURE LAND USE

I

MC



15

FUTURE LAND USE

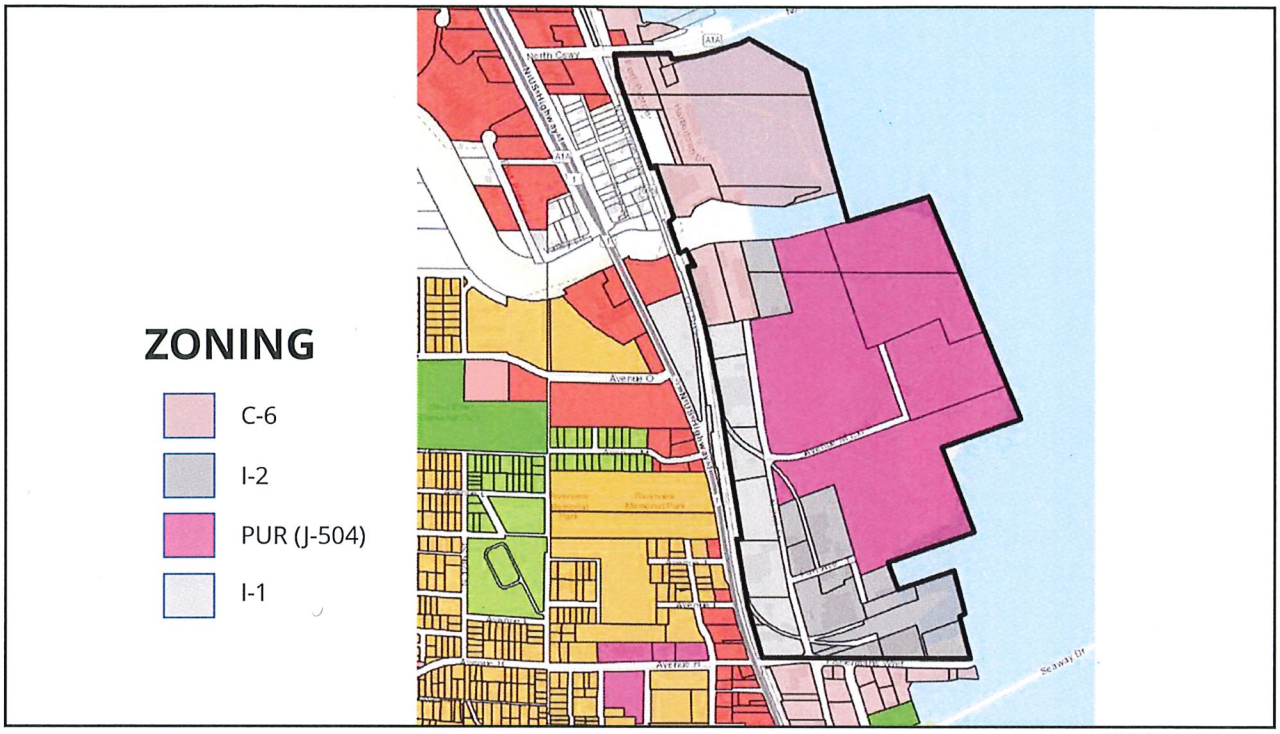
I

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

MC

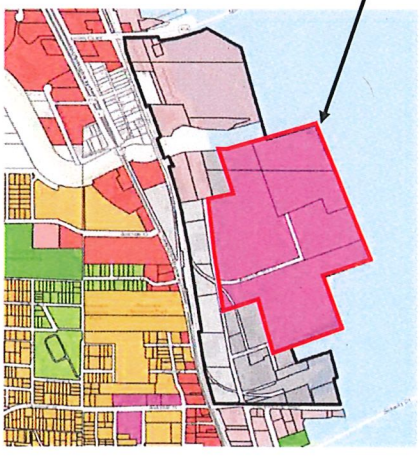
Marine Commercial (MC): The Marine Commercial designation is intended to promote commercial and industrial uses with a focus on marine related establishments along the waterfront. Uses allowed within this designation include marine-related light industrial activities and tourist activities, marinas, boat stores/boat repair, restaurants, retail shops, hotels, and offices. Multifamily residences also allowed in this designation. This land use designation allows a maximum density of 15 dwelling units per acre and a maximum FAR of 1.0. Residential uses may comprise up to 20 percent of the total floor area of the Marine Commercial future land use designation.

16



17

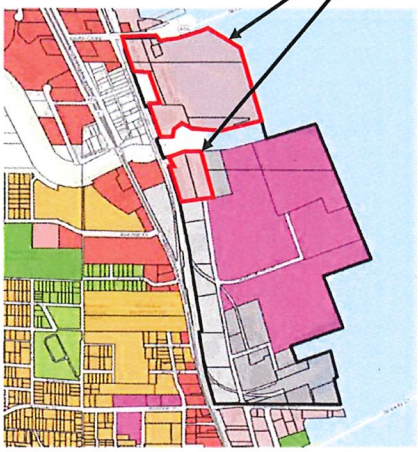
EXISTING ZONING — PUR (ORD J-504)



Based on the 1966 Port Charrette wherein new uses not previously allowed by the current zoning designation, including recreation, commercial, residential and mixed-uses, streets, drainage, public access, protection of the shoreline and Indian River Lagoon and limited expansion of industrial are promoted.

18

EXISTING ZONING

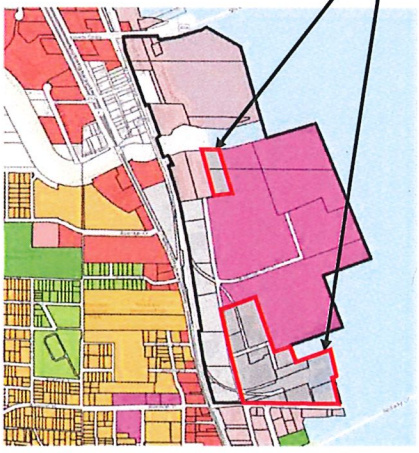


C-6 Marine Commercial Zone

The intent of this district is primarily to provide suitable locations for compatible marine commercial and tourist-related facilities...The requirements in this zone recognize that certain marine oriented commercial activities can be compatible with activities that are more tourist-related ... is reserved for uses that are dependent on or benefit from proximity to the water.

19

EXISTING ZONING

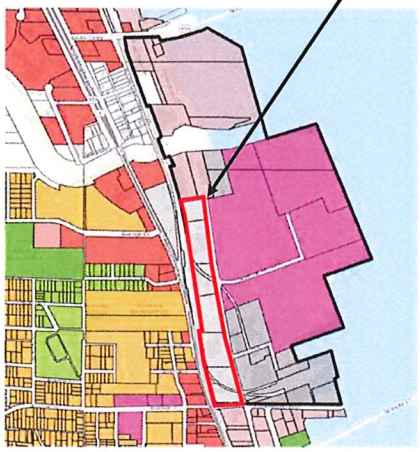


I-2 Marine Industrial Zone

Intended primarily to provide a location for port activities, marine industry and supporting uses. In addition, certain nonindustrial water-oriented uses and uses associated with them may be permitted. The district is designed to exclude uses which can be located equally well elsewhere and are inconsistent with the character of the district. Large areas with adequate waterfront, street and railroad access are appropriate for this type of zoning.

20

EXISTING ZONING

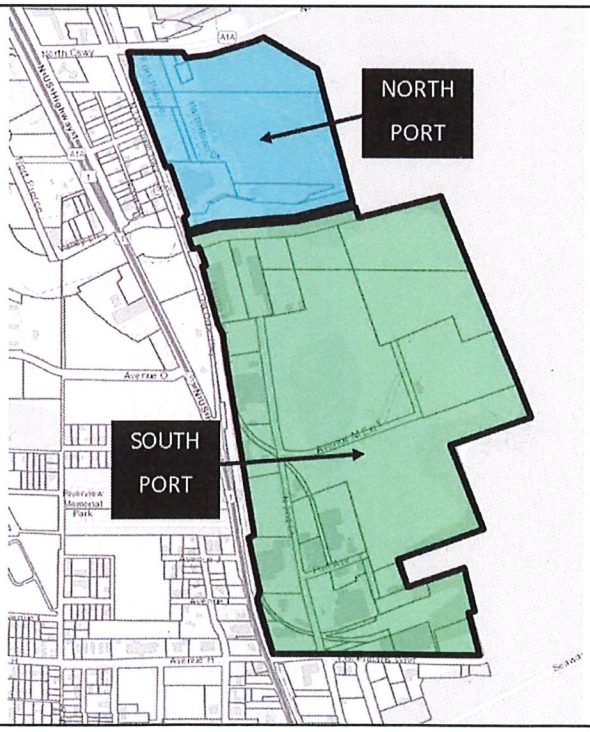


I-1 Light Industrial Zone

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

21

PORT OF FORT PIERCE ZONING OVERLAY



22

USE TABLE

Conditional Uses in the C column require Conditional Use approval.

PORT OVERLAY DISTRICT (POD) PERMITTED AND CONDITIONAL USES	NORTH PORT		SOUTH PORT	
USE	P	C	P	C
Berthing facility	X		X	
Boat Servicing	X		X	
Concrete facility		X	X	
Education facility – Marine	X		X	
Environmental and cultural resource - Marine	X		X	
Export operations	X		X	
Freight facility	X		X	
Fueling	X		X	
Fuel Storage and Distribution - Existing	X		X	
Fuel Storage and Distribution ≤ 30,000 gallons	X		X	
Fuel Storage and Distribution > 30,000 gallons		X		X
Greenway	X		X	
Heliport		X		X
High and dry boat storage	X		X	
Import operations	X		X	
Light Industrial	X		X	
Lodging, condominium		X	X	
Lodging, corporate residential		X	X	
Lodging, resort accommodations		X	X	
Marina	X		X	
Marine Industrial	X		X	
Office/Commercial	X		X	
Passenger Vessel	X		X	
Passive Park, Recreation, Stormwater Recharge		X	X	
Rail	X		X	
Restaurant	X		X	
Retail – Bulk Material	X		X	
Retail - Marine Related	X		X	
Seaport		X		X
Shipping, Marine	X		X	
Ship Supply Establishment	X		X	
Shipyard	X		X	
Space Industry		X	X	
Terminal Facilities	X		X	
Vessel Repair	X		X	
Other Water-dependent Use	X		X	
Other Water-related Use	X		X	

23

RECOMMENDATION

Staff recommendation is for the City Commission to APPROVE the proposed Port of Fort Pierce Overlay Zoning District Text Amendment.

ALTERNATIVE RECOMMENDATION

1. Approval with amendments.
or
2. Disapproval.

24

CITY OF FORT PIERCE

PLANNING DEPARTMENT

PROJECT: 25-003 PORT OF FORT PIERCE ZONING OVERLAY

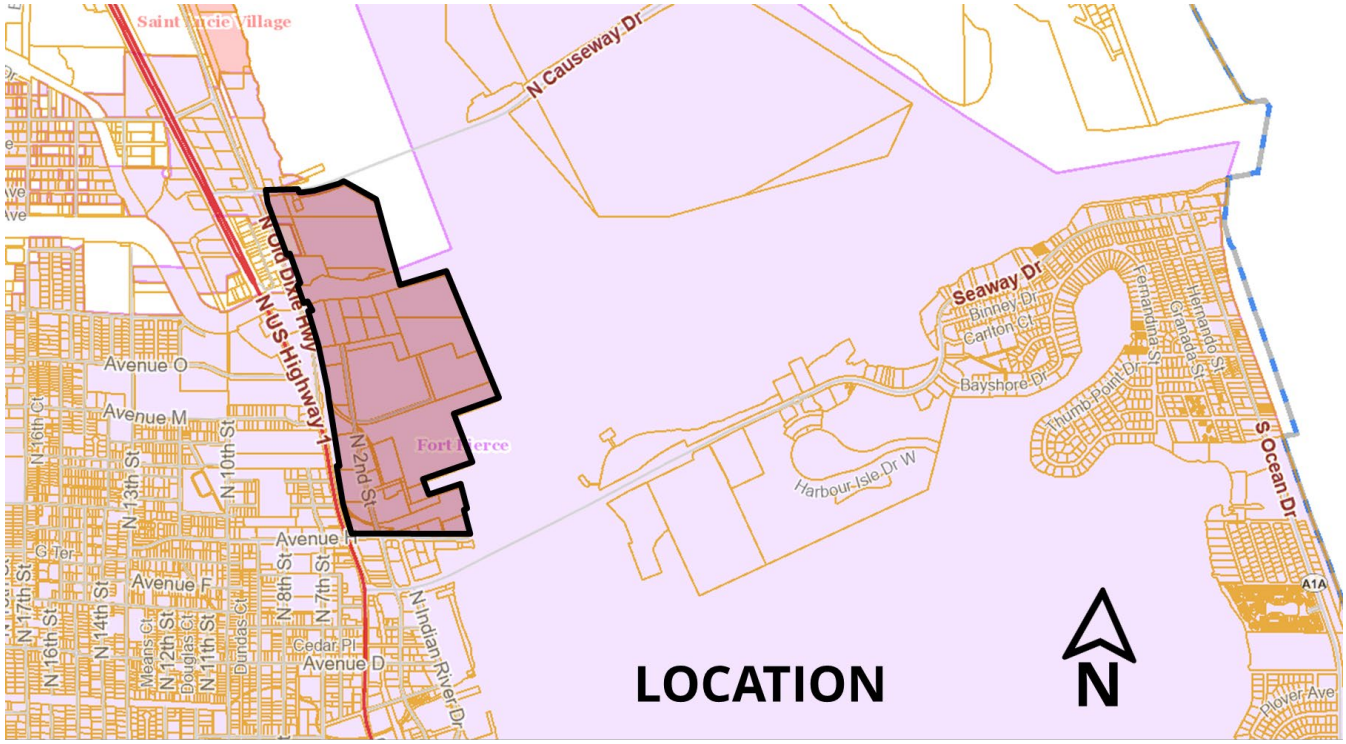
REVIEWER: KEV FREEMAN, PLANNING DIRECTOR

Date: March 3rd, 2025

STAFF REPORT

Item: A proposal to amend the Code of Ordinances at Chapter 125 – ZONING, ARTICLE III – ESTABLISHMENT OF ZONES, SECTION 125-157 – DESIGNATION OF OVERLAY DISTRICTS, to create Subsection (3) The Port Overlay District (POD).

Location:



The overlay encompasses approximately 193 acres situated East of N. Old Dixie Hwy, South of the N Causeway Dr. Bridge and North of Fisherman's Wharf.

History: The Port of Fort Pierce is one of Florida's 15 deepwater Seaports and has huge economic value to the City and to the Region.

In 2020, St. Lucie County, together with partners and substantial public outreach through the Port of Fort Pierce Master Plan Advisory Committee, updated the Port of Fort Pierce Master Plan, culminating in the Final Draft which was presented to City Commission in December 2020.

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

This item proposes establishing the Port of Fort Pierce Overlay Zoning District at Section 125-214 of the Code Of Ordinances based on the illustrative Port Masterplan, the tenents thereof and the underlying zoning rights of property owners.

The Port Masterplan includes a description of the guiding design and aims and how it aligns with those tenents. The document also recognizes that it is a starting point for continued discussion of what is possible:

4.2.1 AN ENGINE FOR OUR BLUE ECONOMY
- GROW DIVERSITY OF MARINE RELATED INDUSTRIES
- MEGAYACHT
- IMPORT/EXPORT

4.2.2 GROW THE AMOUNT OF FUNCTIONAL WATERFRONT EDGES
- ADD 6,000 – 7,000 ft WORKING MARINE EDGE

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- MARINE RESEARCH

4.2.5 THE PORT AS A GOOD NEIGHBOR
- GREENWAY
- BEAUTIFICATION OF PORT SILOS
- LANDSCAPING
- WORKING WATERFRONT
- TOURISM



Illustrative Port Masterplan (above).

City of Fort Pierce Comprehensive Plan:

Coastal Management Element

Policy 5.3.3. The City shall coordinate with St. Lucie County in implementing the 2017 update to the Port of Ft. Pierce Master Plan. The plan provides general goals, objectives, and policies to encourage gentrification of the Port through a mix of recreational, commercial, residential and industrial uses. The City will follow the goals, objectives, and policies within the revised Port of Ft. Pierce Master Plan to ensure orderly development and redevelopment of the Port.

Property Rights Element

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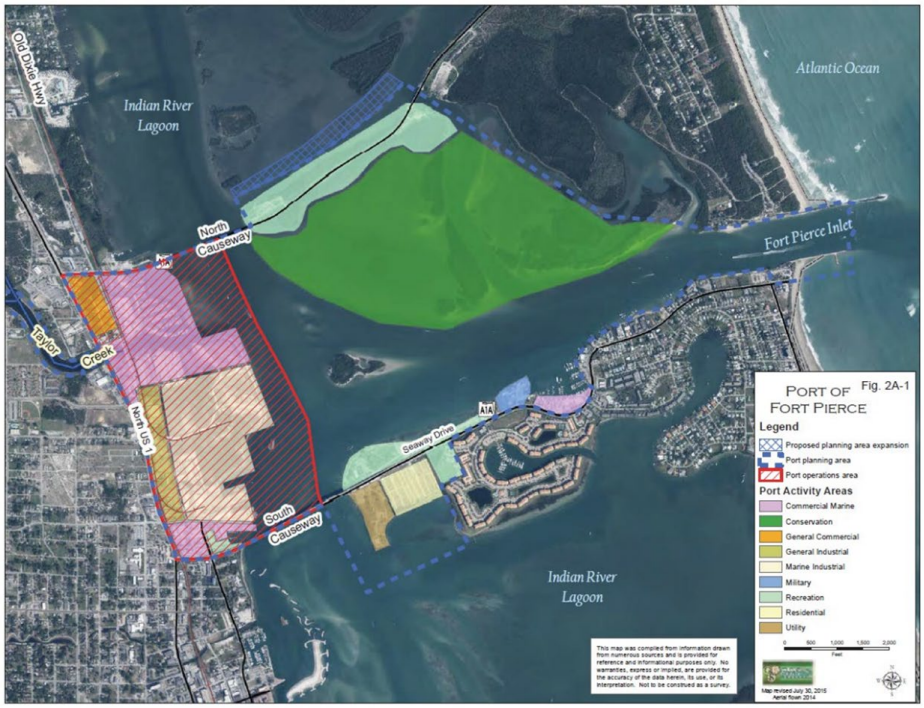
St. Lucie County Comprehensive Plan – Port Sub-element:

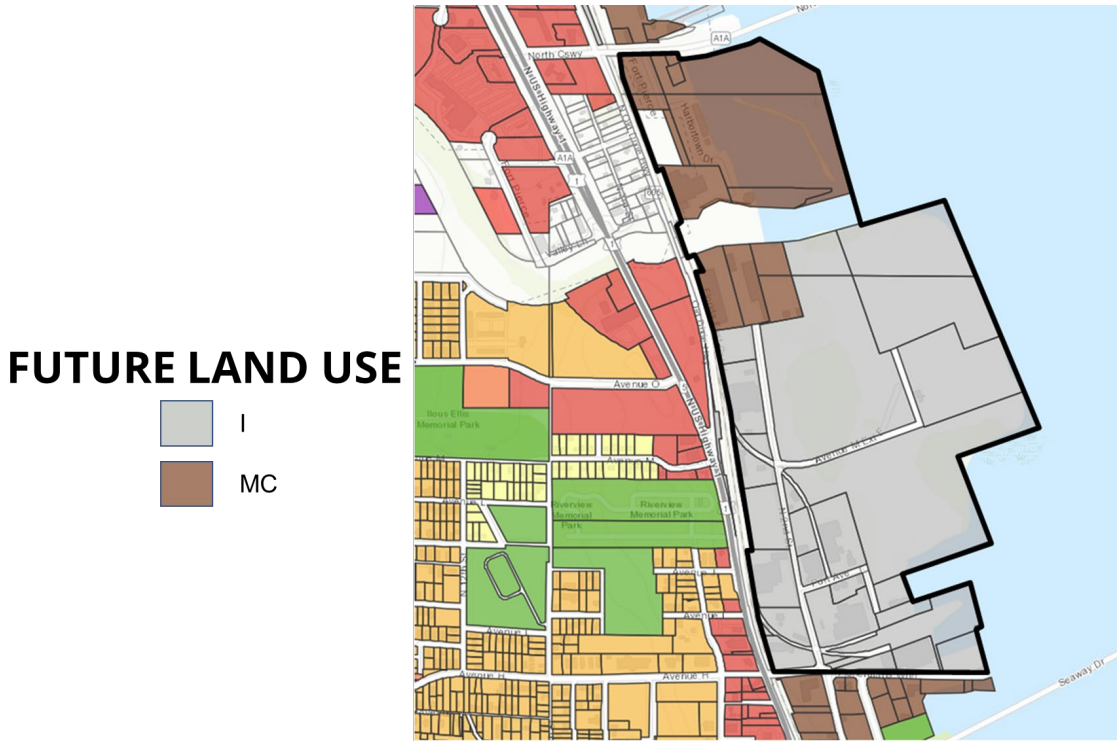
Goal 2A.3: Port Activities - The quality of life for St. Lucie County residents will be strengthened and maintained by enhancing the economic viability, attractiveness, environmental quality, and social benefits associated with activities at the Port of Fort Pierce.

Objective 2A.3.1: The Port of Fort Pierce should strengthen the economic development activities in the Port Operations Area by working with federal, state and local government, the private sector, and other interested parties to formulate an economic development plan that will foster new jobs that exceed the County's average annual wage and enhance the community's prosperity.



St. Lucie County Comprehensive Plan | 2A-6 | Adopted_updated 12.2022 Port Sub-element GOPs

Port of Fort Pierce Future Land Use (below):



The area within the proposed boundary of the Port Overlay District is subject to two Future Land Use categories; Industrial and Marine Commercial.

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

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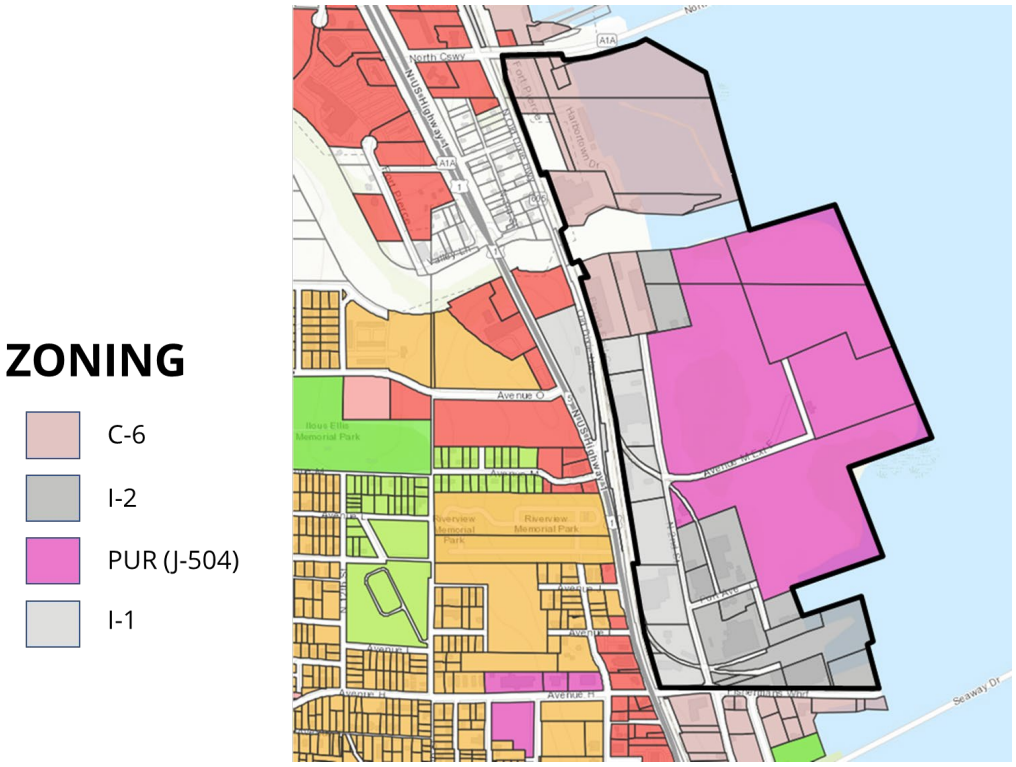
The existing Future Land Use will not be amended at this time.

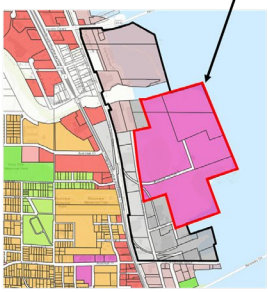
Zoning:



Each parcel within the proposed boundary of the Port Overlay District is subject to one of four zoning designations:

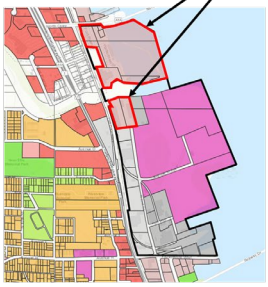
1. Planned Unit Redevelopment
2. C-6 Marine Commercial
3. I-1 Light Industrial
4. I-2 Marine Industrial

EXISTING ZONING **PUR (ORD J-504)**



Based on the 1966 Port Charrette wherein new uses not previously allowed by the current zoning designation, including recreation, commercial, residential and mixed-uses, streets, drainage, public access, protection of the shoreline and Indian River Lagoon and limited expansion of industrial are promoted.

EXISTING ZONING **C-6 Marine Commercial Zone**



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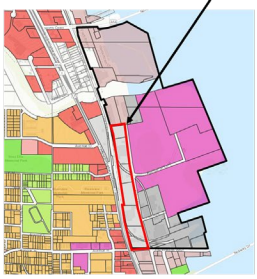
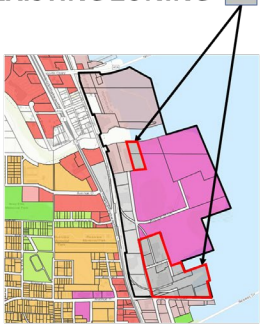
EXISTING ZONING **I-1 Light Industrial Zone**



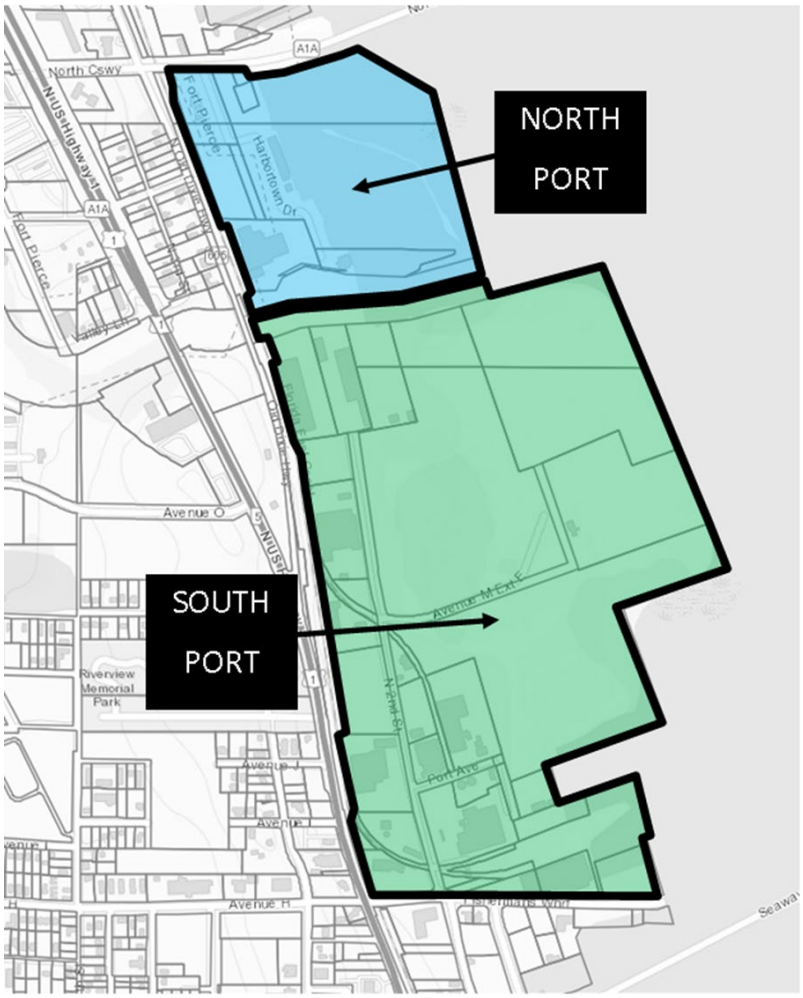
Intended primarily to provide for industrial and related uses with limited objectionable external effects in areas that are suitable for such operations due to the desirability of site characteristics, adequacy of utilities, appropriateness of transportation facilities and other factors. Acceptable manufacturing,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

EXISTING ZONING **I-2 Marine Industrial Zone**



Intended primarily to provide a location for port activities, marine industry and supporting uses. In addition, certain nonindustrial water-oriented uses and uses associated with them may be permitted. The district is designed to exclude uses which can be located equally well elsewhere and are inconsistent with the character of the district. Large areas with adequate waterfront, street and railroad access are appropriate for this type of zoning.

The proposed Port Overlay District will override the underlying zoning which will remain in place until a comprehensive Land Use Map amendment is initiated and approved. The Port Overlay District bifurcates the area into the Nort Port and South Port areas in order to describe the uses permitted in each.



This text amendment to the Zoning Code proposes that future development within the Port of Fort Pierce Overlay District will be processed either through the minor site plan process or by the conditional use procedure. The list of Permitted and Conditional uses is based for the most part on the comparative uses (table attached to this agenda item) allowed within the underlying zoning district.

The current Future Land Use of the properties will not be amended at this time. The Overlay will provide the framework for the review of allowed uses and for the application/approval process.

The List of proposed uses allowed in each Port District:

PORT OVERLAY DISTRICT (POD) PERMITTED AND CONDITIONAL USES	NORTH PORT		SOUTH PORT	
USE	P	C	P	C
Berthing facility	X		X	
Boat Servicing	X		X	
Concrete facility		X	X	
Education facility – Marine	X		X	
Environmental and cultural resource - Marine	X		X	
Export operations	X		X	
Freight facility	X		X	
Fueling	X		X	
Fuel Storage and Distribution - Existing	X		X	
Fuel Storage and Distribution < 30,000 gallons	X		X	
Fuel Storage and Distribution > 30,000 gallons		X		X
Greenway	X		X	
Heliport		X		X
High and dry boat storage	X		X	
Import operations	X		X	
Light Industrial	X		X	
Lodging, condominium		X	X	
Lodging, corporate residential		X	X	
Lodging, resort accommodations		X	X	
Marina	X		X	
Marine Industrial	X		X	
Office/Commercial	X		X	
Passenger Vessel	X		X	
Passive Park, Recreation, Stormwater Recharge		X	X	
Rail	X		X	
Restaurant	X		X	
Retail – Bulk Material	X		X	
Retail - Marine Related	X		X	
Seaport		X		X
Shipping, Marine	X		X	
Ship Supply Establishment	X		X	
Shipyard	X		X	
Space Industry		X	X	
Terminal Facilities	X		X	
Vessel Repair	X		X	
Other Water-dependent Use	X		X	
Other Water-related Use	X		X	

RECOMMENDATION

Staff recommendation is for the City Commission to APPROVE the proposed Port of Fort Pierce Overlay Zoning District Text Amendment.

ALTERNATIVE RECOMMENDATION
1. Approval with amendments.
or
2. Disapproval.

ORDINANCE NO. 25-003

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

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

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

WHEREAS, the City of Fort Pierce Planning Board held a properly noticed hearing at a regularly scheduled meeting to consider the revisions, and at their January 13, 2025, meeting, voted 5 to 1 to recommend approval of the request.

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

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

Sec. 125-157 – Designation of overlay districts.

(c) Port Overlay District

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

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

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

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

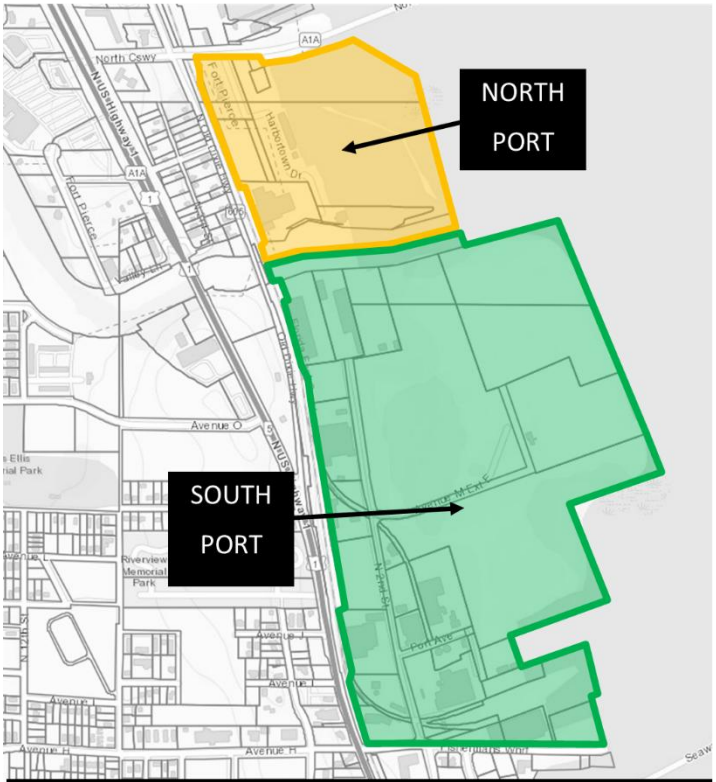


Figure 157.(3).A. PORT OVERLAY DISTRICT AREAS

e. *Definitions.* The following words, terms, and phrases, when used in this section, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning. The definitions also pertain to the

uses allowed by right or by conditional use within the POD subject to the restrictions of the PODA and the underlying Future Land Use of the property.

Berthing facility means a designated area or structure, often located within a marina or harbor, that is specifically designed for the docking, mooring, and secure storage of boats and other watercraft. This facility typically includes docks, piers, or slips equipped with cleats, bollards, or mooring lines to facilitate the safe and stable positioning of vessels.

Boat servicing means maintenance, repair, and care provided to boats and watercraft to ensure their safe and efficient operation. This includes a range of services such as engine tune-ups, hull cleaning, electrical system repairs, painting, and routine inspections. Boat servicing can be performed by professional marine technicians or mechanics and is essential for maintaining the boat's performance, extending its lifespan, and preventing costly repairs. Services may vary based on the type of boat, frequency of use, and specific maintenance needs. Boat servicing includes vessel repair.

Concrete facility means a specialized industrial site, plant, or terminal where concrete is produced, processed, or stored. These facilities typically include equipment and structures for mixing raw materials such as cement, water, sand, and gravel or crushed stone to create concrete. Concrete facilities may also include areas for curing, batching, and quality control, as well as storage spaces for raw materials and finished products. Such use employs dust control measures.

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

Export Operations means the processes and activities involved in preparing and shipping goods from one country to another for sale or distribution. This includes managing documentation, ensuring compliance with international trade regulations, arranging transportation, handling customs clearance, and coordinating with various stakeholders such as freight forwarders, customs agents, and logistics providers.

Freight facility means specialized locations designed for the storage, handling, sorting, and distribution of goods being transported by various modes, including trucks, trains, ships, and aircraft. These facilities serve as hubs in the logistics and supply chain, where goods are temporarily stored, consolidated, or transferred between transport types to reach their final destinations. Freight facilities may include warehouses, rail yards, distribution centers, laydown yards, open storage, and intermodal terminals, often equipped with loading docks, cranes, and other infrastructure.

Fuel Storage and Distribution means the activities, processes, and facilities involved in safely and efficiently storing, handling, and transporting fuel from production facilities to refueling stations and end users. This includes storing

fuel in large tanks or reservoirs, maintaining safety and environmental standards, and using pipelines, tankers, trucks, or barges for delivery.

Fueling means the process and designated area on a property where flammable or combustible liquids or gases are stored and dispensed from fixed equipment to fuel tanks of marine vessels, vehicles, aircraft, machinery, or equipment to power their engines and enable operation. This process can take place at fueling stations, docks, or through mobile fueling services, where fuel is transferred from a storage source into a fuel tank.

Greenway means a designated corridor of protected land, often containing trails and natural vegetation, that is created for recreational use, conservation, and connecting communities. Greenways are typically linear spaces that follow natural landscapes such as rivers, abandoned railways, or urban pathways, providing areas for walking, biking, and wildlife habitats. They promote environmental preservation, enhance scenic beauty, and support sustainable urban planning by creating safe, accessible routes for non-motorized transportation and outdoor activities.

Import Operations means the processes and activities involved in bringing goods into a country from abroad for sale, distribution, or manufacturing. This includes coordinating transportation, managing import documentation, ensuring compliance with customs and regulatory requirements, handling duties and taxes, and inspecting goods upon arrival. Import operations are critical for enabling businesses to access international products, materials, and resources, and require collaboration with customs brokers, logistics providers, and regulatory agencies to ensure efficient and legal entry of goods into the market.

Heliport means a designated land area or roof structure, often equipped with one or more landing pads, where helicopters can take off, land, and sometimes be stored or refueled. Heliports are used for the pickup or discharge of passengers and cargo and are typically outfitted with safety and navigational aids, lighting, and sometimes terminal facilities to accommodate passengers or freight.

High and dry boat storage means facilities, structures, or designated spaces located landward of the high watermark, designed to keep various watercraft safe from water exposure when not in use. This includes boat racks, boat houses for yachts and mega yachts, boat storage condos, and customized dry docks. These facilities provide dry, elevated places that facilitate the efficient removal and return of boats, kayaks, Jet Skis, and other watercraft to the water, often utilizing specialized equipment such as lifts, hoists, or cranes to ensure easy and safe access.

Light Industrial means activities or facilities dedicated to manufacturing, processing, assembly, storage, distribution, or repair of goods and materials. This category includes facilities such as factories, warehouses, distribution centers, laboratories, and plants, where raw materials or components are

transformed into finished products or goods are stored and prepared for distribution. Light industrial use may also encompass activities related to machinery, technology production, waste processing, and energy generation, often requiring specialized equipment, substantial infrastructure, and adherence to specific environmental and safety standards.

Lodging, condominium means a type of residential property ownership where individuals own a specific unit within a multi-unit building or complex, along with a shared interest in the common areas, such as hallways, parking lots, gardens, and amenities like pools or gyms. Unlike apartments, which are typically rented, condominiums are individually owned and may be lived in by the owner or rented out. Condominiums are governed by a homeowners' association (HOA), which manages the property's upkeep, enforces rules, and collects fees from owners to cover maintenance and shared expenses.

Lodging, corporate residential means housing provided on-site, with a priority given to workers employed in connection with uses in and around the POFP and available to rent on a temporary and flexible basis.

Lodging, resort accommodations means a facility that provides transient lodging accommodations to the general public, including individuals, families, and groups, catering to both leisure and business travelers. In addition to offering temporary lodging, these facilities provide a broad range of services and amenities such as dining options, meeting and event spaces, entertainment, wellness and recreational facilities, and concierge services. Many also feature shopping areas and other conveniences to enhance the guest experience. Resorts often include unique attractions or themed experiences, outdoor recreational areas, and expansive grounds designed for relaxation, adventure, or specialized activities.

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

Marine industrial means activities, facilities, or industries located near or on bodies of water that support the assembly, production, warehousing, storage, maintenance, transport, and operation of vessels, equipment, and infrastructure related to maritime activities. This includes the production and sale of fishing equipment and supplies, boat construction, dry land boat storage, shipyards, marine repair facilities, docks, freight handling, fuel and resource distribution, fish processing, commercial fishing operations, and related logistics, sales, and supply operations. Marine industrial operations often require specialized equipment, waterfront access, and adherence to environmental regulations due to their proximity to aquatic ecosystems.

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

Office/Commercial includes but is not limited to such office-based business uses as accountants, bookkeepers, collection, computer programing, counseling, personnel, insurance, public relations, advertising, real estate, dating services, interior decorator, building trades contractors office, travel or ticket agency, or other business or professional offices having the same general characteristics.

Passenger vessel means a day trip or cabin vessel constructed and equipped to carry passengers.

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

Rail. The rails, ties, ballasts, switching and makeup yards, lines and sidings for service wharves and piers, railroad right-of-way freight terminals' team-tracks and spur tracks, spur and all related apparatus or appurtenances attached thereto which are necessary for the operation of a railroad.

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

Retail, bulk material means retail facilities that specialize in the sale of large quantities of raw or unprocessed materials, such as gravel, sand, cement, chemicals, or agricultural products. These establishments receive bulk shipments via combined modes of transportation, typically involving ships for large-scale delivery to port facilities, followed by railroad or truck transport to the retail location. This logistics setup enables them to efficiently supply bulk materials directly to industrial customers, construction sites, or agricultural operations.

Retail, marine related means businesses and establishments that focus on the sale of goods, services, and equipment specifically for the marine industry. This includes products like boats, fishing gear, marine electronics, safety equipment, and other items essential for boating, fishing, water sports, and maritime activities. Marine-related retail may also include services such as boat repair, maintenance, and marina supplies that support the needs of recreational and commercial boating communities.

Shipping, marine means the transport of goods and materials over water, using cargo ships, tankers, container vessels, and other types of maritime vessels. It is a vital part of global trade and logistics, enabling the movement of large quantities of raw materials, manufactured goods, and energy resources across oceans, seas, and inland waterways. Marine shipping encompasses various services, including loading, unloading, warehousing, and logistical coordination at ports. Marine shipping includes but is not limited

to coastline shipping, regional shipping, international shipping, and transoceanic shipping.

Ship supply establishment means businesses or facilities that provide essential goods, equipment, and services to ships, vessels, and their crews. These establishments supply a wide range of items such as food, fresh water, fuel, spare parts, safety equipment, and navigational tools, ensuring that vessels are adequately stocked and maintained for their journeys. Ship supply establishments often work in ports and harbors, catering to the logistical needs of commercial, cargo, and passenger ships, as well as smaller maritime vessels.

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

Space industry means the sector of the economy involved in the development, manufacturing, and deployment of technology and services for space exploration, research, and commercial applications. This includes the production of satellites, spacecraft, rockets, space stations, and other equipment used for launching and operating in space. The space industry also encompasses related services, such as satellite communications, Earth observation, space tourism, and scientific research conducted in orbit. This industry involves both government agencies and private companies working on projects ranging from launching payloads to deep-space missions and planetary exploration.

Stormwater recharge means the process by which stormwater, typically from rainfall or runoff, is directed back into the ground to replenish groundwater supplies. This helps reduce surface water runoff, mitigate flooding, and sustain groundwater levels, which is crucial for drinking water, irrigation, and maintaining the health of ecosystems. Stormwater recharge often involves permeable surfaces, infiltration basins, and other engineered systems that encourage water to filter through soil layers naturally.

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

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

Water-related use means a use which provides goods and/or services that are directly associated with water-dependent uses (supplying materials to,

using products of or offering commercial or personal services to water-dependent uses).

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

PORT OVERLAY DISTRICT (POD) PERMITTED AND CONDITIONAL USES	NORTH PORT		SOUTH PORT	
USE	P	C	P	C
Berthing facility	X		X	
Boat Servicing	X		X	
Concrete facility		X	X	
Education facility – Marine	X		X	
Environmental and cultural resource - Marine	X		X	
Export operations	X		X	
Freight facility	X		X	
Fueling	X		X	
Fuel Storage and Distribution - Existing	X		X	
Fuel Storage and Distribution < 30,000 gallons	X		X	
Fuel Storage and Distribution > 30,000 gallons		X		X
Greenway	X		X	
Heliport		X		X
High and dry boat storage	X		X	
Import operations	X		X	
Light Industrial	X		X	
Lodging, condominium		X	X	
Lodging, corporate residential		X	X	
Lodging, resort accommodations		X	X	
Marina	X		X	
Marine Industrial	X		X	
Office/Commercial	X		X	
Passenger Vessel	X		X	
Passive Park, Recreation, Stormwater Recharge		X	X	
Rail	X		X	
Restaurant	X		X	
Retail – Bulk Material	X		X	
Retail - Marine Related	X		X	
Seaports		X		X
Shipping, Marine	X		X	
Ship Supply Establishment	X		X	
Shipyard	X		X	
Space Industry		X	X	
Terminal Facilities	X		X	
Vessel Repair	X		X	

Other Water-dependent Use	X		X	
Other Water-related Use	X		X	

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

i. *Other applicable use standards.*

(1) All development will require a POD site plan review. The appropriate application and documentation shall be filed with the Planning Department.

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

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

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

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

(6) Upon being deemed sufficient, applications for permitted uses shall be reviewed through the minor site plan process.

(7) Upon being deemed sufficient, Conditional uses will be reviewed and approved through the major site plan process.

(8) Signs will comply with the applicable standards

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

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

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

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

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

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

    (1) Filling.

    (2) Dredging.

    (3) Dredged material disposal.

    (4) Bankline/stream alteration.

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

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

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

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

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

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

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

APPROVED AS TO
FORM AND CORRECTNESS:

_____
Sara Hedges, Esq.
City Attorney

STATE OF FLORIDA COUNTY OF ST. LUCIE

WE, THE UNDERSIGNED, Mayor Commissioner and the City Clerk of the City of Fort Pierce, Florida, do hereby certify that the foregoing and above Ordinance No. 25-003 was duly advertised by title only in the St. Lucie News Tribune on January 26, 2025; copy of said Ordinance was made available at the Office of the City Clerk to the public upon request; said Ordinance was duly introduced, read by title only, and passed on first reading by the City Commission of the City of Fort Pierce, Florida, on _____, 2025; and was duly introduced, read by title only, and passed on second and final reading on _____, 2025, by the City Commission of Pierce, Florida.

IN WITNESS HEREWITH, we hereunto set our hands and affix the Official Seal of the City of Fort Pierce, Florida, this _____ day of _____, 2025.

_____
Linda Hudson, Mayor

ATTEST:

_____

Linda W. Cox

(SEAL)

EXHIBIT A

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

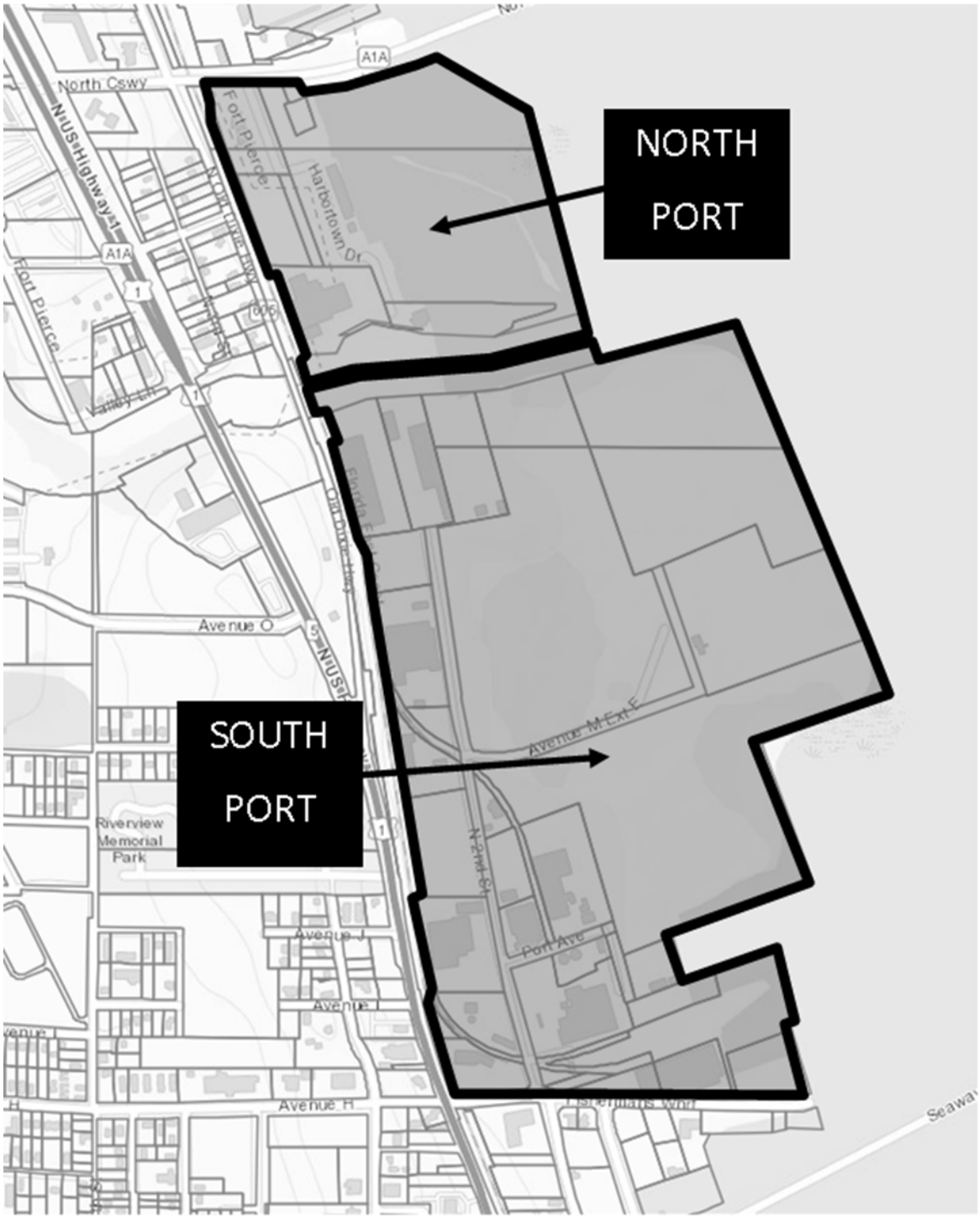


EXHIBIT B

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

TO BE ADDED

PROPOSED POD	EXISTING PUR	I-1	I-2	C-6	ZONING DISTRICT
I	P	-	-	I	Multi-Dwelling Building
P	P	-	-	P	Mixed-Use Building or Development
P	P	-	-	C	*Community/Cultural*
P	P	C	C	C	Environmental Research and Education Facilities
P	P	C	C	C	College or University
-	-	-	-	C	Elementary, Middle or High School
P	P	-	P	-	Marine Research/Education Facilities
P	P	-	-	-	*Government Facilities*
P	P	P	P	P	Safety Service
P	P	P	P	P	*Park and Open Space*
-	-	-	-	C	Country Club/Golf Course
P	P	-	-	-	Water Dependent Recreation Facilities
P	P	-	-	-	*Passenger Terminal*

PROPOSED POD	EXISTING PUR	I-1	I-2	C-6	ZONING DISTRICT
P	-	C	C	-	Airport/Heliport
P	-	P	P	P	Rail/Bus Terminal and Passenger Transit Stations
P	-	P	P	P	Bus Shelter
-	-	C	C	C	Taxi Terminal
-	-	-	C	-	*Social Service Institution*
P	P	P	P	P	Utility Cabinets, Above Ground
P	P	-	-	-	*Eating and Drinking Establishments*
P	P	C	C	P	Brew Pub
P	P	C	C	P	Coffee Shop
P	P	C	C	P	Neighborhood Bistro
P	P	C	C	P	Neighborhood Cafe
P	P	C	C	P	Restaurants, Fast Food
P	P	C	C	P	Restaurant and Bar

PROPOSED POD	EXISTING PUR	I-1	I-2	C-6	ZONING DISTRICT
P	P	C	C	P	Wine/Cigar Bar
P	P	-	-	-	*Entertainment, Indoor*
P	-	-	-	-	Theater
P	-	-	-	-	*Entertainment, Outdoor*
P	P	C	C	C	Stadium or Arena
P	P	-	C	P	*Marine-Related Commercial*
P	P	-	C	P	Boat and Marine Equipment Sales
P	P	-	P	C	Marina/Boat Livery
P	P	-	-	-	*Office*
P	P	C	C	P	Administrative, Professional, General, Medical Office
P	P	-	C	-	Medical and Dental Clinic
P	P	-	C	P	Television and Radio Studios
P	P	P	P	P	Dwelling Rental

PROPOSED POD	EXISTING PUR	I-1	I-2	C-6	ZONING DISTRICT
P	P	-	-	P	Hotel/Motel
P	P	-	-	P	Resort Hotel
-	-	-	C	-	*Parking, Commercial*
P	P	-	-	C	*Retail Sales and Service, Sales-Oriented*
P	P	-	-	-	Art Gallery
P	-	P	-	-	Farmers Market or Farm Stand
P	P	-	-	-	Grocery or Liquor Store
-	-	-	-	-	Neighborhood Commercial Sale
-	-	-	-	-	Office Supplies and Electronics
-	-	-	-	-	Pet Stores
-	-	-	-	-	Art Studio
P	-	P	C	P	Educational Service Establishments
-	-	-	-	-	*Retail Sales and Service, Repair-Oriented*

PROPOSED POD	EXISTING PUR	I-1	I-2	C-6	ZONING DISTRICT
-	-	P	-	C	*Self-Service Storage*
-	-	P	-	C	Automobile Rentals
-	-	P	-	C	Automobile Sales
P	C	P	-	C	Boat Rentals
P	-	P	-	C	Boat Sales
P	-	P	-	-	Boat Storage
P	-	-	P	-	Fueling Station
-	-	P	-	-	Vehicle Repair
P	-	P	P	P	Marine-Related Repair
-	-	P	C	C	Vehicle Storage
-	-	P	-	C	Cabinet Shops, Woodworking
-	-	P	-	-	Artisan
-	-	P	-	-	Catering

PROPOSED POD	EXISTING PUR	I-1	I-2	C-6	ZONING DISTRICT
P	-	P	-	-	*Light Industrial Service*
-	-	-	-	C	Building Maintenance Facilities And Services
-	-	-	-	C	Microbrewery
P	-	P	P	P	Research Service
P	-	P	P	P	*Marine-Related Industrial*
P	-	P	C	-	*Warehouse and Freight*
-	-	P	C	-	Parcel Service
-	-	C	C	-	*Waste-Related Use*
-	-	C	C	-	Solid Waste Separation, Transfer Station
-	-	C	C	-	Recycling Center
-	-	C	C	-	Wrecking or Salvage Yard
P	-	P	P	-	*Wholesale Trade*
-	-	P	P	-	Heavy Equipment Sales and Rentals

PROPOSED POD	EXISTING PUR	I-1	I-2	C-6	ZONING DISTRICT
-	-	P	P	-	Service of Heavy Equipment
-	-	P	P	C	Processing of Food and Related Products
C	C	P	P	-	*Aquaculture Facilities*
C	-	C	C	P	*Community Gardens – Urban Farming*
P	P	-	-	-	*Dock/Moorage Facility*
P	P	-	-	-	*Navigational Aids*
C	C	C	C	C	Antenna Support Structure
P	P	P	P	P	Antenna (on existing structure)

Parcel ID	Owner
2403-231-0001-000-0	1701 Old Dixie Highway LLC
2403-602-0003-000-2	1st and 10 LLC
2403-341-0011-000-1	22 F P Fishermans Wharf LLC
2403-602-0009-000-4	2U4U LLC
2403-712-0002-000-3	5 Daigia LLC
2403-602-0032-000-4	Albertus B Van Schalkwyk
2403-602-0035-000-5	Albertus Barend Van Schalkwyk
2403-706-0009-000-3	Alexander Sardinas
2403-602-0002-000-5	Americas Marble and Granite Co LLC
2403-231-0004-000-1	Ann W Bell Revocable Trust of 2011
2403-714-0005-000-0	Astron General Contracting Co
2403-706-0019-000-6	Avenue I Investments LLC
1434-330-0008-000-6	Bernard Egan and Co
2403-431-0001-000-4	Beyel Brothers Inc
2403-602-0028-000-3	CESAVIDA INVESTMENT LLC
2403-602-0055-000-1	Charles H McKellar & Charlotte L McKellar
2403-706-0023-000-7	Charles R Jardine Jr (TR)
2403-602-0019-000-7	Charles Williams
2403-620-0029-000-6	Christophien C Menzies
2403-714-0004-000-3	City of Fort Pierce
2403-708-0001-000-3	Commonwealth Multi-Properties Inc
2403-131-0000-000-6	Destin Beach Inc
2403-602-0030-000-0	Donnie Stanfield
1433-440-0009-010-1	Dover-Neal Development Inc
1434-330-0001-000-7	East Coast Packers LLC
2403-620-0001-000-4	Ecoboardin Assets LLC
1434-330-0007-010-2	FEC RR
2403-341-0010-000-4	Fishmonger Investors LLC
1434-320-0002-000-3	FORT MARINE LLC
2403-432-0002-000-4	Fort Pierce Redevelopment Agency
2403-705-0022-000-7	Fur The People Real Estate LLC
2403-620-0002-000-1	Global Signal Acquisitions IV LLC
2403-712-0003-000-0	Hamid Slimane
2403-710-0006-000-5	Housing Auth City Of Ft Pierce
2403-705-0063-000-6	Ignaco Rueda (EST) & Angelita M Rueda (EST)
2403-710-0001-000-0	Images Two LLC
2403-313-0001-000-1	INLET GIRLS LLC
2403-213-0002-000-1	Jamco Inc
2403-620-0030-000-6	James Bonamo & Susan K Bonamo
2403-706-0025-000-1	James E Hatfield
2403-602-0008-000-7	Jamie Skuba & Dean Gross
2403-602-0024-000-5	Janis M Roszman & Rick Sucharski
2403-708-0004-000-4	Jebarron 55 LLC
2403-602-0056-000-8	Jennie Davis (Est)
2403-712-0001-000-6	Joann Heuwitt Thompson
2403-706-0012-000-7	Joe and Gina Noelke LLC

2403-341-0004-000-9	Joseph G Miller (TR)
2403-602-0022-000-1	Juanita F Snyder
2403-602-0017-000-3	Kathy L Kelly
2403-231-0002-000-7	LDM FORT PIERCE LLC
2403-705-0065-000-0	Lesly Prophete
2403-705-0067-000-4	Lesly Prophete
2403-705-0009-000-0	Lloyd F Bell Jr Revocable Trust of 2011 & Carmela
2403-242-0002-000-1	Lotus Asset Management LLC
2403-705-0149-000-3	Luc Guillaume & Carline Richardson-Guillaume
2403-705-0064-000-3	Luc Marc Guillaume
2403-602-0012-000-8	Luke Anders & Lisa Dmitri
2403-341-0003-000-2	Margie S Debolt (TR)
2403-705-0059-000-5	McDonalds Corp
2403-602-0029-000-0	MECSU INVESTMENT LLC
2403-312-0001-000-8	Mollywog LLC
1433-440-0010-000-8	Monica Investment Group Inc
2403-602-0027-000-6	Okeechobee Partners LLC
2403-706-0030-000-9	Orange Avenue Auto Sales Inc
2403-705-0006-000-9	Palmdale Oil Company of Fort Pierce II LLC
2403-602-0007-000-0	Patricia Borja
2403-705-0033-000-7	Peter S Milnes & Nancy J Milnes
2403-705-0019-000-3	Plainsman Investments LLC
2403-602-0005-000-6	Richard A Studer
2403-243-0000-000-0	Rinker Materials Corp
2403-321-0001-000-6	Riverview Memorial Park Inc
2403-602-0001-000-8	Robert McAFee Jr & Pamela E McAFee
2403-602-0021-000-4	Roy M Tyson
2403-602-0020-000-7	Sara E Quintana (TR) & Amanda H Freyre (TR)
1434-330-0002-000-4	Scott & Max Inc
2403-211-0000-000-1	SHM Harbortown LLC
2403-620-0032-000-0	Silver Shores Holdings LLC
2403-224-0002-000-5	SOUTH FLA WATER MGMT DIST
2403-432-0001-000-7	St Lucie County
1434-330-0006-000-2	State of Florida Department of Transportation
2403-602-0025-000-2	Steven B Reeley & Boca Girl LLC
2403-602-0014-000-2	Tim R Peregoy
1434-330-0007-020-5	Tr Int Imp Trust Fund
2403-706-0001-000-7	TTT Utopia Inc
2403-602-0010-000-4	Tuscawilla Land Trust LLC
2403-801-0006-000-4	Tyler J Horvath & Trevor G Horvath
1434-330-0009-000-3	United Partners III Inc
2403-706-0003-000-1	VICTORIA MILITARY REALTY LLC
2403-706-0005-000-5	Vincent Molle (TR)
2403-717-0009-000-7	Whole Family Health Center Inc
2403-224-0005-000-6	Willnata Properties Inc
2403-213-0004-000-5	WINDWARD TAYLOR CREEK LAND OWNER LLC
2403-311-0001-000-5	Woods Family Limited Partnership II

2403-705-0145-000-5	Yates N 4th Street LLC
2403-602-0018-000-0	Zachary C White & Kelly R White

Mailing Address 1	Mailing City State Zip
2830 NE 8th CT	Pompano Beach; FL 33062-4206
2005 Coconut DR	Fort Pierce; FL 34949-3307
5255 Palmetto AVE	Fort Pierce; FL 34982-7268
2233 17th ST	Vero Beach; FL 32960-3161
2921 NE 48th ST	Lighthouse Point; FL 33064-7117
1535 SE 15th ST; Unit Apt 208	Fort Lauderdale; FL 33316-2728
1535 SE 15th ST; Unit Apt 208	Fort Lauderdale; FL 33316-2728
16800 NW 83rd PL	Miami Lakes; FL 33016-3452
1405 N US Highway 1	Fort Pierce; FL 34950-1418
1008 Highway 98 E Box B	Destin; FL 32541
PO Box 12054	Jacksonville; NC 28546-2054
4977 N State Road 7	Tamarac; FL 33319-5809
1900 Old Dixie Hwy	Fort Pierce; FL 34946-1423
550 Cidco RD	Cocoa; FL 32926-5810
2846 SW 26th ST	Miami; FL 33133-2116
461 Old Norman Park RD	Norman Park; GA 31771-4433
921 N 7th ST	Fort Pierce; FL 34950-2253
2015 Old Dixie Hwy	Fort Pierce; FL 34946-1424
711 Avenue M	Fort Pierce; FL 34950-7613
100 N US Highway 1	Fort Pierce; FL 34950-4205
16370 NW 8th DR	Pembroke Pines; FL 33028-1108
1008 Highway 98 East Box B	Destin; FL 32541
1933 N 3rd ST	Fort Pierce; FL 34946-1414
4261 13th St	Wyandotte; MI 48192-7002
1900 N Old Dixie HWY	Fort Pierce; FL 34946-1423
353 Fernandina ST	Fort Pierce; FL 34949-3556
7150 Philips HWY	Jacksonville; FL 32256-6802
5500 Orange AVE	Fort Pierce; FL 34947-1309
24 North CSWY	Fort Pierce; FL 34946-1405
PO Box 1480	Fort Pierce; FL 34954
153 NE Sagamore TER	Port St Lucie; FL 34983-1287
2000 Corporate DR	Canonsburg; PA 15317-8564
614 N 7th St	Fort Pierce; FL 34950-3139
511 Orange Ave	Fort Pierce; FL 34950-4278
606 N 6th ST	Fort Pierce; FL 34950-3033
9972 Kilgore RD	Orlando; FL 32836-5710
1000 N 2nd ST	Fort Pierce; FL 34950
PO Box 3768	West Palm Beach; FL 33402-3768
2251 SW Savage BLVD	Port St Lucie; FL 34953-5757
PO Box 1506	Fort Pierce; FL 34954-1506
1930 N 3rd ST	Fort Pierce; FL 34946-1415
335 Lake Breeze RD	Angola; NY 14006-9653
2049 Venetian WAY	Winter Park; FL 32789-1216
RR 1 Box 224	Vero Beach; FL 32960
5360 NW East Paden CIR	Port St Lucie; FL 34986-2740
480 River Prado	Fort Pierce; FL 34946-6421

5500 Orange Ave	Fort Pierce; FL 34947-1309
2844 C Stoneway Ln	Fort Pierce; FL 34982
2013 N Old Dixie HWY	Fort Pierce; FL 34946-1424
16W020 79th ST	Burr Ridge; IL 60527-5840
6453 NW Fontana ST	Port St Lucie; FL 34986-3765
6453 NW Fontana ST	Port St Lucie; FL 34986-3765
1008 Highway 98 E Box B	Destin; FL 32541
1401 N 2nd ST	Fort Pierce; FL 34950-1464
12811 Griffing Blvd	North Miami; FL 33161
12811 Griffing BLVD	North Miami; FL 33161-4638
1945 N Old Dixie HWY	Fort Pierce; FL 34946-1422
122 Queen Ann CT	Fort Pierce; FL 34949-8361
PO Box 182571	Columbus; OH 43218-2571
2846 SW 26th ST	Miami; FL 33133-2116
281 Sabal Palm Ln	Vero Beach; FL 32963
402 High Point Dr Ste 101	Cocoa; FL 32926-6602
1501 NW 49th ST; Unit Ste 130	Fort Lauderdale; FL 33309-3723
PO Box 4447	Fort Pierce; FL 34948-4447
911 N 2nd ST	Fort Pierce; FL 34950-9121
1332 SW Ingrassina AVE	Port Saint Lucie; FL 34953-6124
21 Bayberry LN	Middletown; NJ 07748-1424
205 N 3rd ST	Grand Forks; ND 58203-3717
1927 N Old Dixie Hwy	Fort Pierce; FL 34946-1424
c/o Property Tax Department, PO Box 2883	West Palm Beach; FL 33402-2883
3015 Okeechobee Rd	Fort Pierce; FL 34947-4616
590 Santa Fe Rd	West Palm Beach; FL 33406
2017 N 3rd ST	Fort Pierce; FL 34946-1416
2163 Nova Village DR	Davie; FL 33317-7017
c/o Max Cross, 153 Rio Vista Dr	Sopchoppy; FL 32358-1789
14785 Preston RD; Unit Ste 975	Dallas; TX 75254-6878
719 Shore DR	Vero Beach; FL 32963-1263
ATTN: Land Management, PO Box 24680	West Palm Beach; FL 33416-4680
2300 Virginia AVE	Fort Pierce; FL 34982-5632
3400 W Commercial BLVD	Fort Lauderdale; FL 33309-3421
2705 S 29th ST	Fort Pierce; FL 34981-6013
2003 N Old Dixie HWY	Fort Pierce; FL 34946-1424
3900 Commonwealth Blvd	Tallahassee; FL 32399-6575
927 N US Highway 1	Fort Pierce; FL 34950-9126
3510 SW 58th CT	Miami; FL 33155-5041
825 N Indian River DR	Fort Pierce; FL 34950-9149
2101 Old Dixie Hwy	Fort Pierce; FL 34946-1420
960 Reef RD	Vero Beach; FL 32963-3023
3533 Austin LN	Cadwell; GA 31009-3113
827 18th ST	Vero Beach; FL 32960-6481
4521 PGA BLVD; Unit # 201	Palm Beach Gardens; FL 33418-39
2999 NE 191st ST; Unit Ste 800	Aventura; FL 33180-3387
5121 S US Highway 1	Fort Pierce; FL 34982-7363

c/o Jacqueline L Russakis, 1058 12th St
2013 N Old Dixie HWY

Okeechobee; FL 34974-0201
Fort Pierce; FL 34946-1424

ST. LUCIE COUNTY FLORIDA

ST. LUCIE WORKS

Board of County Commissioners

Chris Dzadovsky
DISTRICT 1
Vice Chair

Larry Leet
DISTRICT 2

Linda Bartz
DISTRICT 3

Jamie Fowler
DISTRICT 4

Cathy Townsend
DISTRICT 5
Chair

Administration

George Landry
COUNTY ADMINISTRATOR

Dan McIntyre
COUNTY ATTORNEY

October 25, 2024

Kev Freeman
Planning Director
City of Fort Pierce

Sent via email to: kfreeman@cityoffortpierce.com

RE: Port of Fort Pierce – DRAFT Zoning Overlay District

Dear Kev,

Thank you for providing notice of the City of Fort Pierce's Planning Board meeting on November 12, 2024, where you plan on presenting the Draft Port of Ft. Pierce Zoning Overlay District.

The County previously provided comments on April 9, 2024, regarding the Port's Zoning Overlay District, and our concerns remain. The County appreciates the City's efforts to simplify the process for development review and approval within the Port of Ft. Pierce; however, our goal is to ensure all future development aligns with the adopted Port Master Plan. Intermingling uses such as import and export operations, terminal and transfer facilities, rail, hotels, and corporate residential uses with no limit of scale, intensity, and placement can generate compatibility issues. Expanding the list of permitted uses, including many not contemplated by the Port Master Plan, has the potential to create conflicts among users and nuisance situations. It is these future issues that I suspect both our respective Boards would like to avoid by skillfully drafting this Overlay District.

The County is not opposed to streamlining the process for uses contemplated in the Port Master Plan and thoroughly examining potential uses that may be proposed within the Port Overlay District. The proposed list of permitted uses and the procedure for these uses to be requested through the City's minor site plan process is a concerning element of the proposed overlay. This approach restricts the ability of stakeholders within the Port to participate in the planning process and provide critical input on scale, design, and intensity of future proposals. As the Port Authority, the County understands that if enacted as drafted, future concerns regarding development proposals may be inadvertently suppressed and our ability to contribute to the discussion may be unavailable.

The County is glad to participate in conversations regarding the Draft Port of Ft. Pierce Zoning Overlay District and furthering the goals of the adopted Port Master Plan, but as proposed, we may be left out of the process. Collectively, we have the need to effectively manage the future development of this land and avoid consequences which could have a lasting impact on the responsible development of our Port

Sincerely,

Benjamin Balcer

Benjamin Balcer, AICP
Planning and Development Services Director

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

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

BUSINESS IMPACT ESTIMATE

SUBMITTED BY:

SUBJECT:

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1. Summary of the proposed ordinance, including a statement of the public purpose to be served by the proposed ordinance, such as serving the public health, safety, morals, and welfare of the municipality.

2. Estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the City:

   a. Estimate of direct compliance costs that businesses may reasonably incur if the ordinance is enacted.

   b. Identification of any new charge or fee on businesses subject to the proposed ordinance or for which businesses will be financially responsible.

   c. An estimate of the City's regulatory costs, including an estimate of revenues from any new charges or fees that will be imposed on businesses to cover such costs.

3. A good faith estimate of the number of businesses likely to be impacted by the ordinance.

4. Any additional information the Commission may find useful.

THE SUNRISE CITY
FORT PIERCE
CITY ATTORNEY'S OFFICE Florida

TO: Kevin Freeman, Planning Director

FROM: Tanya Earley, City Attorney TME

RE: Port of Fort Pierce Overlay Zoning Code- Zoning Text Amendment

CAO RLS File: 23-113

DATE: June 27, 2023

I have reviewed the above document in response to your request for legal services. The attached document, which is also uploaded in Agenda Quick, contains my comments and recommendations. Once these have been addressed, please resubmit for final approval as to form and correctness.

If I can be of further assistance, please don't hesitate to call or email.

Thank you.

TE/mm

cc: Nicholas C. Mimms, P.E., City Manager
Linda Cox, City Clerk

ORDINANCE NO. 23-NNN

AN ORDINANCE AMENDING THE CODE OF ORDINANCES OF THE CITY OF FORT PIERCE, FLORIDA, CHAPTER 125 – ZONING, ARTICLE IV, BASIC ZONING DISTRICTS, SECTION 125; ESTABLISHING SECTION 125-214; DESIGNATING THE PORT OF FORT PIERCE ~~(PFP)~~ OVERLAY ZONING DISTRICT (PFP); PROVIDING FOR PLANNED MARITIME DEVELOPMENT ~~PLAN ZONING~~ (PMD) SITE PLANS; PROVIDING FOR A SEVERABILITY CLAUSE; REPEALING ALL ORDINANCES OR PARTS THEREOF IN CONFLICT; PROVIDING FOR AN EFFECTIVE DATE.

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

WHEREAS, The Port of Fort Pierce Overlay Zoning District (PFP) will promote the redevelopment of the Port of Fort Pierce by promoting the area defined within the Port of Fort Pierce Masterplan for maritime related uses; and

WHEREAS, The implementation ~~-~~of approved Planned Maritime Development ~~zoning code~~ (PMD) site plans ~~-~~will promote the redevelopment of the Port of Fort Pierce by focusing on marine related commercial and industrial uses; and

WHEREAS, the City of Fort Pierce Planning Board held a properly noticed hearing at a regularly scheduled meeting to consider the revisions, and at their _____, 2023, meeting, voted _____ to recommend _____ of the request.

~~**WHEREAS,** the City Commission of Fort Pierce held a properly noticed hearing at a regularly scheduled meeting to consider the revisions, and at their _____, 2023, meeting, voted _____ to recommend _____ of the request.~~

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

SECTION 1. Chapter 125 – Zoning, Article IV, Basic Zoning Districts, is hereby amended as follows:

Sec. 125-214. – Port of Fort Pierce Overlay Zoning District (PFP).

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(a) ***Purpose.*** The Port of Fort Pierce ~~(PFP) O~~overlay ~~Z~~zoning ~~D~~district (PFP) is implemented in order to preserve deep-water access for port and maritime uses consistent with the development concepts outlined within the Port of Fort Pierce Master Plan (Port Master Plan), which need, or use deep-water access, particularly port and marine-related operations, and other water dependent or related uses. The development of the PMP Overlay District will be regulated, where applicable, by

Planned Maritime Development (PMD) ~~P~~ site plans, which~~, regulations~~ are intended to protect the viability of the Port of Fort Pierce by encouraging appropriate industrial, commercial, institutional, recreational, and other related uses.

(b) Boundary. ~~Any Development of Property which exceeds ten (10) acres within the area defined as~~The boundaries of the ~~Port of Fort Pierce (PFP) Overlay Zoning District~~ PFP are~~,~~ illustrated in Fig 214.1. Any development of property within the PFP that exceeds ten (10) acres shall require an approved~~, shall be through a Planned Maritime Development (PMD) Site Plan~~ PMD site plan.



Fig 214.1. Area defined as the Port of Fort Pierce Overlay Zoning District (PFP)

(c) ***Basic Use Standards.*** Uses allowed within the ~~Port of Fort Pierce (~~PFP~~) Overlay Zoning District~~ promote flexibility of design and allow planned diversification and integration of uses and structures, while at the same time ensuring the application of appropriate limitations and regulations deemed necessary to protect the public health, safety, and general welfare. ~~In so doing, a~~The ~~Planned Maritime Development (~~PMD~~) Site Plan~~site plan is intended to:

(1) Provide for the planning, review, and approval of one or a combination of parcels consistent with an approved site plan that may include industrial, commercial, public, institutional, recreational, and limited corporate residential uses designed to foster maritime-oriented development.

(2) Provide an organized and compatible development pattern within the Port of Fort Pierce.

(3) Allow flexibility and efficiency in site design through the arrangement of structures, utilities, and on-site circulation that promotes greater efficiency of

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multi-modal transportation, and interconnectivity into and throughout the Port of Fort Pierce.

(4) Promote development that is adapted to natural features, and protects the integrity of the shoreline, wetlands, trees and other vegetation and habitat, and which supports the natural drainage patterns.

(5) Expand coastal edges for working and recreational waterfront activities that stabilize and bolster the surrounding land uses.

(6) Organize upland areas for flexibility and adaptability for marine commerce and light-industry uses.

(7) Promote environmental education and restoration.

(8) Permit the incorporation of unique characteristics which are consistent with the development of the Port of Fort Pierce.

(9) Provide site specific limitations, where necessary, to protect public health, safety, and welfare, and the protection and preservation of lands either internal or external to the Port of Fort Pierce.

(d) ***Definitions and allowed uses.*** The following words, terms, and phrases, when used in this section, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning. The definitions also pertain to the uses allowed within a ~~Planned Maritime Development (~~PMD~~)~~ ~~s~~Site ~~p~~Plan subject to the restrictions of the underlying Future Land Use of the property.

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

Corporate residential, means housing provided on-site to workers employed in connection with uses in and around the Port of Fort Pierce and available to rent on a temporary and flexible basis. Such use shall be considered to be commercial for purposes of the ~~Planned Maritime Development (~~PMD~~)~~ site ~~p~~Plan.

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

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

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

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

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

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

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

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

Marinas, means facilities which provide moorage, launching, storage, supplies and a variety of services for recreational, commercial fishing and charter fishing vessels. They are differentiated from docks/moorages by their larger scale, the

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provision of significant landside services and/or the use of a solid breakwater (rock, bulkheading, etc.).

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

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

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

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

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

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

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

Shipyard, means a yard, place, or enclosure where ships are built or repaired.

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

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

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

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

(e) ***General standards for approval of PMD site plan.*** The ~~Planned Maritime Development (~~PMD~~)~~ ~~s~~Site ~~p~~Plan process is designed to allow an applicant to submit a development plan for any allowed use or any mixture of allowed uses, subject to the underlying Future Land Use, within the area defined as the ~~Port of Fort Pierce~~

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(PFP) Overlay District. The final approval of Planned Maritime Development (PMD) sSite pPlans rests with the city commission. However, a Planned Maritime Development (PMD) sSite pPlan may not be approved unless the following conditions are met:

(1) *Comprehensive plan consistency.*

a. A Planned Maritime Development (PMD) sSite pPlan shall only be allowed within the boundary designated herein as the Port of Fort Pierce PFP.

b. The Planned Maritime Development (PMD) sSite pPlan shall be consistent with the goals, objectives, and policies of the City's city's Comprehensive Plan.

(2) *The maximum intensity and residential density:*

a. Maximum FAR and maximum residential density are determined by the underlying Future Land Use.

(3) *Access and Interconnectivity and Multi-mobility.*

a. A Planned Maritime Development (PMD) sSite pPlan shall provide, when feasible:

1. Cross-access to the property line of all adjoining parcels; and
2. Safe pedestrian connectivity; and
3. Alternative means of transportation to adjoining properties and public rights-of-way.

(4) Basic Uuse standards. Uses in a Planned Maritime Development (PMD) sSite pPlan must meet the requirements of this subsection.

a. Lot coverage. The maximum impervious area shall not exceed 80 percent of the lot area.

b. Yards. The minimum yard depth for portions of the property abutting a public right-of-way or nonindustrial district shall be 15 feet.

c. Outside Storage.

1. Outside storage shall be positioned in an organized manner and not located within a required setback.

2. Outside storage shall not be located within any area designated or required as open space.

3. The top of the highest cargo or stacked storage container shall not exceed a height of 40 feet or 5 containers, whichever is the lower

4. All other storage materials shall not exceed a height of 30 feet.

d. *Accessory buildings.* Accessory buildings shall comply with all yard, lot coverage and building requirements of this chapter.

e. *Access.* All uses will comply with applicable access, parking and loading standards of this chapter.

f. *Signs.* Signs will comply with standards referred to in chapter 117.

(f) *Applicability of other code provisions not in conflict herein.* All building code, and other land use regulations of the city not directly in conflict herewith are applicable to the Planned Maritime Development (PMD) Site site Planplan.

(g) *Easements.* Easements necessary for the orderly extension and maintenance of public utilities, roads and/or other special needs which may be required shall be provided.

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

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(i) ***Additional requirements.*** The final approval may establish additional requirements as necessary to ensure that a ~~Planned Maritime Development (~~PMD~~)~~ ~~Site~~ site ~~Plan~~ plan conforms to the intent of this section.

(j) ***Variances are not necessary.*** The specific development standards of the ~~Planned Maritime Development (~~PMD~~)~~ ~~Site~~ site ~~Plan~~ plan will be contained in the approved site plan for each development listed within the development order which normally considers those matters which might otherwise be the subject of variance review by the board of adjustment.

(k) ***Application requirements.*** When an application for a ~~Planned Maritime Development (~~PMD~~)~~ ~~Site~~ site ~~Plan~~ plan is submitted, the following items shall be provided:

(1) *Written documents.*

a. *Project narrative:* A statement describing the ~~Planned Maritime Development (~~PMD~~)~~ ~~Site~~ site ~~Plan~~plan, which shall include a description of the character of the proposed development as it relates to the conceptual development of the Port Master Plan, city code, and the city's comprehensive plan.

b. *Phasing:* The number of phases in which the project will be built and a timetable of development outlining when construction of each phase can be expected to begin and finish.

c. Traffic and parking analysis.

d. A description of the buildings and streetscapes including proposed height, building coverage, parking areas, outside storage, and public improvements proposed for each phase of the development.

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

f. A statement describing any endangered or threatened species that may be located on the site and potential environmental impacts on flora and fauna.

g. A statement of provisions as required to control water and wind erosion during and after construction associated with the development. Runoff from impervious surfaces or other potential polluting sources in the development area shall be managed to reduce the adverse water quality impacts to the extent possible.

(2) *Required Information.* The following information shall be submitted as part of a PMD site plan application:

a. The existing site conditions, shorelines, flood plains, unique natural features, and forest cover.

b. Conceptual grading and stormwater plan.

c. A landscape and irrigation plan consistent with Chapter 123 of this Code.

d. Proposed lot lines and other divisions of land for management, use or allocation purposes.

e. The location, size and height of present and proposed buildings, outdoor storage, and structures.

f. The location and size of all areas proposed to be conveyed, dedicated, or reserved for streets, parks, public and semi-public buildings, and similar uses.

g. The existing and proposed vehicular circulation system, including off-street parking, and loading areas.
h. The existing and proposed utility systems, including sanitary sewers, storm sewers and water, electric and gas lines.
i. Information on land areas adjacent to the proposed planned development, including land uses, zoning classifications, densities, circulation systems, public facilities, and unique natural features of the landscape.
j. The proposed buffering treatment of the perimeter of the planned development (consistent with Chapter 123) shall be provided that includes the location for refuse stations, storage areas, and loading areas, including materials and techniques used such as screens, fences, and walls.
k. The location of existing wetlands, proposed preservation, and conservation areas.
l. The total square footage of non-residential development and/or quantity and type of dwelling units, if applicable.
m. The parcel sizes; proposed lot coverage of buildings and structures; impervious area, residential gross densities; total amount of open space; and the total amount of non-residential acreage (including a separate figure for commercial and industrial acreage).

(k) *Transportation.*

(1) A suitable site layout shall be used for all street and on-site drives, parking, loading, and unloading areas, refuse collection and disposal points, sidewalks, bike paths and other transportation facilities. Suitability, in part, shall be determined by the potential impact of these facilities on safety, traffic flow and control and emergency vehicle movements.
(2) Principal vehicular access points shall be designed to permit smooth traffic flow and to minimize hazards to vehicular and pedestrian traffic. Minor streets within a ~~Planned Maritime Development (~~PMD~~) Site~~ site ~~Plan~~ plan shall not be connected to streets outside in such a way as to encourage their use by through traffic.
(3) Streets in a ~~Planned Maritime Development (~~PMD~~) Site~~ site ~~Plan~~ plan may be dedicated to public use or retained in private ownership, except the city commission may require collector and similar streets to be dedicated to the public. When considered appropriate by the city commission, city codes concerning rights-of-way and street pavement widths may be reduced and those requiring curbs and gutters may be waived.

(l) *~~Planned Maritime Development (PMD) Site site Plan plan~~ review procedures.*

(1) *Pre-application conference.* The applicant is required to provide the following information related to the proposed development at the meeting.
a. Consistency with the adopted comprehensive plan.
b. Adequacy of utilities and other public facilities to serve the proposed development.
c. Relationship to the conceptual Port Master Plan.
(2) *~~The Planned Maritime Development (PMD) sSite Planplan~~.* Shall include all information specified in this section. The procedure for reviewing the site plan is the procedure set forth in section 125-133, amendment procedures, and section 125-313, site plan review. If the proposed PMD site plan also involves the subdividing of land which is regulated by the City, then, at minimum a preliminary plat shall be reviewed concurrently with the ~~Planned Maritime Development (~~PMD~~) Site site Planplan~~. Approval of a ~~Planned Maritime Development (~~PMD~~) Site site Planplan~~, or approval of the PMD site plan with

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conditions, shall occur concurrently with the change in zoning for the property.

(m) ***Adherence to approved PMD ~~Site-site Planplan~~.*** Building permits for construction shall be issued only if consistent with an approved ~~approved Planned Maritime Development (~~PMD~~)~~ site Pplan. No building permit or certificate of occupancy shall be issued for a ~~planned marine development~~PMD site plan except in conformity with all provisions of the approved final plan, as amended. All buildings and improvements in a particular phase need not be complete before the issuance of a certificate of occupancy for a completed building in that phase unless otherwise required by the ~~Planned Maritime Development (~~PMD~~)~~ site p~~P~~lan as approved.

(n) ***Modification of an approved PMD ~~Site-site Planplan~~.*** Changes to an approved ~~Planned Maritime Development (~~PMD~~)~~ ~~Site-~~site ~~Plan-~~plan are either major modifications or minor modifications. A major modification shall require the approval of the city commission, while a minor modification may be done administratively by the planning director (or designee).

(1) *Modification review criteria.* Additions, deletions, changes in the use, density, sequence of development or other specifications of an approved PMD site plan are to be viewed as either a minor or a major modification. A determination that a proposed modification constitutes a major modification will be based on the criteria contained within this section. On such finding, the applicant shall follow the same procedure as a new ~~Planned Maritime Development (~~PMD~~)~~ ~~Site-~~site Planplan. An application for a major modification shall be filed in the planning department. Applications for a major modification of final site plans may require a revised ~~Planned Maritime Development (~~PMD~~)~~ ~~Site-~~site ~~Plan-~~plan or portions thereof indicating the effect of the proposed change, a narrative description of the modification and reasons such a change is necessary, and additional information as required by the planning director (or designee) to adequately review the proposed modification.

(2) *Major Modification.* The following alterations to an approved ~~Planned Maritime Development (~~PMD~~)~~ ~~Site-~~site ~~Plan-~~plan shall be considered a major modification:

a. Increase or decrease in intensity of use. A change of 1,000 sq.ft. or more of building floor area, or a change of 10 percent or more in the number of dwelling units, or a change of five percent or more of outside land area affecting landscaping or shoreline. In no case shall the intensity or density be increased over the maximum allowed by the future land use element of the comprehensive plan.
b. Any change in the location of the parking area, or an increase of ten or more parking spaces provided.
c. Structural alterations significantly affecting the basic size and form of the building as shown on the approved site plan including an increase in building height of more than one story or 12 feet.
d. Any reduction in the amount of total open space by 10 percent or more, or a substantial change in the location or characteristics of open space.
e. Substantial changes in location or type of pedestrian or vehicular accesses or circulation.
f. Any change which would increase traffic generation by more than ten percent.
g. A change to the buffering material that negatively impacts the surrounding properties.

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h. Any change in the design and/or location of the stormwater facility that negatively impacts the surrounding properties.
i. Any addition or reduction to the area of a planned marine development.
j. Changes proposed to three or more of the criteria that do not meet the threshold individually to be considered a major modification.
k. Any change in a condition specifically required by the city commissioners as part of the planned marine development approval.

(3) *Minor modification.* Any modification to an approved ~~Planned Maritime Development (~~PMD~~) Site~~ site Plan plan which does not constitute a major modification shall be considered a minor modification. Generally, minor variations, extensions, alterations or modifications of proposed uses, buildings/structures or other improvements which are consistent with the purpose and intent of the approved PMD site plan are considered minor modifications. Upon determination that the proposed modification is a minor modification, the planning director (or designee) shall render a decision to the applicant within 15 working days after submission of a completed modification application. Applications for a modification shall include an updated, revised PMD site plan indicating the effect of the proposed change and a narrative description of the modification and the reasons why such a change is necessary.

(4) *Timetable Extensions.* Extensions to the approved timetable of development attached to the site plan approval may be granted by City staff in two-year increments. Any request for an extension to the timetable of development shall be submitted in writing to the planning department for review no later than the three weeks prior to the expiration date of the approved Planned ~~Maritime Development (~~PMD~~) Site~~ site Planplan.

(5) *Expiration.* ~~If the Planned Maritime Development (PMD) Site Plan expires, the land will retain the PMD Site Plan; The~~ An expired ~~Planned Maritime Development (~~PMD~~) Site~~ site Plan plan may be resubmitted as a major modification to the PMD site plan.

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SECTION 2. The ~~extent~~ boundaries of the Port of Fort Pierce ~~(PFP)~~ Overlay Zoning District ~~is~~ (PFP) are depicted at Exhibit A, attached hereto, and adopted herewith.

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SECTION 3. The parcels subject to the rezoning to the Port of Fort Pierce ~~(PFP)~~ Overlay Zoning District (PFP) are noted at Exhibit B, attached hereto, and adopted herewith.

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SECTION 4. The legal descriptions of the parcels subject of the rezoning to the Port of Fort Pierce Overlay ~~(PFP)~~ Zoning District (PFP) are noted at Exhibit C, attached hereto, and adopted herewith.

SECTION 5. All ordinances or parts thereof that may be determined to be in conflict herewith are hereby repealed.

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

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SECTION 7. This Ordinance shall take effect immediately upon passage.

APPROVED AS TO
FORM AND CORRECTNESS:

_____
Tanya M. Earley, Esq.
City Attorney

STATE OF FLORIDA COUNTY OF ST. LUCIE

WE, THE UNDERSIGNED, Mayor Commissioner and the City Clerk of the City of Fort Pierce, Florida, do hereby certify that the foregoing and above Ordinance No. 23-019 was duly advertised by title only in the St. Lucie News Tribune on _____, 2023; copy of said Ordinance was made available at the Office of the City Clerk to the public upon request; said Ordinance was duly introduced, read by title only, and passed on first reading by the City Commission of the City of Fort Pierce, Florida, on _____, 2023; and was duly introduced, read by title only, and passed on second and final reading on _____, 2023, by the City Commission of Pierce, Florida.

IN WITNESS HEREWITH, we hereunto set our hands and affix the Official Seal of the City of Fort Pierce, Florida, this _____ day of _____, 2023.

_____
Linda Hudson, Mayor

ATTEST:

_____
Linda W. Cox
City Clerk

(SEAL)

EXHIBIT A
BOUNDARY OF THE PORT OF FORT PIERCE ~~(PFP)~~ OVERLAY ZONING DISTRICT
(PFP)

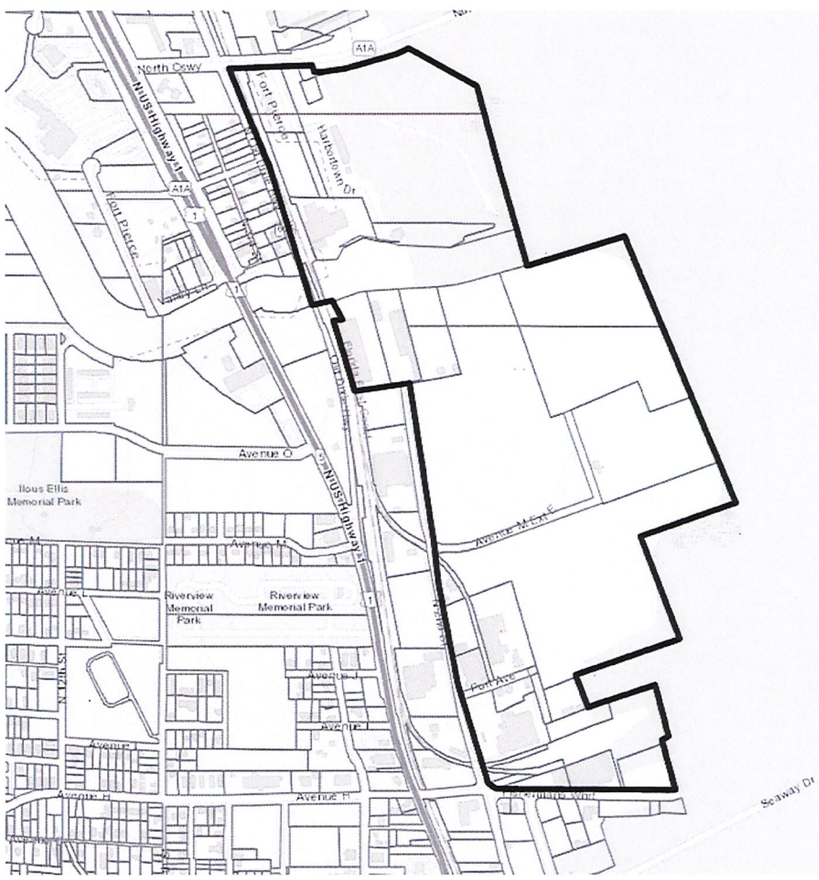

EXHIBIT B

PARCEL ID's SUBJECT OF THE PORT OF FORT PIERCE ~~(PFP)~~ OVERLAY ZONING DISTRICT (PFP)

2403-123-0000-000-1	TBD	St Lucie County
2403-123-0001-000-8	TBD	St Lucie County
2403-131-0000-000-6	Avenue M	Destin Beach Inc and St Lucie County
2403-133-0001-000-9	10 Avenue M	Destin Beach Inc and St Lucie County
2403-213-0001-000-4	2nd ST	Destin Beach Inc and St Lucie County
2403-213-0001-010-7	2nd ST	Destin Beach Inc and St Lucie County
2403-213-0002-000-1	2nd ST	Jamco Inc
2403-213-0002-010-4	1602 N 2nd ST	Jamco Inc
2403-213-0004-000-5	1701 N 2nd ST	WINDWARD TAYLOR CREEK LAND OWNER LLC
2403-213-0004-020-1	1600 N 2nd ST	WINDWARD TAYLOR CREEK LAND OWNER LLC
2403-242-0002-000-1	1401 N 2nd ST	Lotus Asset Management LLC
2403-242-0002-010-0	N 2nd ST	St Lucie County
2403-243-0000-000-0	1301 N 2nd ST	Rinker Materials Corp
2403-311-0001-000-5	1110 N 2nd ST	Woods Family Limited Partnership II
2403-311-0002-000-2	1110 N 2nd ST	Woods Family Limited Partnership II
2403-312-0001-000-8	1302 N 2nd ST	Mollywog LLC
2403-313-0001-000-1	1000 N 2nd ST	INLET GIRLS LLC
2403-313-0003-000-5	101 Port AVE	St Lucie County
2403-313-0003-010-8	1101 HARBOR ST	Lloyd F Bell Jr Revocable Trust of 2011
2403-314-0001-000-4	1100 HARBOR ST	Destin Beach Inc and St Lucie County
2403-314-0002-000-1	HARBOR ST	Ft Pierce City Of
2403-314-0003-000-8	1000 HARBOR ST	Woods Family LP II
2403-314-0004-000-5	TBD	St Lucie County
2403-314-0005-000-2	TBD	St Lucie County
2403-341-0001-000-8	TBD	St Lucie County
2403-341-0002-000-5	TERMINAL DR	Destin Beach Inc and St Lucie County
2403-431-0001-000-4	220 FISHERMANS WHARF	Beyel Brothers Inc
2403-432-0001-000-7	TBD	St Lucie County
2403-705-0001-000-4	N 2nd ST	WINDWARD TAYLOR CREEK LAND OWNER LLC
2403-705-0006-000-9	1103 N 2nd ST	Palmdale Oil Company of Fort Pierce II LLC
2403-705-0007-000-6	911 N 2nd ST	Palmdale Oil Co Fp Llc
2403-705-0008-000-3	US HIGHWAY 1	Lloyd F Bell Jr Revocable Trust of 2011 and Carmela Bell
2403-705-0009-000-0	9 FISHERMANS WHARF	Lloyd F Bell Jr Revocable Trust of 2011 and Carmela Bell
1434-330-0004-000-8	TBD	SHM Harbortown LLC
1434-330-0004-010-1	1936 HARBORTOWN DR	SHM Harbortown LLC
1434-330-0004-020-4	TBD	SHM Harbortown LLC
1434-330-0008-000-6	1900 N OLD DIXIE HWY	Bernard Egan and Co
2403-211-0000-000-1	1936 HARBORTOWN DR	SHM Harbortown LLC
2403-212-0001-000-1	1945 HARBORTOWN DR	SHM Harbortown LLC
2403-221-0000-000-2	OLD DIXIE HWY	SHM Harbortown LLC
2403-221-0001-000-9	1900 N OLD DIXIE HWY	Bernard Egan and Co
2403-221-0002-000-6	Old Dixie HWY	SHM Harbortown LLC
2403-601-0002-000-2	2010 HARBORTOWN DR	SHM Harbortown LLC

EXHIBIT C
LEGAL DESCRIPTIONS OF PARCELS LOCATED WITHIN THE PORT OF FORT PIERCE ~~(PFP)~~ OVERLAY ZONING DISTRICT (PFP)

2403-123-0000-000-1	3 35 40 THAT PART OF FOL DESC PARCEL LYG WITHIN GOVT LOT 1: FROM SW COR SEC RUN N 0 DEG 00 MIN 30 SEC W 1317.9 FT, TH S 89 DEG 49 MIN 30 SEC E 2585.7 FT TORR RAIL, TH N 15 DEG 47 MIN 30 SEC W 1098.88 FT, TH N 70 DEG 14 MIN 30 SEC E 739.62 FT, TH N 19 DEG 45 MIN 30 SEC W 970.92 FT FOR POB, TH S 70 DEG 14 MIN 30 SEC W 131.98 FT, TH N 19 DEG 45 MIN 30 SEC W 957.71 FT TO S R/W C-25 (TAYLOR CR) TH N 74 DEG 24 MIN E 850.04 FT, TH S 22 DEG 50 MIN E, 1118.74 FT, TH S 70 DEG 14MIN 30 SEC W 294.64 FT, TH N 19 DEG 45 MIN 30 SEC W 221.06 FT, THS 70 DEG 14 MIN 30 SEC W 481.2 FT TO POB (AS PER HB 4029 EFF 10/1/98)
2403-123-0001-000-8	3 35 40 THAT PART OF THE FOL DESC PARCEL LYG WITHIN GOVT LOT 2: FROM SW COR OF SEC RUN N 0 DEG00 MIN 30 SEC W 1317.9 FT TH S 89 DEG 49 MIN E, 2585.7 FT TO RRRAIL TH N 15 DEG 47 MIN 30 SEC W1098.88 FT, TH N 70 DEG 14 MIN 30SEC E 739.62 FT, TH N 19 DEG 45 MIN 30 SEC W 970.92 FT FOR POB, TH S 70 DEG 14 MIN 30 SEC W 131.98 FT, TH N 19 DEG 45 MIN 30 SEC W 957.71 FT TO S R/W C-25 (TAYLOR CR) TH N 74 DEG 24 MIN E850.04 FT, TH S 22 DEG 50 MIN E, 1118.74 FT, TH S 70 DEG 14 MIN 30SEC W 294.64 FT, TH N 19 DEG 45 MIN 30 SEC W 221.06 FT, TH S 70 DEG 14 MIN 30 SEC W 481.2 FT TO POB (AS PER HB 4029 EFF 10/1/98)
2403-131-0000-000-6	3 35 40 FROM SW COR OF SEC RUN N1317.9 FT TO SW COR OF GOVT LOT 3, TH S 89 DEG 49 MIN 30 SEC E 2585.7 FT TO RR RAIL REF, TH N 15 DEG 47 MIN 30 SEC W 1137.13 FT TO NE COR TUXEDO FRUIT CO PROP, TH SWLY ALG TUXEDO N LI 300.18 FT TO E LI OF SPUR TRACK #92, TH NWLY ALG CURVE OF E R/W OF SD SPUR TRACK 350 FT M/L TO S LI OF RD R/W, TH NELY ON CURVE, R 30 FT AND CA 106 DEG 50 MIN, ARC 55.94 FT TO PT OF REV CURVE CONC NLY, R 517.94 FT AND CA 26 DEG 12 MIN, ARC 236.84 FT TO PT, TH N 70 DEG 14 MIN 30 SEC E ALG S R/W LI OF RD 867.24 FT TO POB, TH N 19 DEG 45 MIN 30 SEC W ALG E LI OF RD 640.92 FT TO S LI GRUMMAN PROP, TH N 70 DEG 14 MIN 30 SEC E ALG SD S LI 481.20 FT, TH S 19 DEG 45 MIN 30 SEC E 221.06 FT, TH CONT N 70 DEG 14 MIN 30 SEC E ON S LI OF GRUMMAN PROP 294.64 FT TO `BULKHEAD LINE`, TH S 22 DEG 50 MIN E ALG B/L 450.51 FT M/L, TH S 70 DEG 14 MIN 30 SEC W 800 FT, TH N 19 DEG 45 MIN 30 SECW 30 FT TO POB (OR 1289-493: 4088-1042)
2403-133-0001-000-9	03 35 40 FROM SW COR OF SEC RUN N 1317.9 FT TO SW COR GOVT LOT 3, TH S 89 DEG 49 MIN 30 SEC E 2585.7 FT TO RR RAIL REF, TH N 15DEG 47 MIN 30 SEC W 397.2 FT TO POB, TH CONT N 15 DEG 47 MIN 30 SEC W 739.93 FT TO NE COR TUXEDOFRUIT CO PROP, TH SWLY ALG TUXEDON LI 300.18 FT TO E LI SPUR TRACK 92, TH NWLY ALG CURVE OF E R/W SD SPUR TRACK 350 FT M/L TO S LI OF RD R/W, TH NELY ON CURVE, R 30 FT AND CA 106 DEG 50 MIN, ARC 55.94 FT TO PT OF REV CURVE CONC NLY, R 517.94 FT AND CA 26 DEG 12 MIN, ARC 236.84 FT TO PT, TH N 70 DEG 14 MIN 30 SEC E ALG S R/W LI OF RD 867.24 FT, TH S 19 DEG 45 MIN 30 SEC E ALG SLYEXT OF E LI OF RD 30 FT, TH N 70 DEG 14 MIN 30 SEC E 800 FT TO `BULKHEAD LI`, TH S 22 DEG 50 MINE ALG B/L 300.43 FT, TH SWLY ALG B/L 650 FT, TH SELY ALG B/L 700 FT, TH SWLY ALG B/L 953.08 FT TO POB (OR 1289-493: 4088-1042)
2403-213-0001-000-4	3 35 40 FROM INT E R/W FEC RR AND S R/W SFWMD C25 RUN ELY ALG S R/W LI OF C25 FOL: N 69 DEG 18 MIN 50 SEC E 198.67 FT, TH N 85 DEG 48 MIN 50 SEC E 507.95 FT TO POB, TH CONT N 85 DEG 48 MIN 50 SEC E 132.84 FT, TH N 74 DEG 05 MIN E 289.96 FT M/L, TH S 19 DEG 45 MIN 30 SEC E ALG W LI OF GRUMMAN PROP 395 FT M/L TO S LI OF GOVT LOT 1, TH WLY ALG SD S LI 470 FT M/L TO E LI PERRY PROP, TH N 15 DEG 11 MIN 40 SEC W ALG PERRY PROP E LI 301.73 FT M/L TO POB (OR 1289-493: 4088-1042)
2403-213-0001-010-7	3 35 40 FROM E R/W FEC RR AND S R/W SFWMD C-25 RUN ELY ALG S R/W C-25 FOL: N 69 DEG 18 MIN 50 SEC E 198.67 FT, TH N 85 DEG 48 MIN 50 SEC E 507.95 FT TO NE COR OF PERRY PROP, TH S 15 DEG 11 MIN 40 SEC E ALG PERRY PROP E LI 301.73FT M/L TO S LI GOVT LOT 1 AND POB, TH ELY ALG SD S LI 470 FT M/L TO WLY LI GRUMMAN PROP, TH S 19 DEG 45 MIN 30 SEC E ALG GRUMMAN PROP W LI 562.71 FT M/L TO GRUMMAN SW COR, TH ELY ALG GRUMMAN PROP S LI 81.98 FT TO W LI OF RD R/W, TH S 19 DEG 45 MIN 30 SEC E ALG SD W LI 590.90 FT M/L, TH S 70 DEG 14 MIN 30 SEC W ALG N LI OF RD R/W 817.20 FT TO PC OF CURVE TO RIGHT, R 467.94 FT, CA 26 DEG 12 MIN, ARC 213.98 FT TO PT, TH NWLY ALG TANG 55.54 FT TO E LI OF N 2 ST, TH NWLY ALG SD E LI 1000 FT M/L, TH N 78 DEG 21 MIN 50 SEC E ALG S LI OF PERRY PROP AND ITS WLY EXT 347.80 FT, TH N 15 DEG 11 MIN 40 SEC W ALG PERRY PROP E LI 290 FT M/L TO N LI OF GOVT LOT 2 AND POB (OR 1289-493: 4088-1042)
2403-213-0002-000-1	3 35 40 THAT PART OF FOL DESC PARCEL LYG WITHIN GOVT LOT 1: BEG AT IRON PIPE AT SE COR OF LANDS CONVEYED BY FT PIERCE PORT AND TERMINAL CO TO FT PIERCE DRYDOCKAND TERMINAL CO (OR 35-33) SD LANDS LYG S OF CANAL C-25 AND E OF FEC MAIN LI RUN N 15 DEG 11 MIN 40 SEC W ALONG E LI OF FT PIERCEDRYDOCK AND TERMINAL CO LANDS, 600.07 FT, TH N 85 DEG 48 MIN 50 SEC E 256.62 FT, TH S 15 DEG 11 MIN 40 SEC E 591.73 FT, THS 78 DEG 21 MIN 50 SEC W 347.80 FT TO E R/W N 2 ST, TH N 8 DEG 23MIN W 25.05 FT, TH N 78 DEG 21 MIN 50 SEC E 90 FT TO POB, WITH RIP RTS-SUBJECT TO R/W AND ESMT TO CITY OF FT PIERCE AS IN OR 171-2313 AND 256-2438-

EXHIBIT C (CONTINUED)
LEGAL DESCRIPTIONS OF PARCELS LOCATED WITHIN THE PORT OF FORT PIERCE ~~(PFP)~~ OVERLAY ZONING DISTRICT (PFP)

2403-213-0002-010-4	3 35 40 THAT PART OF FOL DESC PARCEL LYG WITHIN GOVT LOT 2: BEG AT IRON PIPE AT SE COR OF LANDS CONVEYED BY FT PIERCE PORT AND TERMINAL CO TO FT PIERCE DRYDOCK AND TERMINAL CO (OR 35-33) SD LANDS LYG S OF CANAL C-25 AND E OF FEC MAIN LI, RUN N 15 DEG 11 MIN 40 SEC W ALG E LI OF FT PIERCE DRYDOCK AND TERMINAL CO LANDS 600.07 FT, TH N 85 DEG 48 MIN 50 SEC E 256.62 FT, TH S 15 DEG 11 MIN 40 SEC E 591.73 FT, TH S 78 DEG 21 MIN 50 SEC W 347.80 FT TO E R/W N 2 ST, TH N 48 DEG 23 MIN W 25.05 FT, TH N 78 DEG 21 MIN 50SEC E 90 FT TO POB, WITH RIP RTS (OR 298-1270)
2403-213-0004-000-5	3 35 40 FROM INT OF S R/W LI OF CANAL C-25 & E R/W LI OF FEC RR RUN N 69 18 08 E ALG S R/W LI 198.67 FT, TH N 85 48 41 E ALG S R/W LI 47.68 FT TO POB, TH CONT NELY ALG S R/W LI 203.72 FT, TH S 15 09 33 E 600.07 FT, TH S 78 21 50 W 200.38 FT, TH N 15 09 33 W 626.52 FT TO POB (2.816 AC)
2403-213-0004-020-1	3 35 40 BEG AT INT OF S R/W LI OF CANAL C-25 & E R/W LI OF FEC RR, TH N 69 18 08 E ALG S R/W LI 198.67 FT, TH N 85 48 41 E ALG S R/W LI 47.68 FT, TH S 15 09 33 E 626.52 FT, TH S 78 21 50 W 249.62 FT TO E R/W LI OF FEC RR AND TO CURVE CONCAVE SW, TH NWLY ALG ARC & E R/W LI 464.18 FT, TH N 20 41 10 W 17.35 FT, TH N 69 18 50 E 25 FT, TH N 20 41 10 W 118.47 FT TO POB (3.557 AC)
2403-242-0002-000-1	THAT PART OF GOVT LOT 2 LYG S OF FT PIERCE DRY DOCK AND TERMINAL CO PROP, E OF FEC RR MAIN LI R/W W OF N 2 ST AND N OF RINKER MATERIALS CORP PROP-LESS SPUR TRACK 92- BEING MPD IN OR 169-1046 LESS THAT PART IN OR 3678-223 MPDAF: 3 35 40 COMM AT INT OF W R/W LI N 2ND ST AND N LI OF LANDS CONVEYED TO RINKER INC AS IN OR 170-562 PROCEED ALG W R/W LI N 2ND ST N 08 43 11 W 594.36 FT TO POB; TH S 80 33 17 W 271.19 FT TO A PT ON E R/W LI FEC RW; TH ALG SD R/W LI TH FOWLLING 4 COURSES: N 08 43 11 W 106.67 FT TO PT OF CUR TO LFT RAD 2,914.93 FT CHORD BRG N 09 10 51 W 46.91 FT; TH ALG SD CUR ARC OF 46.91 FT TO PT ; TH N 89 59 41 W 25.10 FT TO PT OF NON-TGT CUR TO LFT RAD OF 2,889.93 FT W ANG OF 01 49 59, CHD BRG N 10 41 41 W 92.45 FT; TH ALG SD CUR ARC DIST OF 92.45 FT TO SW COR OF LANDS MPDIN ORB 1840-37; TH ALG S LI N 78 20 19 E 299.94 FT TO A PT ON W R/W LI N 2ND ST; TH ALG R/W LI S 08 43 11 E 261.74 FT TO POB (3.46 AC- 150,715 SF) (OR 3985-1871)
2403-242-0002-010-0	THAT PART MPDAF: 3 35 40 COMM AT INT OF W R/W LI N 2ND ST AND N LI OF LANDS CONVEYED TO RINKER INC AS IN OR 170-562 PROCEED ALG W R/W LI N 2ND ST N 08 43 11 W 594.36 FT TO POB; TH S 80 33 17 W 271.19 FT TO A PT ON E R/W LI FEC RW; TH ALG SD R/W LI TH FOWLLING 4 COURSES: N 08 43 11 W 106.67 FT TO PT OF CUR TO LFT RAD 2,914.93 FT CHORD BRG N 09 10 51 W 46.91 FT; TH ALG SD CUR ARC OF 46.91 FT TO PT ; TH N 89 59 41 W 25.10 FT TO PT OF NON-TGT CUR TO LFT RAD OF 2,889.93 FT W ANG OF 01 49 59, CHD BRG N 10 41 41 W 92.45 FT; TH ALG SD CUR ARC DIST OF 92.45 FT TO SW COR OF LANDS MPD IN ORB 1840-37; TH ALG S LI N 78 20 19 E 299.94 FT TO A PT ON W R/W LI N 2ND ST; TH ALG R/W LI S 08 43 11 E 261.74 FT TO POB. LYING WITHIN 3 35 40 THAT PART OF GOVT LOT 2 LYG S OF FT PIERCE DRY DOCK AND TERMINAL CO PROP, E OF FEC RR MAIN LI R/W W OF N 2 ST AND N OF RINKER MATERIALS CORP PROP-LESS SPUR TRACK 92- BEING MPD IN OR 169-1046 (1.67AC-73,085 SF SF) (OR 3678-223)
2403-243-0000-000-0	3 35 40 S 198 FT OF GOVT LOT 2 LYG E OF FEC RR AND W OF NLY EXT OF N 2 ST-LESS SPUR TRACT 92- AND THAT PART OF N 450 FT OF GOVT LOT 3 LYG E OF FEC RR AND W OF NLY EXT OF N 2ND ST-LESS THAT PART MPDAF: FROM SW COR OF LOT 1 BLK A OF ASSESSOR'S MAP OF N PART OF FORT PIERCE RUN N 89 43 56 E ALG S LI OF LOT 1 295 FT TO WLY RD R/W LI OF N 2ND ST, TH N 10 52 28 W ALG WLY R/W LI 215 FT TO POB: TH CONT N 10 52 28 W 295.01 FT, TH S 80 54 13 W 279.87 FT TO ELY R/W LI OF FEC RR, TH S 08 41 46 E ALG ELY R/W LI 258.20 FT, TH ELY 295 FT M/L TO ELY RD R/W LI OF N 2ND ST AND POB- (2.135 AC)
2403-311-0001-000-5	3 35 40 FROM SW COR OF SEC RUN N0 DEG 00 MIN 30 SEC W 1317.9 FT TO LI DIV GOVT LOTS 3 AND 4, TH S 89 DEG 49 MIN 30 SEC E 2585.7 FT TO RR RAIL, PT OF REF, FROM SD PT OF REF, RUN N 15 DEG 47 MIN 30 SEC W 567.23 FT TO POB, TH RUN S 70 DEG 14 MIN 30 SEC W ALG N LI OF PORT AV 289.4 FT TO ELY R/W FEC RR TRACK #92, TH N 15 DEG 47 MIN 30 SEC W ALG SD ELY R/W 399.87 FT TO P OF C, TH ALG CIR CURVE CONC TO SW, CHORD BRG N 19 DEG 50 MIN 30 SEC W RUN ALG SD R/W, CHORD DIST OF 169.55 FT, TH N 70 DEG 18 MIN 30 SEC E 300.18 FT, TH S 15 DEG 47 MIN 30 SEC E 570.1 FT TO POB

EXHIBIT C (CONTINUED)
LEGAL DESCRIPTIONS OF PARCELS LOCATED WITHIN THE PORT OF FORT PIERCE ~~(PFP)~~ OVERLAY ZONING DISTRICT (PFP)

2403-311-0002-000-2	3 35 40 FROM SW COR SEC 3 RUN N 1317.9 FT TO SW COR OF GOVT LOT 3, TH E ALG S LI OF GOV LOT 3, 2585.7 FT TO RR RAIL, TH N 15 DEG47.5 MIN W 567.23 FT, TH S 70 DEG14.5 MIN W 321.1 FT, TH N 15 DEG 47.5 MIN W 239.8 FT TO POB, TH CONT N 15 DEG 47.5 MIN W 260.5 FT TO PT ON WLY R/W OF FEC RR TRACK 92, TH NLY ALG SD WLY R/W 69.5 FT, TH S 70 DEG 16.5 MIN W 146.2 FT TO E R/W OF N 2 ST, TH SLY ALG SD E R/W 333.4 FT, TH N 70 DEG 16.5 MIN E 181.3 FT TO POB
2403-312-0001-000-8	3 35 40 BEG AT INT OF E LI OF N 2 ST AND N LI OF TUXEDO FRUIT CO PROP, TH NLY ALG N 2 ST 314.8 FT TO FEC RR R/W FOR SPUR TRACT 92, TH SELY ALG SPUR TRACT R/W TO A PT 138.4 FT ELY OF POB, TH SWLY 138.4 FT TO POB (OR 1951-361)
2403-313-0001-000-1	3 35 40 FROM SW COR OF SEC 3 RUN N 1317.9 FT TO SW COR OF GOV LOT 3, TH E ALG S LI OF GOV LOT 3 2585.7 FT TO RR RAIL, TH N 15 DEG47.5 MIN W 567.23 FT, TH S 70 DEG 14.5 MIN W 321.01 FT TO POB, TH N15 DEG 47.5 MIN W 239.8 FT, TH S 70 DEG 16.5 MIN W 181.3 FT TO E R/W N 2 ST, TH SLY ALG SD E R/W 242.2 FT TO N LI OF PORT AV, TH ELY ALG SD N LI 199.6 FT TO POB (OR 4150-1715)
2403-313-0003-000-5	3 35 40 FROM SW COR OF SEC RUN N ALG W SEC LI 1317.9 FT, TH S 89 DEG 49.5 MIN E 2585.7 FT TO RR RAIL, TH N 15 DEG 47.5 MIN W 67.2FT, TH S 70 DEG 14.5 MIN W 51.12 FT, TH N 15 DEG 47.5 MIN W 2.17 FT TO POB, TH N 70 DEG 14 MIN 30 SEC E 5 FT, TH N 15 DEG 11 MIN 58 SEC W 122.59 FT, TH S 70 DEG 14 MIN 30 SEC W 6.27 FT, TH N 15 DEG 47.5 MIN W 325.33 FT TO S LI OF ST, TH WLY ALG S SIDE OF ST 470 FT TO E LI OF N 2 ST, TH SLY ALG E LI N 2 ST 417.8 FT TO N R/W OF FEC SPUR TRACK 3, TH ELY ALG SD N R/W 472.25 FT TO POB-LESS THAT PART MPD IN OR 597-228, 3577-727 (3.90 AC - 170,178)(OR 4088-994)
2403-313-0003-010-8	3 35 40 BEG SW INT PORT AV AND HARBOR ST, TH S 15 DEG 47 MIN 30 SEC E ALG WLY R/W HARBOR ST 99.71 FT, TH S 70 DEG 52 MIN 59 SEC W 87.21 FT, TH S 21 DEG 10 MIN 18 SEC E 33.58 FT, TH S 65 DEG 02 MIN 06 SEC W 71.67 FT, TH S 66 DEG 31 MIN 29 SEC W 92.54 FT, TH S 75 DEG 10 MIN 23 SEC W 34.62 FT, TH N 12 DEG 05 MIN 33 SEC W 142.87 FT, TH N 70 DEG 14 MIN 30 SEC E ALG SLY R/W PORT AV272.42 FT TO POB (OR 3475-1985: 3504-831)
2403-314-0001-000-4	3 35 40 FROM INT E R/W N 2 ST AND S R/W PORT AV RUN ELY ON S R/W PORT AV 460.8 FT FOR POB, TH CONT ELY 60.4 FT M/L, TH N 15 DEG 47.5 MIN W 50.03 FT, TH S 70 DEG 14.5 MIN W 60.4 FT, TH SELY 50.03 FT TO POB (OR 1289-493: 4088-1042)
2403-314-0002-000-1	3 35 40 FROM SW COR OF SEC RUN N0 DEG 00.5 MIN W 1317.9 FT, TH RUN S 89 DEG 49.5 MIN E 2585.7 FT TO A RR RAIL, TH N 15 DEG 47.5MIN W 192.2 FT FOR POB, TH CONT N15 DEG 47.5 MIN W 325 FT, TH S 70DEG 14.5 MIN W 51.12 FT, TH S 15 DEG 47.5 MIN E 325 FT, TH N 70 DEG 14.5 MIN 51.12 FT TO POB (0.38 AC)
2403-314-0003-000-8	3 35 40 FROM SW COR SEC 3 RUN N 0 DEG 00.5 MIN W 1317.9 FT, TH S 89 DEG 49.5 MIN E 2585.7 FT TO RR RAIL, TH N 15 DEG 47.5 MIN W 192.2 FT FOR POB AND SW COR OF TRACT HEREIN DESC: FROM POB CONT N 15 DEG 47.5 MIN W 205.0 FT, TH N 70 DEG 14.5 MIN E 253.08 FT TO PT ON WLY SHORE OF IND RIV, TH S 16 DEG 9.5 MIN E 204.9 FT, TH S 70 DEG 14.5 MIN W 254.43 FT TO POB
2403-314-0004-000-5	3 35 40 FROM SW COR OF SEC RUN N0 DEG 00.5 MIN W 1317.9 FT TO LI DIV GOV LOTS 3 AND 4 OF SD SEC, TH RUN S 89 DEG 49.5 MIN E 2585.7 FT ALG SD LI TO RR RAIL, TH RUN N 15 DEG 47.5 MIN W 67.2 FT, TH S 70 DEG 14.5 MIN W 51.12 FT TO POB, TH RUN N 15 DEG 47.5 MIN W 2.17 FT, TH N 70 DEG 14.5 MIN E 5 FT, TH N 15 DEG 11 MIN 58 SEC W 122.59 FT, TH N 70 DEG 14.5 MIN E299.28 FT TO IND RIV, TH SELY ALG RIV 125 FT, TH S 70 DEG 14.5 MIN W 306.17 FT TO POB (OR 4088-994)
2403-314-0005-000-2	3 35 40 FROM SW COR OF SEC RUN N 0 DEG 00.5 MIN W 1317.9 FT TO LI DIVIDING GOV LOTS 3 AND 4, TH RUN N 89 DEG 49.5 MIN E 2585.7 FT ALG SD LI TO RR RAIL, TH N 15 DEG 47.5 MIN W 67.2 FT TO POB, TH RUN N 70 DEG 14.5 MIN E 671.8 FT, TH S 15 DEG 45.5 MIN E 177.2 FT, TH S 70 DEG 26.5 MIN W 330 FT, TH S 15 DEG 52 MIN 30 SEC E 295 FT M/L TO N R/W FISHERMAN'S WHARF, TH WLY ALG SD N R/W 20.10 FT M/L, TH N 15 DEG 52 MIN 30 SEC W 288 FT M/L, TH S 70 DEG 26 MIN 30 SEC W 320.3 FT, TH S 72 DEG 9.5 MIN W 518.92 FT TO INT OF S LI OF TERMINAL DR WITH E LI OF N 2 ST, TH N 17 DEG 50.5 MIN W 50 FT, TH N 72 DEG 9.5 MIN E ALG N LI OF TERMINAL DR 183.80 FT TO SLY R/W OF FEC TRACK 100, TH FOL R/W OF TRACK 100 IN NWLY DIRECTION 273.1 FT TO INT WITH ELY R/W N 2ND ST, TH NWLY ALG SD R/W TO INT OF N R/W FEC RR TRACK 3, TH FOL R/W OF TRACK 3 IN ELY DIRECTION 472.05 FT TO NE COR OF SD R/W, TH N 70 DEG 14.5 MIN E 13.88 FT, TH S 15 DEG 47.5 MIN E 2.17 FT, TH RUN N 70 DEG 14.5 MINE 51.12 FT TO POB AND 90 FT X 330 FT SLIP ADJ REFRIGERATION PLANT ON S-LESS R/W OF FEC RR AND LESS AS IN DB 103-514 AT TERMINAL DR AND 2 ST FOR ST R/W (OR 4088-994) AND ALSO THE FOLLOWING PREVIOUSLY RR PROPERTY: 3 35 40 BEG AT A PT ON WLY R/W FEC RR, SD PT BEING 150 FT N OF C/L OF GRADE CROSSING AT STA 12674 + 71.9 (PLAN 242-62), TH CONT NLY ALG SD WLY R/W 150 FT M/L, TH ELY 25 FT, TH SLY // TO AND 25 FT WLY OF C/L OF MAIN TRACK 150 FT, TH WLY 20 FT TO POB LESS ABANDONED R/W SPUR TRACK 100 AND SPUR TRACK 3 E OF THE W R/W OF N SECOND STREET AS IN 4337-2817 (5.33 AC / 232,175 SF) (4088-994 / 4337-2817)

EXHIBIT C (CONTINUED)
LEGAL DESCRIPTIONS OF PARCELS LOCATED WITHIN THE PORT OF FORT PIERCE ~~(PFP)~~ OVERLAY ZONING DISTRICT (PFP)

2403-341-0001-000-8	3 35 40 FROM SW COR OF SEC RUN N0 DEG 00 MIN 30 SEC W 1317.9 FT TO LI DIVIDING GOVT LOTS 3 AND 4 IN SEC 3, TH S 89 DEG 00 MIN 30 SEC E ALG SD LI 2585.7 FT TO RAIL ON E SIDE OF TERMINAL DR, THS 15 DEG 47.5 MIN E 107.7 FT TO RAIL IN PAVEMENT AND POB, TH S 15 DEG 47.5 MIN E 168.6 FT TO CONCRETE MONU ON N SIDE OF FISHERMAN`S WHARF, TH N 88 DEG 45.5 MIN W // TO N BDRY OF FISHERMAN`S WHARF 494.7 FT TO 4 INCH PIPE, TH N 14 DEG 03.5 MIN W6.5 FT TO A 4 INCH PIPE, TH N 72 DEG 9.5 MIN E 473.5 FT TO POB, ALL SD LAND LYG IN SEC 3-35-40 (OR 1448-404)
2403-341-0002-000-5	3 35 40 FROM PROJECTED INT OF E LI OF N 2 ST AND N LI OF TERMINAL DR RUN NLY ALG N 2 ST R/W 90.4 FT TO SLY R/W OF FEC RR TRACK 100, TH ELY ALG SD SLY R/W 202 FTTO N LI OF TERMINAL DR, TH WLY ALG SD N LI 183.8 FT TO POB-LESSTRIANGULAR SW COR IN ST R/W- (OR 1289-493)
2403-431-0001-000-4	3 35 40 FROM SE COR OF FT PIERCEFIN AND CONSTR CO BLKHD LI ON W SHORE OF IND RIV RUN N ALG BLKHDLI 169 FT TO POB, TH CONT N 310 FT, TH W // TO PROJECTED LI OF S BRIDGE 330 FT, TH S TO N LI OF FISHERMAN`S WHARF, TH RUN ELY ALGSD N LI 350 FT M/L TO POB (OR 1358-1497)
2403-432-0001-000-7	3 35 40 FROM SW COR OF SEC RUN N1317.9 FT TO SW COR OF GOVT LOT 3, TH E ALG S LI OF GOVT LOT 3 2585.7 FT TO RR RAIL, TH S 15 DEG47.5 MIN E 107.7 FT TO POB, TH CONT SLY 168.6 FT TO N LI OF FISHERMAN`S WHARF, TH ELY ALG SD N LI 334.9 FT M/L, TH N 15 DEG 52.5 MIN W 288 FT M/L, TH S 70 DEG 26.5 MIN W 320.30 FT TO POB-(1.68 AC) (EXCHANGE SITE) (OR 1448-404)
2403-705-0001-000-4	ASSESSOR`S MAP OF N PART OF FORT PIERCE LOT 1 BLK A AND THAT PART OF GOVT LOT 3 IN SEC 3 35 40 LYG E OF FEC RR AND W OF WLY RD R/W LI OF N 2ND ST MPDAF: BEG SW COR OF LOT 1 BLK A OF ASSESSOR'S MAP OF N PART OF FORT PIERCE RUN N 89 43 56 E ALG S LI OF LOT 1 295 FT TO WLY RD R/W LI OF N 2ND ST, TH N 10 52 28 W ALG WLY R/W LI 515.01 FT, TH S 80 54 13 W 279.87 FT TO ELY R/W LI OF FEC RR, TH S 08 41 46 E ALG ELY R/W LI 368.20 FT, TH S 13 09 34 E 101.60 FT TO POB (3.25 AC) (OR 1651-1593)
2403-705-0006-000-9	ASSESSOR`S MAP OF N PART OF FORT PIERCE THAT PART OF LOT 6 LYG W OF 2 ST- LESS THAT PART FOR RD R/W MPDAF: FROM INT OF N R/W LI OF FEC RR AND W R/W LI OF 2ND ST, TH N 15 51 51 W 289.22 FT TO S LI OF LOT 6 AND POB; TH N 12 01 36 W 202.07 FT, TH S 15 51 51 E 205.43 FT, TH S 89 54 04 W 14.05 FT TO POB- (3.43 AC - 149,361 SF) (OR 806-246; 3355-1379)
2403-705-0007-000-6	ASSESSOR`S MAP OF N PART OF FORTPIERCE THAT PART OF LOTS 7 AND 8 LYG N AND E OF FEC RR SPUR TRACK (OR 1227-1066 ; 1980-2298)
2403-705-0008-000-3	ASSESSOR`S MAP OF N PART OF FORTPIERCE THAT PART OF LOT 7 LYG S AND W OF FEC RR SPUR TRACK (OR 2218-1585; 3475-1989)
2403-705-0009-000-0	ASSESSOR`S MAP OF N PART OF FORTPIERCE THAT PART OF LOTS 8 AND 9 LYG S OF FEC RR SPUR TRACK AS DESC IN DBK 146-519 (OR 2218-1585; 3475-1989)
1434-330-0004-000-8	34 34 40 FROM NW COR OF SEC 3-35-40, TH S 89 DEG 37 MIN 30 SEC E ALG TWP LI 628.90 FT TO ELY R/W OF FEC RR, TH NELY ALG SD E R/W 327.40 FT TO S R/W ST RD A-1-A, TH ELY ALG SD S R/W 249.55 FT TO POB, TH CONT ALG SD S R/W 112.04 FT, TH S 21 DEG 08 MIN 13 SEC E 97.23 FT, TH S 68 DEG 51 MIN 47 SEC W 20 FT, TH S 21 DEG 08 MIN 13 SEC E 150 FT, TH N 68 DEG 51 MIN 47 SEC E 100 FT, TH N 21 DEG 08 MIN 13 SEC W 150 FT, TH N 68 DEG 51 MIN 47 SEC E 71.06 FT TO A PT ON A CURVE CONC NWLY, R 1737.28 FT, CA 13 DEG 46 MIN 46 SEC, TH ELY ALG ARC 417.81 FT, TH N 68 DEC 51 MIN 47 SEC E ALG TANG OF SD CURVE 170.86 FT, TH S 60 DEG 47 MIN 30 SEC E 492.74 FT, TH S 15 DEG 47 MIN 30 SEC E 244.15 FT M/L TO S LI SD SEC 34, TH WLY ALG SD S LI 1222 FT M/L, TH N 20 DEG 24 MIN W 340 FT M/L TO SLY R/W ST RD A1A AND POB (9.18 AC) (OR 3792-2820)
1434-330-0004-010-1	34 34 40 FROM NW COR OF SEC 3-35-40, TH S 89 DEG 37 MIN 30 SEC E ALG TWP LI 628.90 FT TO ELY R/W OF FEC RR, TH NELY ALG SDE R/W 327.40 FT TO S R/W ST RD A-1-A, TH ELY ALG SD S R/W 361.59 FT TO POB, TH S 21 DEG 08 MIN 13 SEC E 97.23 FT, TH N 68 DEG 51 MIN 47 SEC E 151.06 FT TO PT ON A CURVE CONC TO NWLY, R 1737.28 FT, CA 13 DEG 46 MIN 46 SEC, TH WLY ALG ARC 78.64 FT, TH NLY ALG ST RD A1A R/W 48.32 FT, TH WLY ALG SD S R/W 96.28 FT TO POB (0.20 AC) (OR 3792-2820)

EXHIBIT C (CONTINUED)
LEGAL DESCRIPTIONS OF PARCELS LOCATED WITHIN THE PORT OF FORT PIERCE ~~(PFP)~~ OVERLAY ZONING DISTRICT (PFP)

1434-330-0004-020-4	34 34 40 FROM NW COR OF SEC 3-35-40, TH S 89 DEG 37 MIN 30 SEC E ALG TWP LI 628.90 FT TO ELY R/W OF FEC RR, TH NELY ALG SD E R/W 327.40 FT TO S R/W ST RD A-1-A, TH ELY ALG SD S R/W 361.59FT TO POB, TH S 21 DEG 08 MIN 13 SEC E 97.23 FT, TH S 68 DEG 51 MIN 47 SEC W 20 FT, TH S 21 DEG 08 MIN 13 SEC E 150 FT, TH N 68 DEG 51 MIN 47 SEC E 100 FT, TH N 21 DEG 08 MIN 13 SEC W 150 FT, TH S 68 DEG 51 MIN 47 SEC W 80 FT TO POB (0.34 AC) (OR 3792-2820)
1434-330-0008-000-6	34 34 40 FROM NW COR OF 3-35-40 RUN S 89 DEG 37 MIN 30 SEC E ALGTWP LI 628.9 FT TO ELY R/W FEC RR FOR POB, TH NWLY ALG SD ELY R/W 239.1 FT, TH S 89 DEG 44 MIN E 26.65 FT, TH N 20 DEG 24 MIN W 88.30 FT TO SLY R/W ST RD A1A, THELY ALG SD SLY R/W 222.90
2403-211-0000-000-1	3 35 40 FROM NW COR SEC 3, TH S 89 DEG 37 MIN 30 SEC E ALG TWP LI 882.10 FT M/L TO A PT LYG 237.13 FT AS MEAS AT RIGHT ANGLE TO ELY R/W FEC RR AND POB, TH S 20 DEG 24 MIN E 560.40 FT M/L TO A PT LYG 237.13 FT AS MEAS AT RIGHT ANGLE TO ELY R/W FEC RR, TH S 89 DEG 44 MIN E 221.58 FT M/L, TH S 20 DEG 24 MIN E 300.32 FT, TH S 79 DEG 13 MIN E 163.78 FT, TH S 87 DEG 55 MIN E 312.7 FT, TH N 74 DEG 12 MIN 30 SEC E 450 FT, TH N 15 DEG 47 MIN 30 SEC W 745 FT M/L TO SD TWP LI, TH WLY ALG SD TWP LI 1222 FT M/L TO POB-LESS THAT PART OF TAYLOR HARBOR FISHING PORT S/D LYG WITHIN THIS DESC-(18.43 AC9 (OR 3792-2820)
2403-212-0001-000-1	03 35 40 A PARCEL OF LAND LYG E OF FEC RR R/W AND N OF TAYLOR CREEK INCL ALL LOT 1 AND PART OF LOT 2 TAYLOR HARBOR FISHING PORTS/D MPDAF: FROM NW COR SEC 3, TH S89 DEG 37 MIN 30 SEC E ALG TWP LI 628.90 FT TO ELY R/W FEC RR, TH SELY ALG SD R/W 107.5 FT, TH S 89 DEG 44 MIN E 200 FT, TH S 20 DEG 24 MIN E 453.50 FT TO POB, TH N 89 DEG 44 MIN W 200 FT TO ELY R/W FEC RR, TH S 20DEG 24 MIN E 48.9 FT, TH S 89 DEG44 MIN E 26.72 FT, TH S 29 DEG 24MIN E 387.65 FT TO N R/W TAYLOR CREEK, TH N 87 DEG 56 MIN 41 SEC E AKG SD R/W 137.24 FT, TH N 23 DEG 59 MIN 10 SEC E 76.68 FT, TH N 61 DEG 49 MIN 28 SEC E 149.09 FT, TH S 79 DEG 06 MIN 17 SEC E 102.76 FT, TH N 20 DEG 24 MIN W 299.94 FT, TH N 89 DEG 44 MIN W 274.20 FT M/L TO POB (3.50 AC) (OR 3792-2820)
2403-221-0000-000-2	3 35 40 FROM INT OF N LI OF SEC AND E R/W OF FEC RR RUN SELY ALG R/W 107.5 FT, TH E 19.77 FT TO POB, TH CONT E 180.23 FT, TH SELY // TO RR R/W 453.5 FT, TH W 200 FT TO RR R/W, TH NWLY ON R/W 225.5 FT, TH E TO PT 43.5 FT NELYOF C/L OF N BOUND MAIN TRACK, TH NWLY ON RR R/W 228 FT TO POB (1.85 AC) (OR 3792-2820)
2403-221-0001-000-9	03 35 40 FROM NW COR RUN S 89 DEG 37 MIN 30 SEC E ALG TWP LI 628.9 FT TO E R/W FEC RR AND POB, TH S 20 DEG 24 MIN E ALG SD ELY R/W 107.6 FT, TH S 89 DEG 44 MIN E 253.43 FT, TH N 20 DEG 24 MIN W 107.60 FT M/L TO A PT ON SD S TWP LI, TH N 89 DEG 37 MIN 30 SEC W 253.20 FT M/L TO ELY R/W FEC RR AND POB (0.50 AC) (OR 203-2426: 1173-883)
2403-221-0002-000-6	03 35 40 FROM NW COR RUN S 89 DEG 37 MIN 30 SEC E ALG TWP LI 628.90 FT TO E R/W FEC RR, TH S 20 DEG 24 MIN E ALG SD ELY R/W 107.6 FT, TH S 89 DEG 44 MIN E 200 FT TO POB, TH CONT S 89 DEG 44 MIN E 53.43 FT, TH S 20 DEG 24MIN E 453.50 FT, TH N 89 DEG 44 MIN W 53.20 FT M/L, TH N 20 DEG 24 MIN W 453.50 FT TO POB (0.55 AC) (OR 3792-2820)
2403-601-0002-000-2	TAYLOR HARBOR FISHING PORT S/D LOTS 2 TO 12 INCL-LESS THAT PART OF LOT 2 AS IN OR 488-452 (2.18AC) (OR 3792-2820)

ORDINANCE NO.J-504

AN ORDINANCE AMENDING THE ZONING ATLAS OF THE CITY OF FORT PIERCE; RE-ZONING CERTAIN LANDS WITHIN THE CITY (PORTIONS OF THE AREA COMMONLY KNOWN AS THE PORT OF FORT PIERCE) FROM MARINE INDUSTRIAL ZONE (I-2) TO PLANNED UNIT RE-DEVELOPMENT ZONE (PUR); REPEALING; REPEALING ALL ORDINANCES OR PARTS THEREOF IN CONFLICT HEREWITH; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, in 1966 there occurred a Port Charrette in a public meeting of citizens of the City of Fort Pierce and St. Lucie County wherein such charrette considered new uses not previously allowed by the current zoning designation, including recreation, commercial, residential and mixed uses, and where there were further considered new north and south entrances to the area affected by this Ordinance, a general layout of street grid, a comprehensive drainage concept, continuous public access to the water and protection of the shoreline, limited expansion of industrial uses following appropriate design guidelines, with still further consideration for protection of the Indian River Lagoon; and

WHEREAS, the owners of the property affected by this Ordinance, St. Lucie County and MacArthur/W.C.I. Communities have expressed interest in developing the affected lands in an unified manner consistent with the conceptual outlines of the Port Charrette plan; and

WHEREAS, the Port Charrette Plan is believed suitable as a conceptual guideline for development of the affected area and where the provisions of Section 22-42 relating to Planned Unit Redevelopment are believed appropriate as a means for implementing such guideline; and

WHEREAS, the Commission considered oral presentations and written documentation as appropriate during the process of enacting this Ordinance; and

WHEREAS, the Commission finds that designation of the affected property as a Planned Unit Redevelopment is an effective and

unified treatment of the development possibilities of the property while remaining consistent with the Comprehensive Plan, affording environmental hazards and making appropriate provisions for the preservation of natural features such as shorelines and wooded cover; and

WHEREAS, designation of the affected property as a Planned Unit Development will not create excessive traffic congestion on nearby streets or overburden the following public facilities and services in terms of their capacities, operational costs or maintenance costs: water, sewer, storm drainage, electric services, fire protection, police protection and schools; and

WHEREAS, a need exist for the Planned Unit Redevelopment at the proposed location and the property owners have the capacity to develop the affected property in a manner consistent with the general, conceptual guideline provided by the Port Charrette Plan; and

WHEREAS, the Planned Unit Redevelopment complies with standards imposed by Section 22-42 of the Code of Ordinances, additional zoning provisions and other City laws.

BE IT ORDAINED by the City Commission of the City of Fort Pierce, Florida, a municipal corporation, as follows:

SECTION 1: The Zoning Atlas of the City of Fort Pierce, Florida, is hereby amended so that the following described property is re-zoned herewith from the Marine Industrial Zone (I-2) to a Planned Unit Re-development Zone (PUR), subject henceforth to all ordinance provisions relating to such zone, including but not limited to Section 22-42:

> All that certain piece or parcel of land, lying and being in part of the North and South one-half of Section 3, Township 35 South, Range 40 East, City of Fort Pierce, County of St. Lucie and State of Florida, being more particularly described as follows:
>
> Beginning at a point at the intersection of the Southerly line of J.M. Corbally (et al) property and the Easterly right of way line of Harbor Street; Thence from said point of

beginning Northerly along said Corbally property, a distance of 740 feet, plus or minus, to a point in same; Thence Westerly along same and acrossed the Florida East Coast Railroad Spur Track to the Easterly right of way line of North Second Street; Thence Northerly along said Easterly right of way, crossing said Spur Track, and Avenue "M" Extension, to a point at the intersection of said right of way, and the property line of said Corbally; Thence Easterly along said Corbally 348 feet, plus or minus, to a point in same; Thence Northerly along same 592 feet, plus or minus, to a point in same and the Southerly line of Taylor Creek; Thence Easterly along said Southerly line the following distances, 133 feet, plus or minus, 290 feet, plus or minus, and 850 feet, plus or minus, to a point in same, and the Westerly line of the Intercostal Waterway; Thence Southerly along the said Westerly line a distance of 1869 feet, plus or minus, to a point in same and the Southerly boundary line of said Corbally; Thence Westerly along aid Southerly boundary line a distance of 650 feet, plus or minus; thence Southerly a distance of 700 feet, plus or minus; Thence Westerly a distance of 953 feet, plus or minus, to a point and place of beginning.

SECTION 2: All Ordinances or parts thereof in conflict herewith are and the same shall be repealed and shall be of no further force or effect whatsoever.

SECTION 3: This Ordinance is and the same shall become effective immediately upon final passage hereof.

STATE OF FLORIDA)
ss
ST. LUCIE COUNTY)

WE, THE UNDERSIGNED, Mayor Commissioner and the City Clerk of the City of Fort Pierce, Florida, do hereby certify that the foregoing and above Ordinance No. J-504 was duly advertised by display ad in the Fort Pierce Tribune on the 10th day of May, 1999 and on the 31st day of May, 1999; copy of said Ordinance was made available at the office of the City Clerk to the public upon request; said Ordinance was duly introduced, read by title only, and passed on first reading by the City Commission of the City of Fort Pierce, Florida, on the 17th day of May, 1999; and was duly introduced, read by title only, and passed on second and final reading on the 7th day of June, 1999, by the City Commission of the City of Fort Pierce, Florida.

IN WITNESS HEREWITH, we hereunto set our hands and affix the Official Seal of the City of Fort Pierce, Florida, this the 8th day of June, 1999.

MAYOR COMMISSIONER

CITY CLERK

(CITY SEAL)



PORT OF FORT PIERCE MASTER PLAN

MASTER PLAN & REINVESTMENT STRATEGY

VERSION 5.0 / JANUARY 13, 2021

PREPARED FOR

ST. LUCIE COUNTY FLORIDA

2300 Virginia Avenue

Fort Pierce, FL 34982

PREPARED BY

moffatt & nichol

ATKINS

Member of the SNC-Lavalin Group



PERSPECTIVE RENDERING

View of Fully Phased Master Plan Improvements.



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EXECUTIVE SUMMARY

This Master Plan for the Port of Fort Pierce establishes a roadmap to achieve a truly diverse working waterfront. The Plan embraces new industries and opportunities aligned with the goals of expanding economic and social benefit to the citizens and businesses found in St. Lucie County and along the Treasure Coast.

The Port has been a fixture of the Fort Pierce community since the 1920s. Establishment of the Fort Pierce Inlet and a small but functional set of docks and transit sheds provided an important export point for Treasure Coast agricultural products. It also offered a source of employment for residents of the City of Fort Pierce. As the century marched forward, the work of the Port remained meaningful but modest when contrasted with the establishment and growth of other east coast seaports.

In May 2020, St. Lucie County engaged the consulting team of Atkins and Moffatt & Nichol to explore how best the Port of Fort Pierce should author its next chapter as a unique economic and community asset in the region and the State of Florida. Every five years, Florida seaports are required to update their long-range plan to identify and guide investment to ensure alignment with local comprehensive planning and other regional initiatives. This update meets State requirements and builds on the previous planning work conducted in 2015.

The Port heads into the next decade with the recent successful purchase of the 12-acre Indian River Terminal and selection of Derecktor Shipyards, Inc. to invest in and operate a megayacht maintenance, refit, and overhaul facility. This Plan update looks to capitalize on this momentum, exploring ways in which this new anchor can be catalytic for other Port investment.

A common theme heard throughout the 2020 plan-making process was the Port and its lands, harbor, and channel are an untapped resource. Accompanying this sentiment, however, was often a cautionary note to ensure changes minimize impacts to Fort Pierce Inlet ecology and be aligned with community values and overall quality of life. This Plan update seeks to strike this balance.

A variety of options were explored for public and private land to evolve into a diverse working waterfront. Options were prepared, refined, and established through active dialogue with the County, City, property owners, agencies, and the public. While this was made more challenging due to the COVID-19 Pandemic, conversations about the future of the Port were robust and substantive, utilizing an assortment of virtual meetings, online surveys, conference calls, and (limited) in-person meetings.

The planning result is a multi-faceted vision for the Port of Fort Pierce that advances a number of long-term initiatives, including (see opposite page):

- Creation of the Treasure Coast's premier center for yacht, shipbuilding, and related marine repair, overhaul, and maintenance facilities;
- Investment in County owned Harbour Pointe Park to emerge as a public marina, boat ramp, and upgraded park; and,
- Advancement of a new wharf and surrounding uplands dedicated to the support small import/export marine dependent businesses.

ILLUSTRATIVE MASTER PLAN



KEY FEATURES

- Port Planning Area (+/- 1,545 AC)
- Project Study Area (+/- 255 AC)
- Anticipated Storm Water Requirement Zones
- Fisherman's Wharf Redevelopment Zone
- Fisherman's Wharf Publicly Held Land
- Fort Pierce Inlet Navigation Channel
- Intracoastal Waterway

EXISTING

Safe Harbor Harbortown	1
Taylor Creek Marina	2
Cracker Boy Boat Works	3
Light Industrial Uses (Woods Properties and Inlet Fisheries)	4
Derecktor Shipyard	5
Fort Pierce Marine Terminal (Beyel Brothers)	6
Lincoln Park Community Park	7

PROPOSED

Harbour Pointe and Tenant Access Road	8
Dry Stack Boat Storage	9
Taylor Creek Public Boat Ramp and Trailer Parking	10
Harbour Pointe Waterfront Esplanade	11
Harbour Pointe Public Marina	12
Reef Restoration Center, Wharf and Dock	13
East Wharf Berth and Marine Industries Yard(s)	14
Marine Industries Vessel Slip (Optional)	15
Yacht MRO and Shipbuilding Areas	16
Wet Slip Yacht MRO Operational Areas	17
Shiplift (Syncrolift) and Transfer System	18
FEC Rail Spur and Related Operations (Optional)	19
Urban Greenway System Linked to Proposed SUNTrail	20
Urban Greenway Pedestrian Overpass	21

Implementation of the Master Plan will take 10- to 20-years. Success relies on favorable market conditions, incremental investment by the public and private sector, and sustained community alignment and goodwill. Achievement of the aims and projects contained in the Master Plan are worthwhile, and will result in an active, working waterfront that serves as another important engine driving economic and social progress for the County and region.

THE PORT PAST, PRESENT, AND FUTURE









PERSPECTIVE RENDERING
View of Fully Phased Master Plan Improvements.



1

THE PORT OF FORT PIERCE

1.1

THE PORT AND MASTER OVERVIEW

Celebrating its centennial, the Port of Fort Pierce is one of Florida's 15 deepwater seaports. Each varied, these assets play an important role in Florida's economy. The Florida Ports Council estimates seaports generate nearly 900,000 direct and indirect jobs and contribute $117.6 billion in economic value to the state through their activities.

WHY. Given the importance of these facilities, the State of Florida requires ports to maintain and update a master plan to identify, guide, and coordinate port development while ensuring alignment with local comprehensive planning and other community and regional initiatives. The Port of Fort Pierce's previous plan was completed in 2015, and offered several key recommendations, including:

- Seek funding for infrastructure;
- Coordinate alignment of City of Fort Pierce and St. Lucie County planning and code to facilitate Port development;
- Complete reconstruction of the Port Entrance Road and utility improvements;
- Continue a dialogue with key players to build alliances; and,
- Advance economic development.

RECENT ACCOMPLISHMENTS. Several Port enhancements were undertaken over the last decade. Reconstruction of N 2nd Street and its related entry road greatly improved Port access. Purchase of the privately held Indian River Terminal was a long-standing goal of the County. Realized in 2018, this purchase set the stage for procurement and subsequent selection of Derecktor Shipyards to invest and develop a megayacht maintenance, repair, and overhaul (MRO) facility on the Indian River Terminal site. Work is underway to upgrade site buildings and in-water infrastructure into a modern facility capable of servicing the world's largest yachts. Yard refit includes purchase of a 1,500-ton mobile boat hoist capable of lifting vessels up to 250 feet in length. Derecktor anticipates delivery of this hoist by end of 2020.

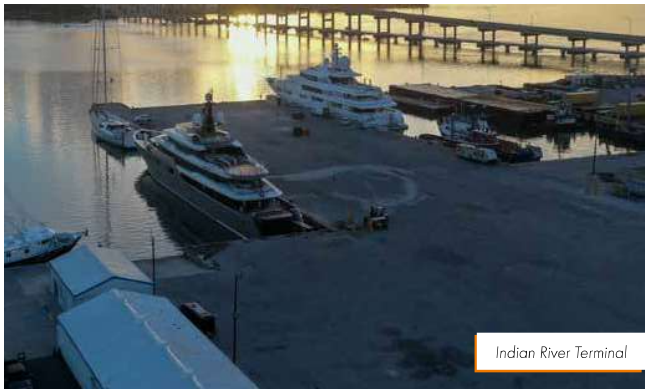
What County and City leaders, Derecktor, the Bell Family, and members of the community have and continue to see at the Port of Fort Pierce is opportunity. For Derecktor, *"The Port of Fort Pierce is the ideal location for America's next great shipyard...deep water access, no overhead obstructions and a generous turning basin provide ample clearance and maneuverability for the global fleet of mega-yachts and large sailing yachts."* [1]

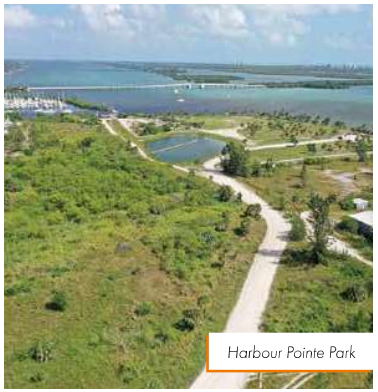
NEXT CHAPTER. In May of 2020, St. Lucie County engaged the consulting team of Moffatt & Nichol and Atkins to explore how best the Port of Fort Pierce should seek new economic and other community benefit and author its next chapter. This 2020 update of the Port of Fort Pierce Master Plan looks to capitalize on current investment momentum and public/private support, exploring ways in which this new anchor can be catalytic for other Port investment.

In this section, we outline the planning process and highlight key features of Port and project area.

[1] *Derecktor Press Release, September 2020.*


Marinas Along Taylor Creek


Indian River Terminal


Harbour Pointe Park


Existing Silos, Ex-Indian River Terminal, Port Entrance, and N 2nd Street

1.2

THE PLANNING PROCESS

How should the Port evolve to embrace community economic and social opportunities? How do we balance these aims while also maintaining the need for environmental stewardship for the Port surrounding waters? These are the central questions posed by St. Lucie County to Atkins and Moffatt & Nichol in master plan creation.

GOALS. The goals of the Master Plan included:

- Explore innovative ideas, uses, and community priorities for the Port through thoughtful, focused engagement;
- Develop multiple concepts depicting upland and in-water uses informed by community input, consultant expertise, and case study research;
- Consider methods for incorporating Port properties and in-water facilities into the surrounding Downtown waterfront and broader Fort Pierce community context; and,
- Organize a general playbook outlining approaches for an informed evolution of Port marine terminal operations and site investments that consider the idea of "future-proofing" Port lands and facilities to be adaptable to ever-changing markets.

The planning team was not tasked with market assessment preparation or measurement of potential economic value gained (or lost) from Plan implementation. Both types of market and economic analysis are envisioned as likely candidates for follow-on study. The Master Plan presented herein is a starting point for continued discussion of what's possible—and actionable.

PLANNING PROCESS. The planning process commenced in May of 2020 and included four key steps (refer to accompanying graphic).

- **STEP 1.** Understand the site and potential development opportunities through data collection, site assessment, and case study;
- **STEP 2.** Explore with the community and stakeholders a plan framework and follow-on initial site concepts;
- **STEP 3.** Determine with the community and stakeholders which concepts should be revised and detailed; and,
- **STEP 4.** Finalize the Master Plan and related implementation approaches.



Harbour Pointe Park

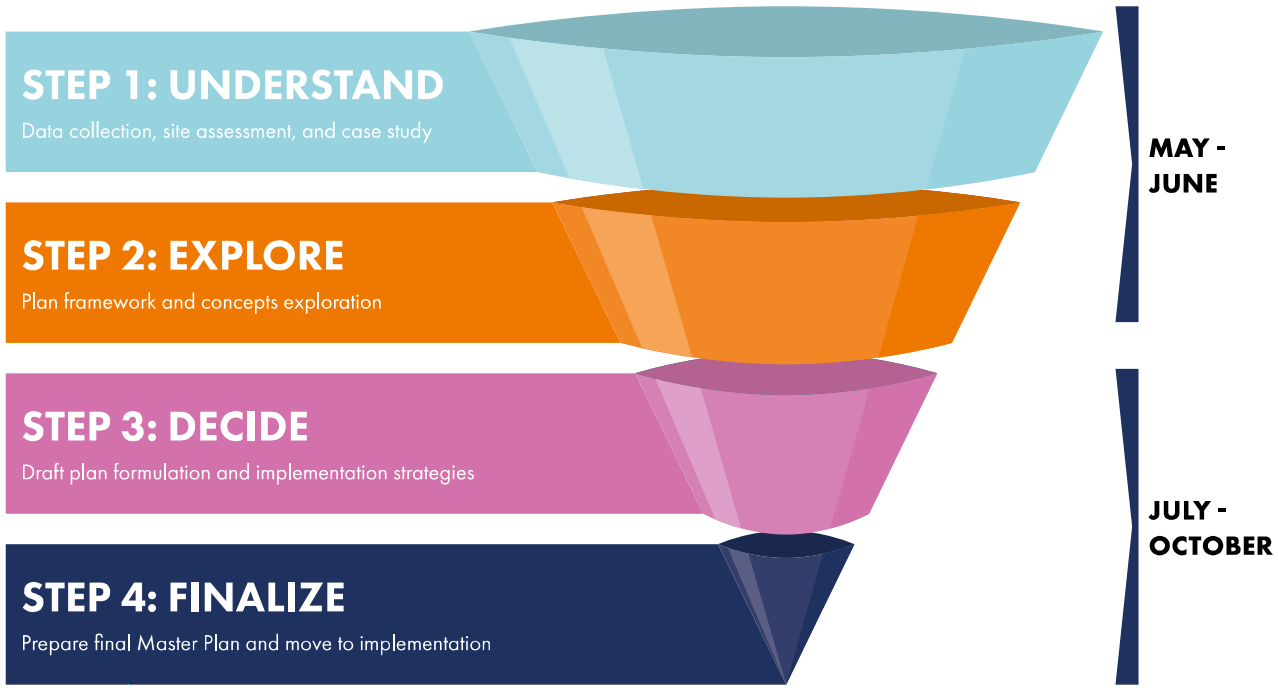


Fort Pierce Inlet

WORKING TOGETHER STEP-BY-STEP. Each step included extensive client and community consultation. Outreach efforts included:

- Work with a client assembled Master Plan Advisory Committee;
- Focused one-on-one outreach with landowners, surrounding businesses, community interest groups, and County and City elected officials, FDOT, the TPO, and Treasure Coast Regional Planning Council; and,
- Engagement with the public via two outreach periods and a comprehensive digital campaign.

Efforts and results associated with each grouping are offered in Section 2 - Outreach & Engagement (starting on page 29).



1.3

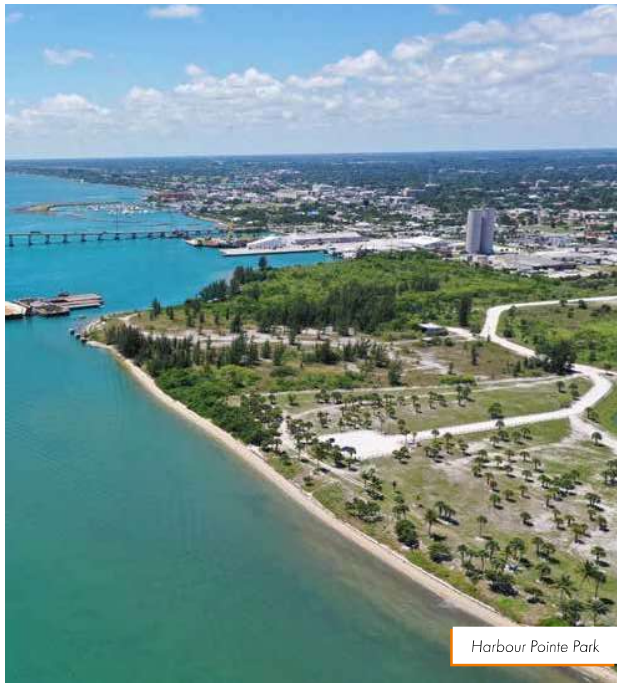
STUDY AREA

The Port of Fort Pierce is a unique resource in Florida, one of only a handful of deepwater ports and working waterfronts.

THREE AREAS. The Project Study Area consists of approximately 255 acres of land and water area (see accompanying graphic, red box). The Study Area is bounded by the Intracoastal Waterway (east), Fisherman's Wharf (south), N 2nd Street and Old Dixie Highway (west), and North Causeway/AIA (north). The Project Study Area includes the new Derecktor Shipyard (ex-Indian River Terminal), a large vacant property in the center of the site owned by the Bell Family, County owned Harbour Pointe Park, and private marina facilities straddling the mouth of Taylor Creek.

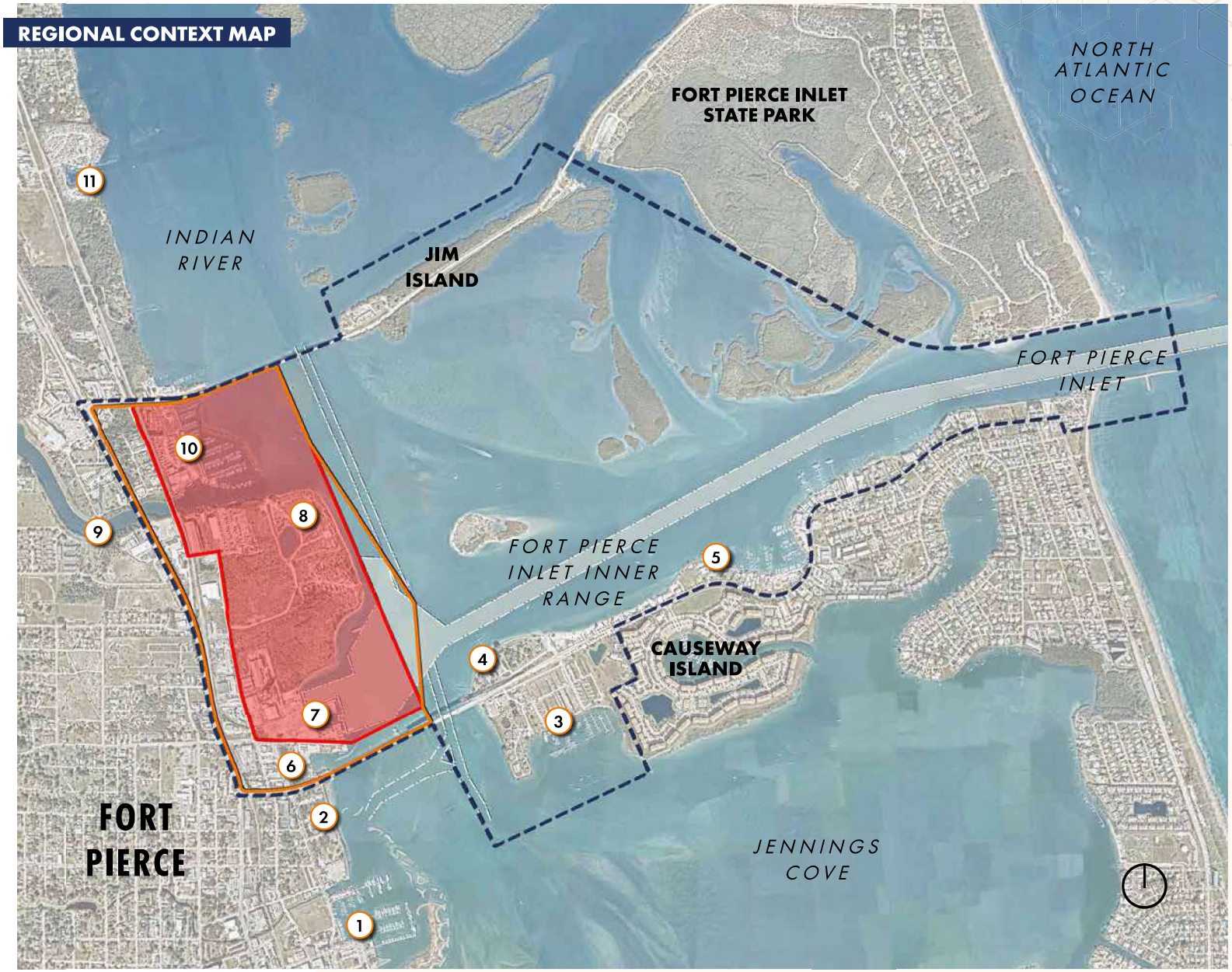
The Port Operations Area includes parcels immediately surrounding the Project Study Area (Orange Line). Properties in this zone are considered in the planning effort and reviewed to ensure alignment with concepts contemplated for the Project Study Area.

The Port Planning Area comprises submerged and upland areas extending from the Fort Pierce Inlet to the Port (Blue Dashed Line). This zone includes the federally maintained channel and turning basin utilized by Port activities. The entrance channel is 400 feet wide and 30' deep and links to the 28' deep interior channel and turning basin. This zone includes portions of Jim and Causeway Islands as well as the southern portion of Fort Pierce Inlet State Park. Similar to the Port Operations Area, properties and features in this zone are reviewed to ensure alignment with elements considered for the Project Study Area.



Harbour Pointe Park

REGIONAL CONTEXT MAP



KEY FEATURES

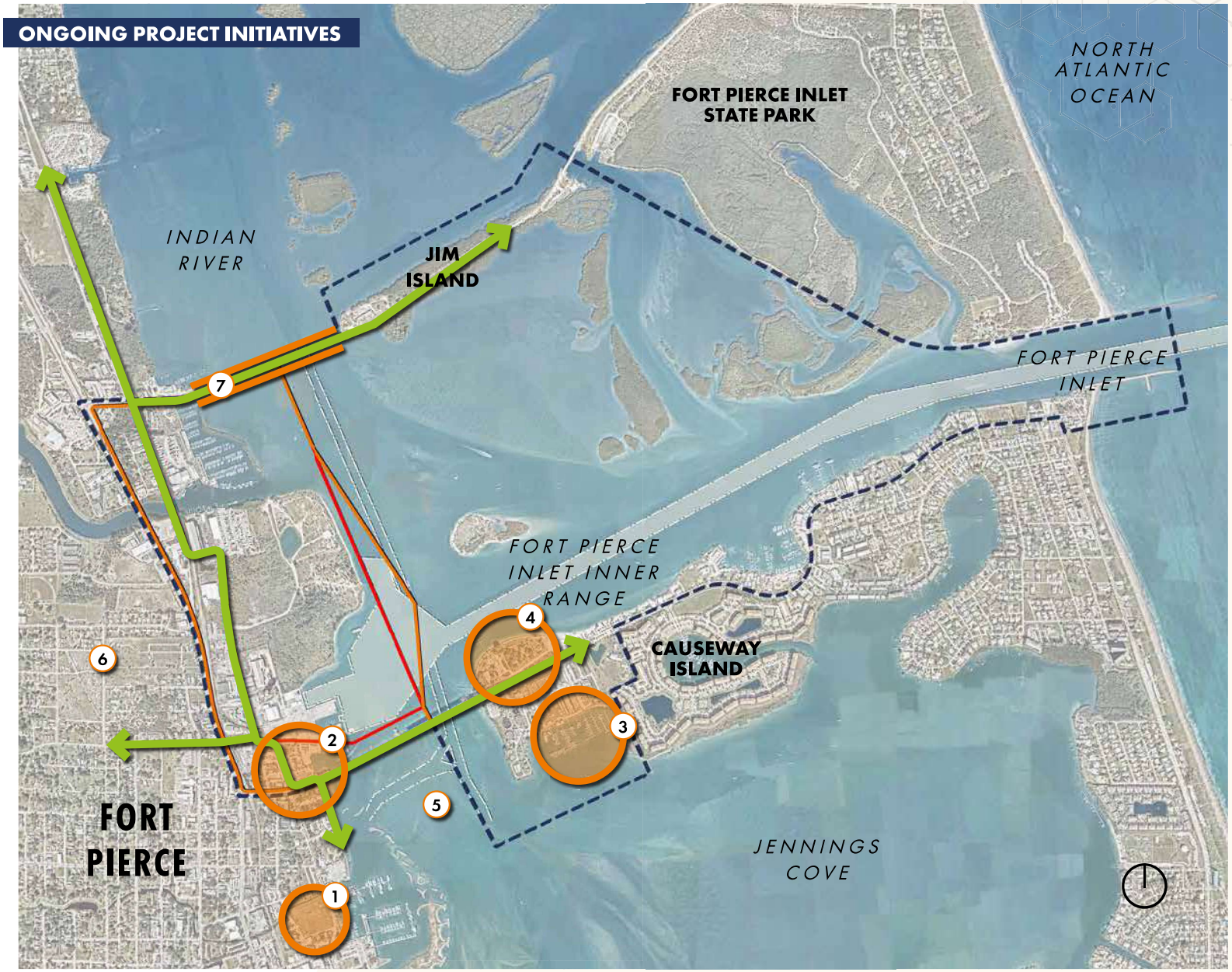
Port Planning Area (+/- 1,545 AC)	
Port Operations Area (+/- 360 AC)	
Project Study Area (+/- 255 AC)	
Fort Pierce Inlet Navigation Channel	
Intracoastal Waterway	
Fort Pierce City Marina	1
Riverwalk & Veteran's Memorial Park	2
Causeway Marina	3
Museum Pointe Park	4
US Coast Guard Station	5
Fisherman's Wharf	6
Derecktor Shipyard	7
Harbour Pointe Park	8
Taylor Creek	9
Safe Harbor Harbortown	10
Riverside Marina	11

REGIONAL INITIATIVES. Several initiatives are underway near the Port (see accompanying graphic). Projects include major transportation improvements such as North Causeway Reconstruction and implementation of the SUNTrail Greenway. Others involve public facing waterfront renewal efforts, such as the Fisherman's Wharf redevelopment and Kings Landing development.

The Port Master Plan will incorporate and add value to as many of these initiatives as logical. Key considerations include:

- Integration of SUNTrail Greenway components linking to and through public facing Port areas;
- Operational upgrade and beautification of Fisherman's Wharf Road between the Derecktor Shipyard and Fisherman's Wharf redevelopment;
- Alignment of public facing uses and access points at Fisherman's Wharf via long term relocation of activities at the Beyel Brothers site (end of Fisherman's Wharf);
- Use of Port areas for potential staging and construction of North Causeway and other regional projects;
- Encouragement of a water taxi system linking Downtown waterfront activity zones to Fisherman's Wharf and a renewed Harbour Pointe Park; and,
- Encouragement of Port mobility linkages and beautification efforts sensitive to ongoing enhancements at the Lincoln Park neighborhood and other surrounding parcels.

ONGOING PROJECT INITIATIVES



THE PORT OF FORT PIERCE

STUDY AREA

KEY FEATURES

Port Planning Area (+/- 1,545 AC)	
Port Operations Area (+/- 360 AC)	
Project Study Area (+/- 255 AC)	
Fort Pierce Inlet Navigation Channel	
Intracoastal Waterway	
SUNTrail Greenway	
Kings Landing	1
Fisherman's Wharf Redevelopment Zone	2
Causeway Marina	3
Museum Pointe Park	4
Local Water Taxi Operation	5
Lincoln Park Neighborhood Renewal	6
North Causeway Reconstruction	7

1.4

THE PORT OF FORT PIERCE

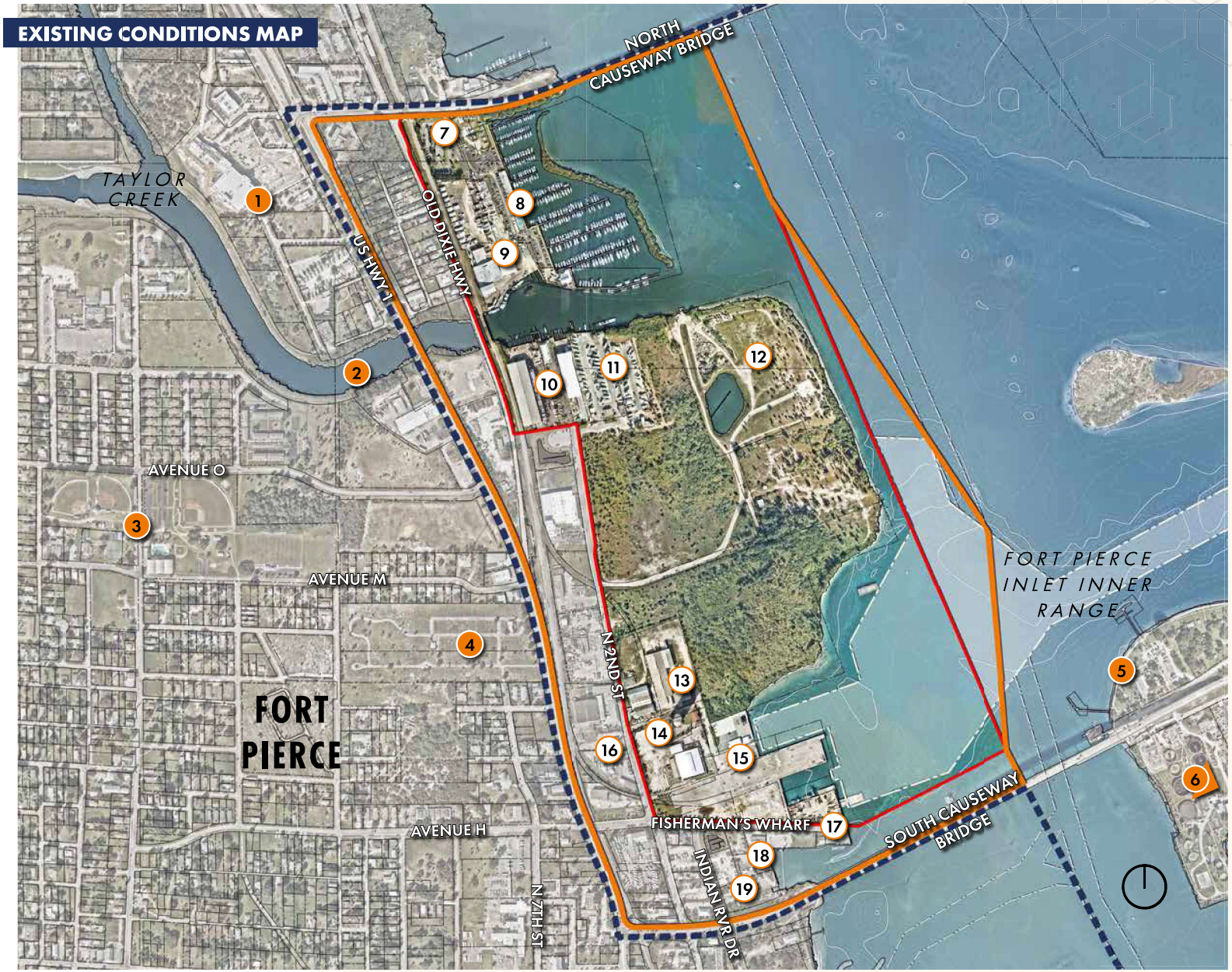
The landside portion of the Project Study Area comprises an estimated +/- 165 acres. Of this total, 79% is privately owned with the balance County and City land. Major private land owners include the Bell Family (Destin Beach and other affiliates), Beyel Brothers, Woods Family, Inlet Girls LLC (Inlet Fisheries), King Marine Group (Taylor Creek Marina), Jamco Inc (Cracker Boy Boat Works), Safe Harbor Harbortown, and others. The Florida East Coast Railway (FEC) owns rail spurs within the Project Study Area that were separated from the north-south mainline as part of N 2nd Street redevelopment.

Main public parcels included the 12-acre Indian River Terminal now the subject of a long term lease to Derecktor Shipyard as well as the 20-acre Harbour Pointe Park.

CURRENT ACTIVITIES. Current uses and activities within the Port Area include:

- **BEYEL BROTHERS.** One of several locations of Beyel Brothers, parcels at the end of Fisherman's Wharf support loading and off-loading of barges and other work boats as well as other marine dependents activities. These activities are increasingly seen as suboptimal in this location due to conflict with the Derecktor MRO and Fisherman's Wharf redevelopment;
- **DERECKTOR SHIPYARD (EX-INDIAN RIVER TERMINAL).** Anticipated to be fully operational in 2021, Derecktor Shipyard provides a full service mega-yacht MRO and new construction facility designed specifically for 200ft, 900-ton plus megayachts. Site features include, +/- 8-acres of storage and repair space, 1,000 feet of protected dockage, and a maintenance building with integrated office space;
- **WOODS FAMILY TRACTS AND INLET GIRLS LLC (INLET FISHERIES).** Woods Family Tracts & Inlet Fisheries properties house a series of varied warehouse, storage, office and administrative buildings, as well as indoor and outdoor parking and storage;
- **SILOS AND RELATED BUILDINGS (BELL FAMILY).** Currently vacant;
- **TAYLOR CREEK MARINA.** Taylor Creek Marina is comprised of a dry stack boat storage facility (475 positions in use), outdoor storage yard, a fueling dock, a ships store, and other features and amenities;
- **CRACKER BOY BOAT WORKS.** Cracker Boy Boat Works provides owner directed and executed boat maintenance and vessel repair yard, with 75-ton capacity travel lift, 15-ton mobile crane and fully stocked marine store; and,
- **SAFE HARBOR HARBORTOWN.** Safe Harbor Harbortown is a marina offering amenities such as transient slips, dry storage, a waterside restaurant, fuel dock and marine services (inc. Shearwater FL,etc.).

EXISTING CONDITIONS MAP



KEY FEATURES

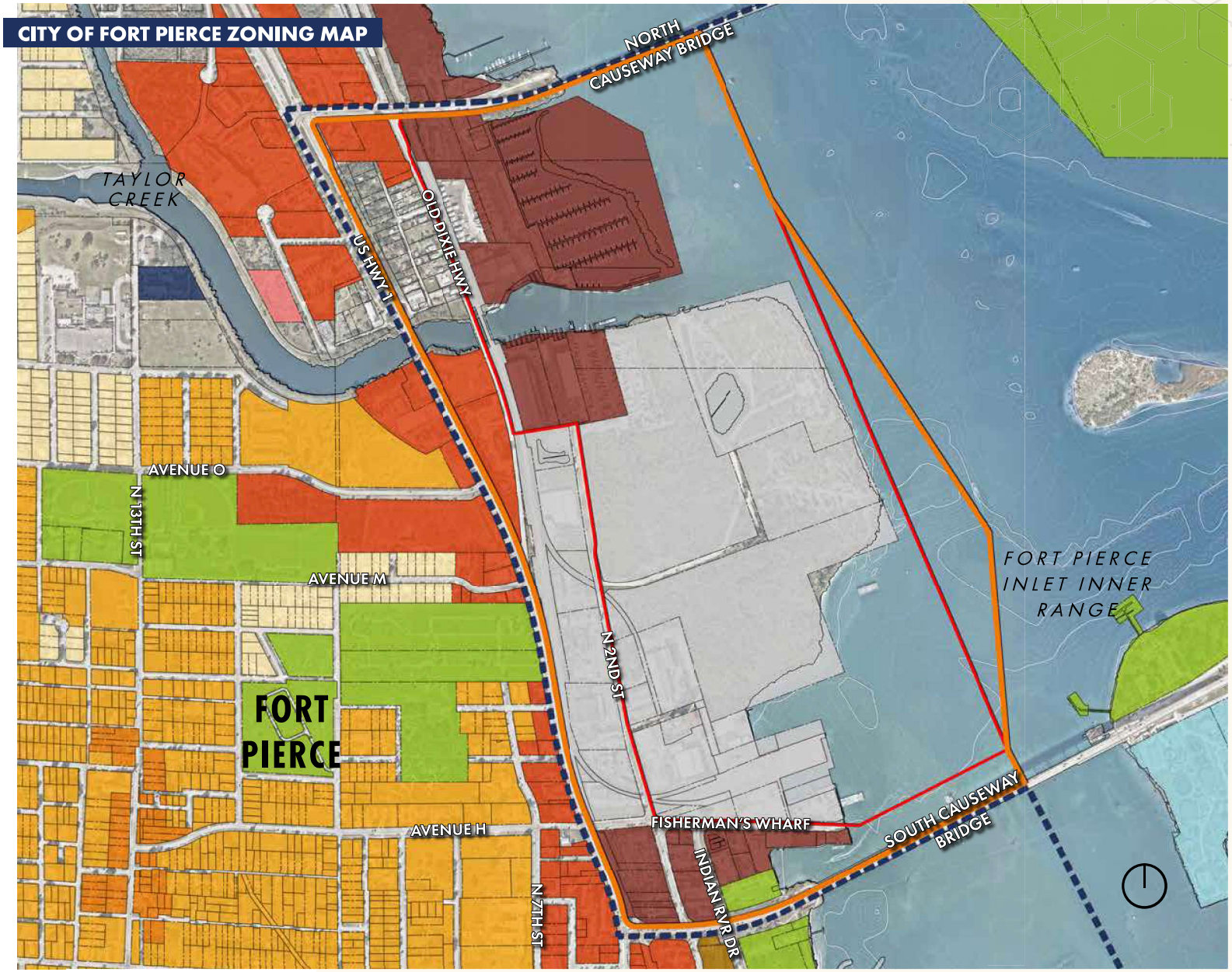
Port Planning Area (+/- 1,545 AC)	
Port Operations Area (+/- 360 AC)	
Project Study Area (+/- 255 AC)	
Fort Pierce Inlet Navigation Channel	
Intracoastal Waterway	
Parcel Boundary	
Taylor Creek Commons	1
Taylor Creek	2
Lincoln Park Community Park	3
Riverview Memorial Park	4
Museum Pointe Park	5
Causeway Cove Marina	6
DNE World Fruit Sales	7
Whiticar Marine North	8
Safe Harbor Harbortown	9
Taylor Creek Marina	10
Cracker Boy Boat Works	11
Harbour Pointe Park	12
Egan Packing	13
Inlet Fisheries	14
Consolidated Oil Company	15
Palmdale Oil Company	16
Fort Pierce Marine Terminal (Beyel Bros. Properties)	17
12A Buoy	18
Salty's Water Sports & Boat Rental	19

LAND USE AND ZONING. The Project Study Area falls within the current limits of the City of Fort Pierce, and thus is subject to its current Future Land Use and Zoning classifications. The City's Adopted Future Land Use Plan lists the majority of the Project Study Area as Industrial (I), with Taylor Creek Marina, Cracker Boy Boat Works, and Harbortown as Marine Commercial (MC).

In terms of zoning, the Derecktor site along with Woods Family, Beyel Brothers, and other smaller tracts in the immediate vicinity are zoned Marine Industrial (I2). Marina facilities along Taylor Creek are zoned Marine Commercial (C6) and Marine Industrial (I2). The balance of the Project Study Area, inclusive of the Bell Family tracts and Harbour Pointe Park fall under the Planned Unit Redevelopment (PUR). The PUR zoning for this area was extended in 1999 by Ordinance No. J-504 following Port planning and charrette work at the time. A change of zoning will be required to advance major outcomes of this master planning effort that are not in alignment with the 1999 PUR Ordinance.

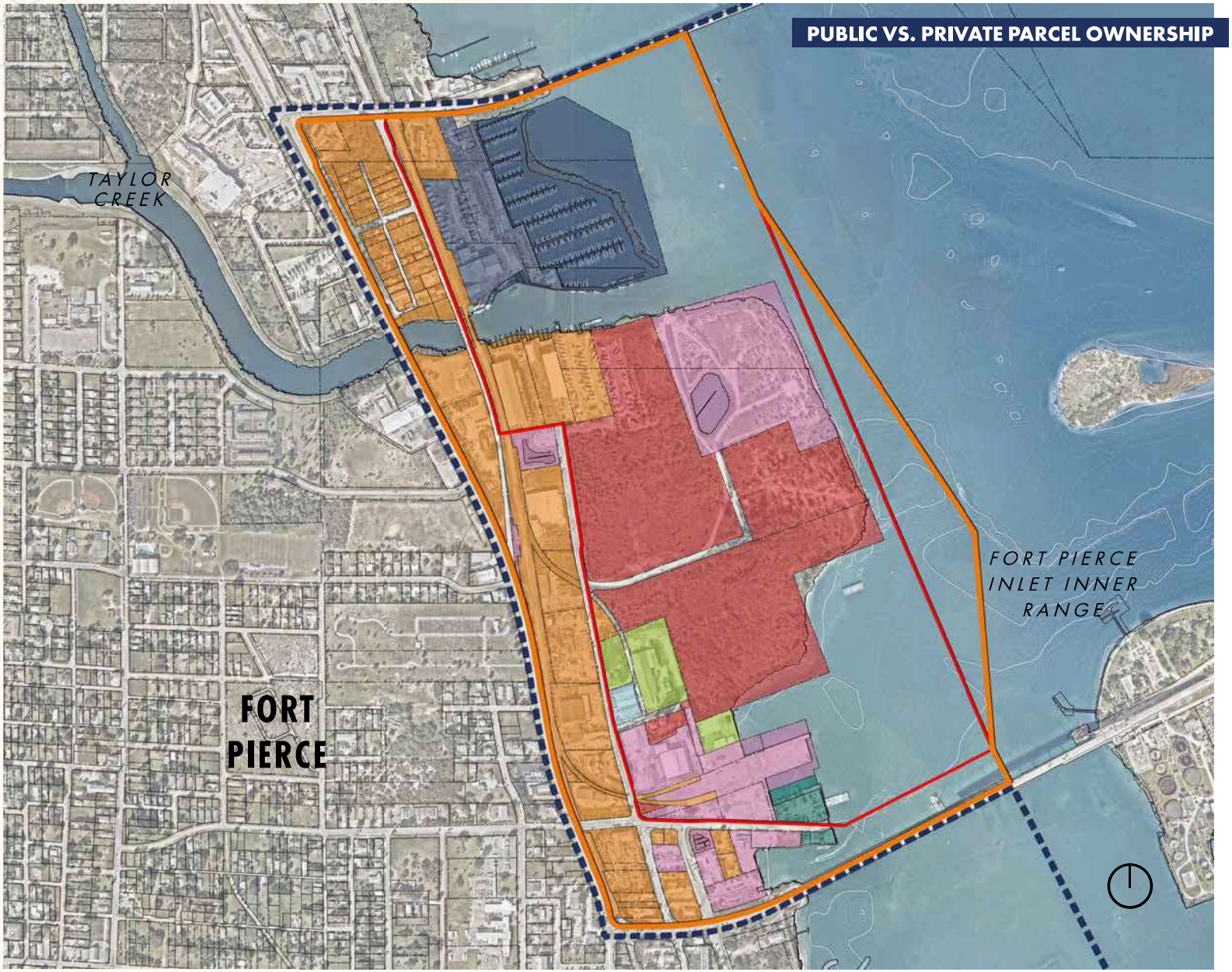
The Port is located within the Fort Pierce Community Redevelopment Area (FPRA). Vacant properties at the Port represent some of the largest available within the FPRA. The FPRA Plan was updated in 2020. In its Plan, the FPRA redoubles its efforts to target industry growth, employment, education, job training to the area. Expansion of economic activity is aligned with FPRA overarching industry targets.

CITY OF FORT PIERCE ZONING MAP



KEY FEATURES

- Port Planning Area (+/- 1,545 AC)
- Port Operations Area (+/- 360 AC)
- Project Study Area (+/- 255 AC)
- Parcel Boundary
- RL, Low Density Residential
- RM, Medium Density Residential
- RH, High Density Residential
- BC, Boundary Commercial
- NC, Neighborhood Commercial
- GC, General Commercial
- MC, Marine Commercial
- HIMU, Hutchinson Island Mixed Use
- INST, Institutional
- I, Industrial
- COS, Conservation & Open Space



KEY FEATURES

- Port Planning Area (+/- 1,545 AC)
- Port Operations Area (+/- 360 AC)
- Project Study Area (+/- 255 AC)
- Parcel Boundary

PUBLIC LAND

- County and City of Fort Pierce

PRIVATE LAND

- Beyel Brothers
- Woods Family
- Inlet Fisheries
- Bell Family
- Safe Harbor Harbortown
- Others



1.5

SITE SITUATIONAL ANALYSIS

In review of the spatial arrangement of the Port moving forward, a number of observations were made by the community and planning team. Each considered the opportunities and challenges presented by the existing conditions and relationships between the Port and City.

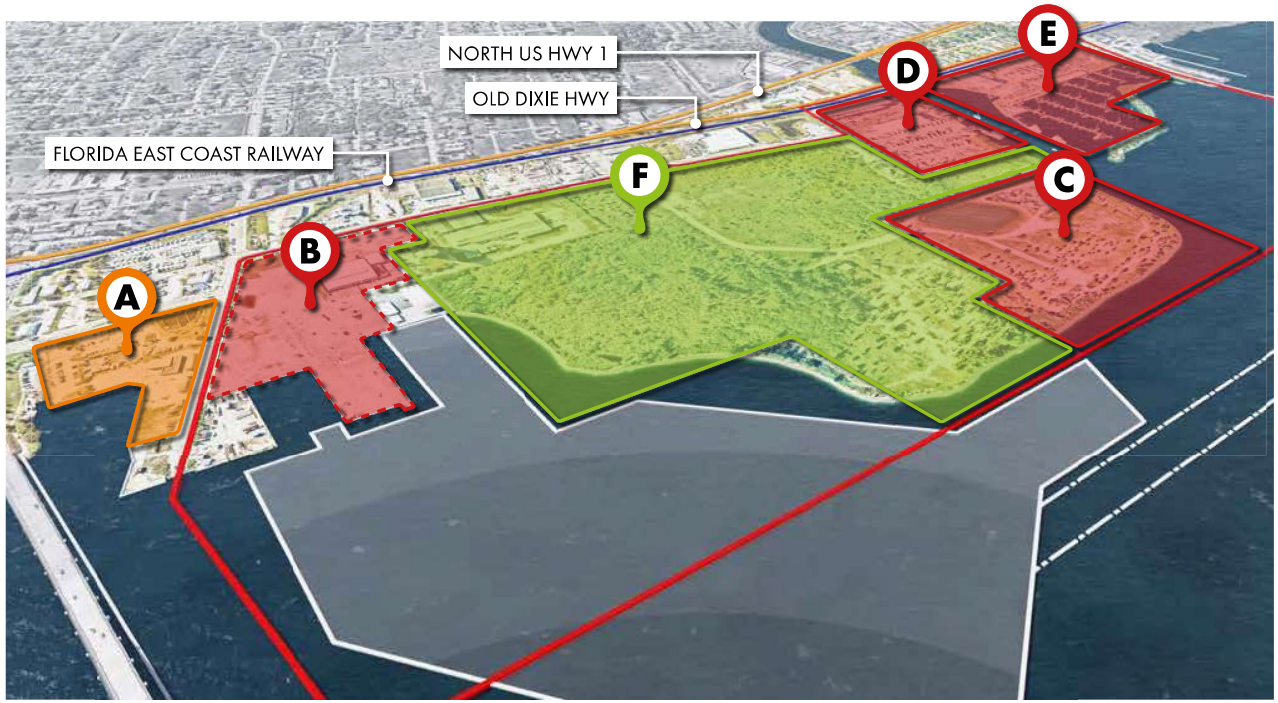
The following graphics indicate the parcel boundaries and how they piece together on the site. Current uses and ownership within the Port Area include:

Publicly Owned

- **A.** Fisherman's Wharf
- **B.** Derecktor Shipyard
- **C.** Harbour Pointe Park

Privately Owned

- **D.** Taylor Creek Marina
- **E.** Safe Harbor Harbortown
- **F.** Underutilized & Vacant Land



A FISHERMAN'S WHARF

Located at the southern end of the Port, Fisherman's Wharf is planned as a vibrant boating, food & beverage, and recreational space linking the working port area and historic Fort Pierce Riverwalk.



B DERECKTOR SHIPYARD

An ongoing investment area that will host a state of the art repair and refit yard designed to welcome the industry's largest megayachts.



C HARBOUR POINTE PARK

A +/- 20 acre parcel of County owned parkland located at the southeastern end of Taylor Creek.



D TAYLOR CREEK MARINA

Taylor Creek Marina features high-dry (rack) boat storage. Cracker Boy Marina provides upland boat services and working areas.



E SAFE HARBOR HARBORTOWN

Extensive marina complex hosting in-water and upland boat storage along with servicing facilities.



F UNDERUTILIZED & VACANT LAND

The key to the Port's long-term success is finding the right use mix and approach to engage the center of the project study area.





ZONES OF OPPORTUNITY. The Port's orientation and existing use patterns establish three clear zones of opportunity within the Project Study Area. The southern zone is dominated by Derecktor Shipyard and other marine shipping and related uses taking advantage of existing piers and wharfs. The central zone sets itself up for development by single or multiple commercial anchors benefiting from future marine infrastructure and/or proximity to uses north and south. The northern zone is dominated by marina interests (Safe Harbor, Taylor Creek, Cracker Boy) and parkland.

Each of these areas is reliant on access from N 2nd Street and a potential future series of improved corridors running into each zone.



A COMPELLING FUTURE FOR THE CENTER. Over the next few years, Derecktor Shipyard, Fisherman's Wharf, and other finer grain development in the southern portion of the Project Study Area will make important economic and social contributions to the Port and area overall.

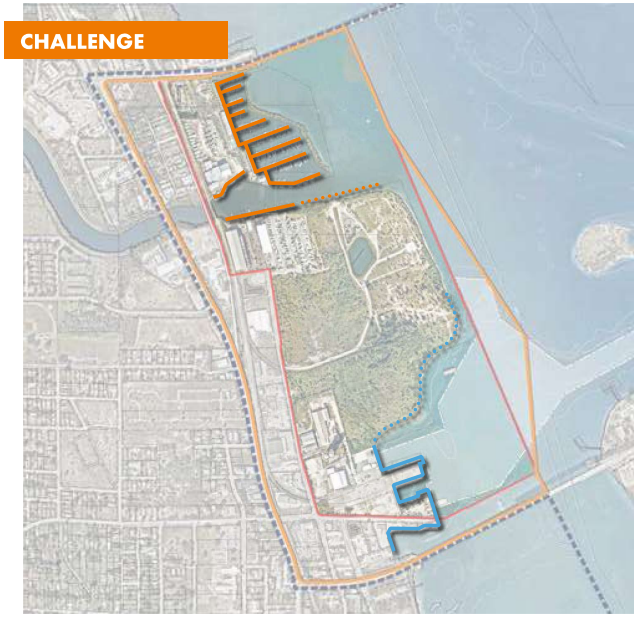
The key to the Port's long term success is finding the right use mix and approach to engage the center of the area. This larger area—approximately 5 times the size of the current Derecktor operation—could be a significant incubator of marine-related jobs, commerce, and other benefits.



PUBLIC SPACE. Fisherman's Wharf has great potential to be the northern anchor of the City of Fort Pierce's growing waterfront, linking the City Marina, cultural, and other Downtown uses. This zone also provides an important new waterfront access point for the Lincoln Park Community.

Harbour Pointe Park is more challenging. Surrounded by light industrial uses, and generally accessible only by car, this zone requires strengthened linkages and greater visibility to be a safe, inviting contributor to the overall network of public spaces. Activation and/or integration with surrounding uses needs to be explored if this area is to contribute to the site's overall success.

CHALLENGE



MINIMAL ACTIVE MARINE EDGES. Limited stretches of the Project Study Area have active marine edges. In the south, primary edges totaling +/- 3,100 linear feet are already in use by Derecktor, Beyel Brothers, the planned Fisherman's Wharf, and the existing boat ramp. An additional +/- 2,300 feet may be possible alongside the existing channel and turning basin, but significant capital investment and permitting would be needed.

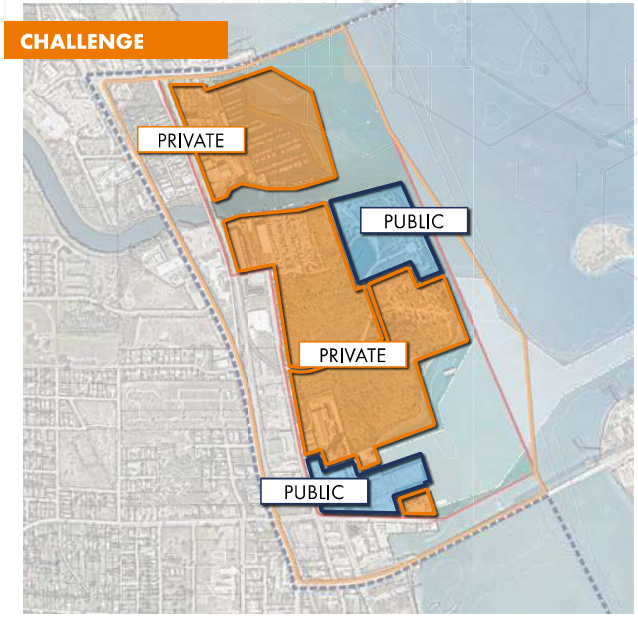
Marina facilities along Taylor Creek may also be considered available for expansion along the Harbour Pointe waterfront.

CHALLENGE



FEC RAILWAY IMPACT ON DEVELOPMENT. The Florida East Coast (FEC) right-of-way (ROW) limits the number of crossings to/from Port lands. It also focuses development to face internally to the Port vs. offering access and activity along US1 and Old Dixie Highway. Permeability is greatest in the southern portion of the Port Operations and Project Study Area, allowing for the greatest opportunity to create spaces for linkage and interaction with Fort Pierce proper, especially at Fisherman's Wharf.

CHALLENGE



PUBLIC AND PRIVATE. With a majority of the Port Study Area land privately owned, the plan needs to showcase use opportunities for these parcels and find approaches that will help guide a positive development outcome. One way the Master Plan can help is through identification of site serving infrastructure that would increase the development readiness of privately held parcels.



2

OUTREACH & ENGAGEMENT

2.1

THE COMMUNITY ENGAGEMENT CAMPAIGN

Planmaking is about building public trust and working collaboratively to translate community desire into compelling, actionable proposals. Community collaboration typically involves combinations of in person, one-on-one and one-on-group work sessions supported by online engagement tools.

THE ENGAGEMENT PROCESS. The COVID-19 Pandemic and related community health and safety concerns required the Planning Team to migrate from this traditional outreach framework to one where a majority of community engagement activities occurred online using our dedicated project website (www.planportfp.com), virtual meetings, electronic surveys, video conferencing, and other methods.

While at times challenging, this near virtual-only engagement approach proved fruitful; meetings and online input yielded favorable results, both in terms of participation levels and clear community direction.

In the following pages, we highlight the primary components of our community outreach campaign and results derived from its implementation. All detailed survey results, recordings of virtual meetings, and other materials produced in the planning effort continue to reside on the project website and remain available for public review.

The community engagement campaign included activities in four main categories:

- Weekly meetings with the County assembled Master Plan Advisory Committee;
- Focused one-on-one outreach with landowners, surrounding businesses, community interest groups;
- One-on-one meetings with County and City elected officials; and,
- Engagement of the general public via two outreach periods and an always available project website.



Farmers Market Information Table (Engagement Session 2)



Poster Gallery (Engagement Session 2)

BY THE NUMBERS

1. 6 VIRTUAL MEETING PRESENTATIONS.
2. TWO FORMAL SURVEYS OVER 5 WEEKS WITH 624 SURVEY PARTICIPANTS.
3. OVER 50 MEETINGS WITH PROJECT STAKEHOLDERS.
4. CONTINUAL ONLINE PRESENCE THROUGH THE PROJECT WEBSITE - WWW.PLANPORTFP.COM.



394
MEETING ATTENDEES



6,438
WEBSITE VIEWS



624
SURVEY PARTICIPANTS



95,360
SOCIAL IMPRESSIONS



7,514
RESPONSES



667
COMMENTS



349
SUBSCRIBERS



6
VIRTUAL MEETINGS

2.1.1 MASTER PLAN ADVISORY COMMITTEE

Established at the project onset, the Port of Fort Pierce Master Plan Advisory Committee (MPAC) was comprised of individuals from St. Lucie County's Planning, Airport/Seaport, and Communications Departments. The MPAC also included representatives from the City of Fort Pierce Planning Department and the Transportation Planning Organization, with limited participation from Fort Pierce Utilities Authority (FPUA) & the Economic Development Council. The MPAC met on a weekly basis and was a highly effective sounding board in the exploration of project issues and guidance of the Planning Team to needed data and stakeholders. The group was also instrumental in advancing public awareness campaigns and staffing project poster galleries at the Fort Pierce Airport, County Administration Complex, and Downtown Farmer's Market.

2.1.2 STAKEHOLDER MEETINGS

While everyone in the community can be thought of as a project stakeholder, we use this term to specifically call out those individuals, agencies, property owners, and businesses that are critical conduits for project information and/or have a unique stake in the outcome of the planning effort. The Planning Team held more than 50 meetings with project stakeholders, with most of these occurring via conference call or online collaborative platform (e.g., Microsoft Teams). Stakeholders contacted throughout the planning process included:

- Port Advisory Committee (formerly Harbour Advisory Committee). Meetings were held on July 15 and October 14;
- County and City Elected Officials;
- Florida Representative Delores Hogan Johnson;
- St. Lucie County Staff (various departments);
- City of Fort Pierce Planning Department;
- The Fort Pierce Community Redevelopment Agency (FPRA);
- The St. Lucie County Fire District;
- The Treasure Coast Regional Planning Council;
- Property owners and interests found within and around the Project Study Area;
- Marina operators and other maritime dependent businesses;
- The St. Lucie County Chamber of Commerce;
- St. Lucie County Economic Development Council;
- Florida Department of Transportation;
- The Fort Pierce Waterfront Council;
- South Beach Association;
- Fort Pierce Utilities Authority;
- The Treasure Coast Builders Association; and,
- Others.

Information and perspective provided in each meeting was invaluable to the planning process, and data and concepts provided by stakeholders was integrated throughout the plan development.

2.1.3 GENERAL PUBLIC

A project website—www.planportFP.com—was launched in early July to serve as an information portal, host surveys and virtual public meetings that accompanied the two outreach sessions, and function as a storing house for all community feedback. Content was tailored to reflect project materials from each community work session, and importantly, ask a series of questions about community priorities and preference. The community was also asked to weigh in on three preliminary master plan concepts. The website offered open ended questions to gather community ideas and points-of-view. Digital copies of all community presentations, poster-sized graphics, and survey results were also made available via the project website, as well as the recorded virtual public meetings. Overall, the website was well received by all involved, garnering over 6,438 views and 349 subscribers. Over 624 individuals answered one or more survey questions, generating 7,514 survey responses.

PROJECT WEBSITE. Throughout the project's duration, the planning team hosted a project website to make available project information, surveys, virtual meetings, and allow visitors to subscribe to a project information email service. The website was refreshed with new information prior to each public engagement period.

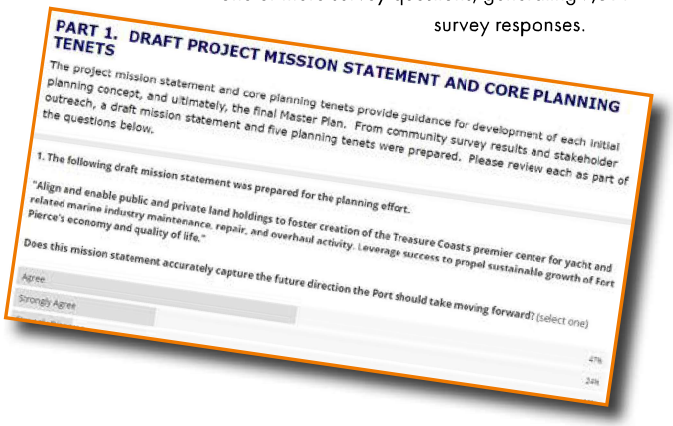
Hosted by PublicInput.com, the project website was compatible across mobile devices (phones, tablets, kiosks, laptops, etc) and ADA 508 (U.S.) and WCAG 2.1 AA compliant.

VIRTUAL MEETINGS. As noted previously, due to the COVID-19 Pandemic, public engagement meetings were conducted virtually using the project website and streamed through Facebook Live. During the first engagement period, three virtual public meetings were held between July 1 and July 2. The first series of virtual meetings addressed the question, *"How should the Port of Fort Pierce evolve to embrace community economic and social opportunities?"* Issues and opportunities identified by the Planning Team were shared with the public meeting participants. The virtual meeting format enabled participants to call, text, and message their questions and comments for the team to address. Approximately 250 citizens participated virtually in the first set of virtual meetings.

The second set of three virtual public meetings occurred between July 29 and 30, 2020. This second session presented a draft mission statement and three initial planning concepts for the Port, based on the Community Priorities Survey results and feedback from Public Engagement Session 1, to elicit community feedback on a preferred direction forward. Planning concepts were developed using the draft core tenets and framework established for the project area. The concepts also considered the Team's general sense of financial feasibility, ease of implementation, permissibility by regulatory agencies, and community acceptance of project elements. Approximately 144 citizens participated virtually during the second set of meetings.

All meetings were archived on the project website for viewing at any time.

COMMUNITY SURVEYS. A community survey was developed and disseminated during each public engagement session. Surveys were available digitally on the project website and at poster gallery displays. Survey questions were tailored to reflect the major themes of each virtual engagement session and ask a series of questions about community priorities and preferences and weigh in on three preliminary master plan concepts (from offered options). The survey offered both close- and open-ended questions to gather community ideas and points-of-view. Over 624 individuals answered one or more survey questions, generating 7,514 survey responses.


PART 1. DRAFT PROJECT MISSION STATEMENT AND CORE PLANNING TENETS

The project mission statement and core planning tenets provide guidance for development of each initial planning concept, and ultimately, the final Master Plan. From community survey results and stakeholder outreach, a draft mission statement and five planning tenets were prepared. Please review each as part of the questions below.

1. The following draft mission statement was prepared for the planning effort.

"Align and enable public and private land holdings to foster creation of the Treasure Coast's premier center for yacht and related marine industry maintenance, repair, and overhaul activity. Leverage success to propel sustainable growth of Fort Pierce's economy and quality of life."

Does this mission statement accurately capture the future direction the Port should take moving forward? (select one)

Agree

Strongly Agree

47%

24%

POSTER GALLERIES. Key materials generated as part of the public engagement effort and made available on the project website were also summarized into posters. Posters were placed at two fixed locations in the County: The Fort Pierce Airport and County Commission building. Posters and project information were also made available during the Saturday Downtown Farmer's Market between July 24 to August 16. Physical surveys were on hand at each location for completion by the public. Surveys completed in this fashion were input into the overall survey database with responses aggregated with online responses. Additionally, over 750 post cards were distributed via St. Lucie County Library locations, seeking to garner further project participation and community feedback.



SURVEY 1. Q1. YOUR VIEWS ON COMMUNITY DEVELOPMENT AND PREFERENCES

	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	Unsure
Community investment and revitalization is a priority.	10%	4%	5%	23%	56%	2%
Fort Pierce and its waterfront are good the way they are.	26%	38%	21%	10%	4%	1%
Downtown development will bring lasting social benefit.	4%	5%	10%	25%	52%	4%
Investment in our economy can happen without negative consequences to the natural environment.	5%	10%	11%	36%	36%	2%
Development generates needed capital to fund preservation initiatives.	4%	8%	19%	41%	25%	3%
A strong economy is the best way to strengthen our community	1%	3%	8%	35%	52%	1%
We should steer public investment into community upgrades, parks, and preservation initiatives.	3%	9%	13%	38%	36%	1%
Attracting investment to our community and economy will lead to a better quality of life.	2%	4%	8%	38%	47%	1%
We need more public and private sector investment in commerce enabling jobs and infrastructure.	4%	2%	4%	37%	52%	1%
Community revitalization and investment is the best path to bring forward economic gains.	3%	2%	10%	42%	41%	2%
We can balance economic and preservation needs.	4%	3%	12%	43%	37%	1%
Preservation initiatives should take priority over new development.	7%	18%	22%	28%	22%	3%

2.2

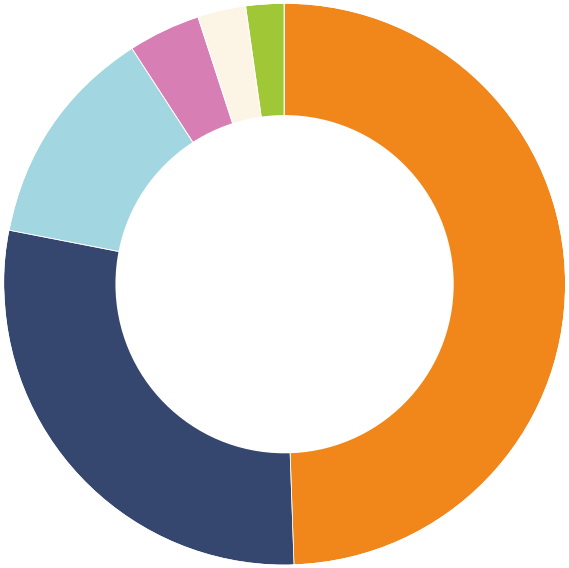
THEMES FROM PUBLIC ENGAGEMENT SESSION 1

Public Engagement Session 1 focused on several areas, including assessment of the suitability of various land uses at the Port and measurement of the community's outlook on its future. Gauging preference in both areas was considered essential for formulating planning concepts for the Project Study Area.

A total of 397 individuals participated in survey one, generating 5,165 question responses and over 300 unique comments. From these results and other captured community and stakeholder input, several broad themes emerged.

- The Port is a unique asset for the region. While underdeveloped, survey respondents overwhelmingly validated the idea that the Port can become an improved strategic economic community asset (Question 4). Furthermore, activation of the Port can lead to betterment of Downtown Fort Pierce, the waterfront, and surrounding neighborhoods and communities (Question 5). There was little measurable community sentiment that the Port's best days are behind it;
- The community embraced the notion that the Port could welcome a diverse number of land use types (Question 2). Several groupings of land uses garnered favorable attention by survey respondents, including: Marine technology, manufacturing, maintenance, repair, and related uses; megayacht, marina, and boating facilities comprising land and or in water areas; education, research, and training/apprenticeship facilities; food and beverage, dining, and entertainment; active and passive recreational facilities linked to the waterfront. These categories were supported consistently by respondents living within and outside the City of Fort Pierce (cross tabulated with Question 9);
- Not all land uses were beloved equally. About a third of survey respondents disagreed or strongly disagreed that four land use groupings should be considered in the Port Master Plan. These included: Light industrial uses, such as warehousing, fabrication, assembly and similar activities; marine shipping, freight facilities, and related infrastructure; logistics and distribution, such as trucking and rail facilities linked to or separate from any port marine shipping features; and, residential uses. Some of the strong sentiment resulted from community concern that many of these maritime dependent uses would trigger negative environmental in quality of life impacts. By example, the community group The Waterfront Council has long voiced concerns that extensive development of cargo shipping and related industries at the Port would result in damage to the ecology of the Indian River Lagoon, Fort Pierce Inlet, and its namesake State Park. Examining open ended survey comments also identified community concerns that light industrial uses might best be situated outside of the urban core where traffic impacts would be lessened and land cheaper;
- While not specifically captured as part of survey questions, there was strong recorded community interest in a continuation of the artificial reef program at the Port. The County and City also expressed this interest. The County's Erosion District also conveyed a need to maintain deep water access on or near Taylor Creek for Erosion District operations; and,
- Active and passive recreational facilities linked to the waterfront remained one of the most popular used types. Survey respondents suggested these facilities could be provided/upgraded, including recreational boating and similar uses at Harbour Pointe Park.

SURVEY 1. Q6. WHICH STATEMENT BEST DESCRIBES YOUR EXPERIENCE WITH THE PORT?



KEY FEATURES

50%	I use business, restaurants, marinas, and other spaces at or near the Port
29%	I live near the Port
13%	I work at or have a business reliant on the Port
4%	I do not experience the Port in any aspects of my day-to-day activities
3%	I sometimes see the Port from the bridge or bayfronts
2%	I sometimes read about the Port's activities in the media

SURVEY 1. Q4. CAN THE PORT BECOME AN IMPROVED STRATEGIC ECONOMIC COMMUNITY ASSET SUPPORTING COMMERCE AND JOBS?

YES. AGREE **95%**

NO. DISAGREE **5%**

SURVEY 1. Q5. CAN THE PORT FUNCTION IN AN IMPROVED ROLE, HELPING BETTER DOWNTOWN, THE WATERFRONT, AND SURROUNDING COMMUNITIES?

YES. AGREE **96%**

NO. DISAGREE **4%**

SURVEY 1. Q2. WHAT TYPES OF BUSINESSES AND USES SHOULD THE PORT SEEK TO ATTRACT? RESPONSES OVERALL

	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	Unsure
Marine technology, manufacturing, maintenance, repair, and related uses.	5%	4%	12%	47%	33%	0%
Light industrial uses, such as warehousing, fabrication, assembly and similar activities.	8%	20%	18%	43%	11%	0%
Marine shipping, freight facilities, and related infrastructure.	9%	22%	12%	39%	19%	0%
Mega yacht, marina, and boating facilities comprising upland and/or in-water areas.	6%	8%	8%	40%	39%	0%
Education, research, and training/apprenticeship facilities.	3%	5%	11%	44%	37%	0%
Logistics and distribution, such as trucking and rail facilities linked to or separate from any Port marine shipping features.	11%	25%	21%	30%	13%	0%
Aquaculture, hydroponic gardens, and similar agribusiness uses.	7%	11%	22%	39%	20%	1%
Sustainable energy, green power, and similar renewable uses.	6%	11%	22%	35%	25%	1%
Food and beverage, dining, and entertainment.	5%	7%	12%	38%	39%	0%
Commercial office and retail uses (of a scale and density contextually suitable).	7%	16%	31%	35%	11%	0%
Residential uses (of a scale and density contextually suitable).	15%	17%	23%	33%	10%	2%
Active and passive recreational facilities linked to the waterfront.	3%	4%	9%	42%	39%	3%

RESPONSES BY ZIP CODE

CITY OF PORT FIERCE ZIP CODES

Cross Tabulated with Q#12

ALL OTHER ZIP CODES

Cross Tabulated with Q#12

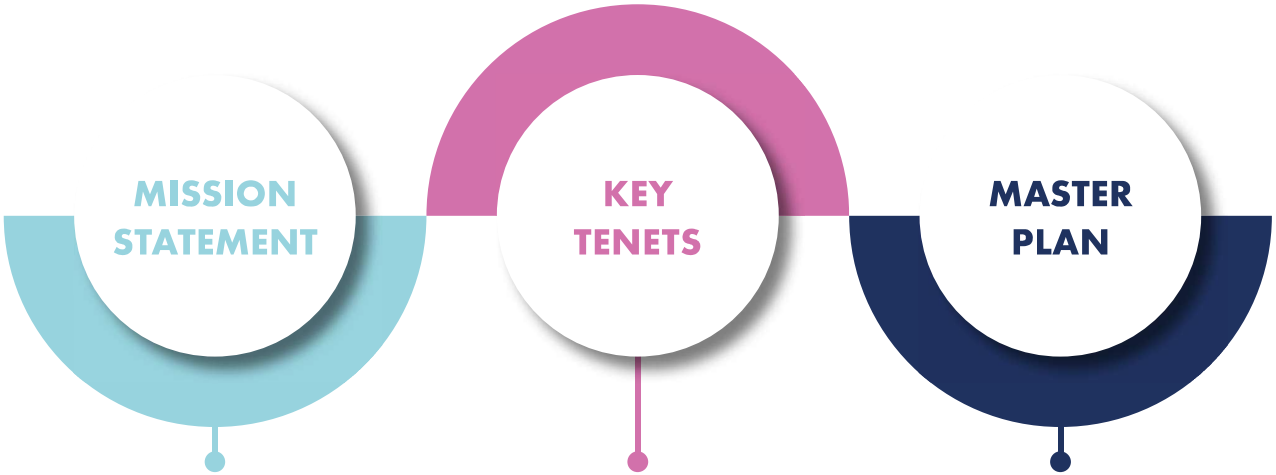
	Strongly Disagree + Disagree	Neutral	Strongly Agree + Agree	Strongly Disagree + Disagree	Neutral	Strongly Agree + Agree
Marine technology, manufacturing, maintenance, repair, and related uses.	8%	16%	76%	10%	2%	88%
Light industrial uses, such as warehousing, fabrication, assembly and similar activities.	37%	20%	44%	21%	11%	68%
Marine shipping, freight facilities, and related infrastructure.	35%	13%	52%	27%	11%	63%
Mega yacht, marina, and boating facilities comprising upland and/or in-water areas.	9%	6%	85%	20%	4%	76%
Education, research, and training/apprenticeship facilities.	4%	11%	86%	17%	13%	70%
Logistics and distribution, such as trucking and rail facilities linked to or separate from any Port marine shipping features.	45%	23%	32%	29%	18%	53%
Aquaculture, hydroponic gardens, and similar agribusiness uses.	14%	22%	64%	28%	19%	53%
Sustainable energy, green power, and similar renewable uses.	19%	23%	58%	17%	19%	65%
Food and beverage, dining, and entertainment.	12%	7%	81%	10%	22%	69%
Commercial office and retail uses (of a scale and density contextually suitable).	22%	24%	54%	26%	36%	38%
Residential uses (of a scale and density contextually suitable).	34%	24%	42%	31%	29%	41%
Active and passive recreational facilities linked to the waterfront.	4%	6%	90%	13%	10%	77%

2.3

ESTABLISHING THE MISSION & FRAMEWORK

With community validation that the Port can evolve to be an improved economic and social asset and a shortened list of suitable land uses achieved, a Master Plan Mission Statement accompanied by five organizing elements was prepared. Why are these valuable? Both the mission statement and supportive tenets guide plan formulation; they are the foundational elements of the Master Plan, enshrining key areas of investment as well as community sentiment. [2]

MISSION STATEMENT. The mission statement and organizing elements were presented to the public as part of Public Engagement Session Two's survey effort and virtual meetings. When asked if the Master Plan Mission Statement *"accurately captures the future direction the Port should take moving forward,"* 71% of survey respondents agreed with this statement.



The mission statement is where you want to go and what you do to get there. It is intended to be aspirational.

These are the guiding rules that drive the development of site concepts, and ultimately, the statements that hold the Vision Plan together. They directly align with the Mission Statement.

The Master Plan and Reinvestment Strategy is the ultimate outcome of the project effort. It summarizes all work prepared, and importantly, assembles these items into a playbook outlining approaches for site uses, reinvestment and long range possibilities for the Port.

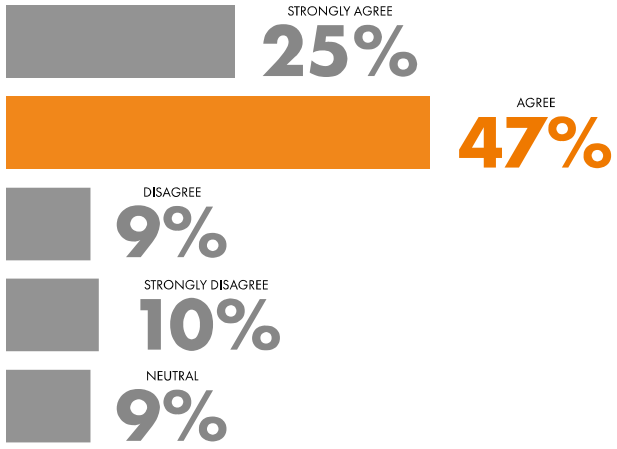
[2] *This Master Plan Mission Statement is different than the Port's mission statement, which is to "Broaden and strengthen the economic base of the regional community by providing adequate infrastructure and development processes for mixed-use port development." The Master Plan Mission Statement speaks specifically to what ideas underpin the structure & vision of the Plan.*

The Master Plan Mission Statement places the primary focus of the Plan as aligning public and private interests to *"foster the creation of the Treasure Coast's premier center for yacht and related marine industry maintenance, repair, and overhaul activity."* It considers the seeds of this endeavor have been planted with the ongoing investment by Derecktor Shipyards—that they are part of this initiative. Community and stakeholder outreach suggest there is extensive room to grow in this marine industry category. The natural features of Fort Pierce's deep water harbor, available land, and labor force are aligned to meet this end. The Mission Statement keeps open the door for related marine industries to play a part in this effort—from small import/export businesses to light-industrial uses often found proximate to this type of specialized marine cluster.

MISSION STATEMENT

ALIGN AND ENABLE PUBLIC AND PRIVATE LAND HOLDINGS TO FOSTER CREATION OF THE TREASURE COAST'S PREMIER CENTER FOR YACHT AND RELATED MARINE INDUSTRY MAINTENANCE, REPAIR, AND OVERHAUL ACTIVITY. LEVERAGE SUCCESS TO PROPEL SUSTAINABLE GROWTH OF FORT PIERCE'S ECONOMY AND QUALITY OF LIFE.

SURVEY 2. Q1. DOES THIS MISSION STATEMENT ACCURATELY CAPTURE THE FUTURE DIRECTION THE PORT SHOULD TAKE MOVING FORWARD?



PLAN TENETS. Five guiding tenets provide greater insight as to what the Port should consider under its Mission Statement over the long term. Preliminary and refined planning concepts presented in this plan all follow the framework established by these tenets.

01

AN ENGINE FOR OUR BLUE ECONOMY

Foster investment in the Port of Fort Pierce as Treasure Coast's center for yacht and related maritime maintenance, repair, and overhaul activity and other Blue Economy industries.

02

GROW THE AMOUNT OF FUNCTIONAL WATERFRONT EDGES

Expand coastal edges for working and recreational waterfront activities.

03

PROVIDE A FLEXIBLE TEMPLATE FOR PORT LAND DEVELOPMENT

Organize upland areas for flexibility and adaptability for marine commerce and light-industry uses. Encourage infrastructure investment in measured increments to grow sustainably and responsibly.

04

INVEST AND GROW ENVIRONMENTAL EDUCATION AND RESTORATION

Become a center of excellence for reef and coastal research, restoration, and resilience.

05

THE PORT AS A GOOD NEIGHBOR

Ensure Port edges stabilize and bolster the viability of varied community development endeavors.

2.4

INITIAL PORT PLANNING CONCEPTS

The Planning Team prepared a series of initial site options assembled from the ideas generated from the first public engagement session and survey effort as well as site situational analysis, case study, and other project research effort. Each of these options were presented to the community as part of Public Engagement Session 2.

CONCEPT VARIATION. Each initial Port planning concept offered a series of intervention approaches for the study area, from creation of an extensive mega yacht MRO facility in the center of the Port (Concept 1) to more nuanced yachting and flexible berths and tenant yards (Concept 3). Each initial concept shared similar features, such as the renewal of Harbour Pointe Park as an active park and public marina facility.

Initial concepts and their respective programs are not mutually exclusive to one another. The expectation by the Planning Team—confirmed as part of Public Engagement Session 2—was a desire to mix and match concept elements to ultimately build a preferred concept and approach for Master Plan development.

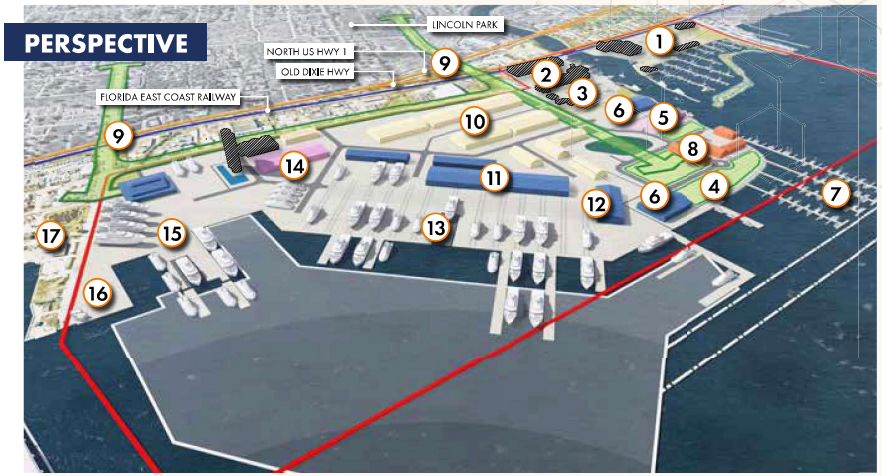


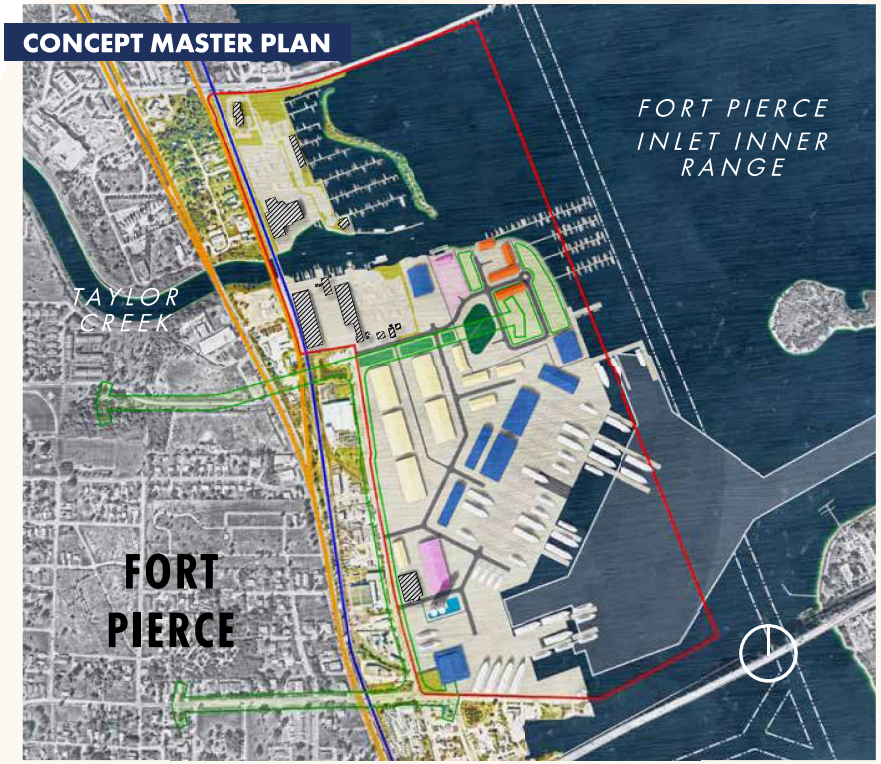
2.4.1 CONCEPT ONE

Concept One contemplates Port transformation into one of the largest centers for motor and sailing yacht MRO and marine industrial services along the Eastern Seaboard. Ship lift facilities with related open air and high bay (covered) service areas are centrally positioned with specialized buildings for sailing yacht mast maintenance and other functions arrayed around the perimeter. New in-water berths supporting wet slip MRO activities and vessel berthing are provided.

Marine industrial warehouses with commercial storefronts line N 2nd Street and parcels surrounding the central yacht MRO. These large and small unit clusters host electronics businesses, hydraulics companies, engine repair, shaft and propeller works, sail makers, technology, research, storage, and a variety of other marine related businesses. A new marine industries education center is introduced adjacent to the existing silos.

Harbour Pointe Park is renewed to host park and recreational boating features. An anchor tenant of this zone is the expanded Reef Restoration and Marine Ecology Education Center. This facility will include extension programs from Indian River State College, Florida Atlantic University, and other institutions of higher learning.



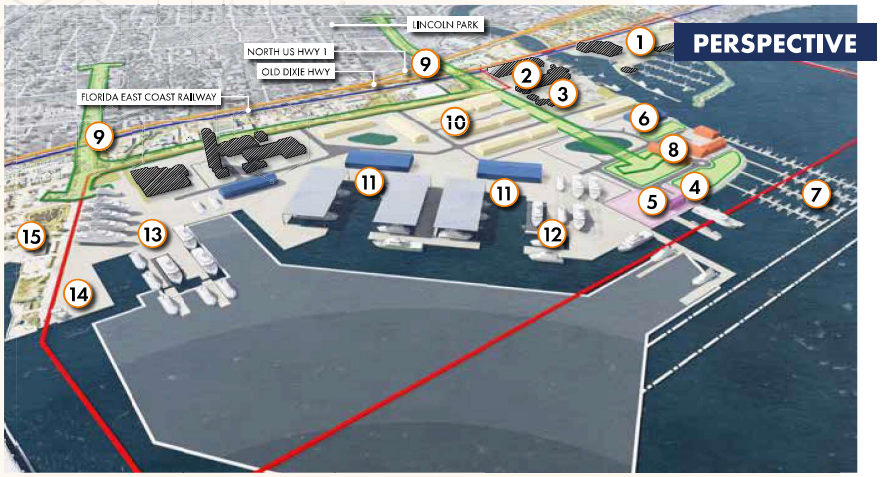


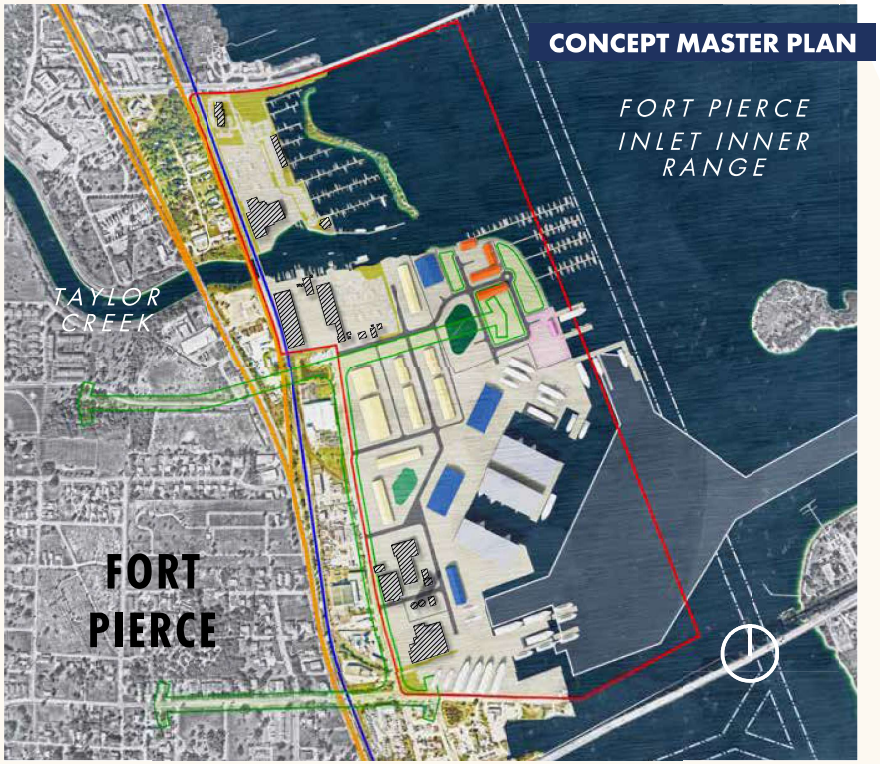
KEY FEATURES

Project Study Area (+/- 255 AC)	
Fort Pierce Inlet Navigation Channel	
Intracoastal Waterway	
Mixed-Use Commercial	
Marine Industrial Park / Light Industrial Uses	
Yacht Repair and Refit, Shipyard, Boat Works, and Marina Uses	
Environmental / Cultural Resource Uses	
Park, Greenway, and Storm Water Recharge	
Existing Buildings and Development	
Safe Harbor Harbortown	1
Taylor Creek Marina	2
Cracker Boy Boat Works	3
Improved Harbour Pointe Community Park	4
Reef Restoration and Environmental Education Center	5
High and Dry Boat Storage	6
Public Marina	7
Restaurant, Sundries and Commercial Marina Village	8
Urban Greenway (inc. Low Impact Development, Storm Water Recharge)	9
Marine Industrial Park with Commercial Storefronts	10
Fort Pierce Yacht Repair and Refit, Shipyard, and Boat Works	11
Mast Works Facility	12
Ship Lift and Boat Works Yard	13
Marine Industries Training Center and Crew Facilities	14
Derecktor Shipyard	15
Beyel Brothers Inc - Fort Pierce Marine Terminal	16
Fisherman's Wharf	17

KEY FEATURES

- Project Study Area (+/- 255 AC)
- Fort Pierce Inlet Navigation Channel
- Intracoastal Waterway
- Mixed-Use Commercial
- Marine Industrial Park / Light Industrial Uses
- Yacht Repair and Refit, Shipyard, Boat Works, and Marina Uses
- Environmental / Cultural Resource Uses
- Park, Greenway, and Storm Water Recharge
- Existing Buildings and Development
- 1 Safe Harbor Harbortown
- 2 Taylor Creek Marina
- 3 Cracker Boy Boat Works
- 4 Improved Harbour Pointe Community Park
- 5 Reef Restoration and Environmental Education Center
- 6 High and Dry Boat Storage
- 7 Public Marina
- 8 Restaurant, Sundries and Commercial Marina Village
- 9 Urban Greenway (inc. Low Impact Development, Storm Water Recharge)
- 10 Marine Industrial Park with Commercial Storefronts
- 11 Fort Pierce Yacht Repair and Refit, Shipyard, and Boat Works
- 12 Ship Lift and Boat Works Yard
- 13 Derecktor Shipyard
- 14 Beyel Brothers Inc - Fort Pierce Marine Terminal
- 15 Fisherman's Wharf





2.4.2 CONCEPT TWO

Concept Two envisions new operational slips and working waterfront edges in the center of the study area, promoting one or more motor and sailing yacht MRO businesses. Travel lift and covered in-water wet slips line the water's edge and are supported by open and high bay (covered) areas.

Marine industrial warehouses with commercial storefronts line N 2nd Street and parcels surrounding the central yacht MRO. These large and small unit clusters host electronics businesses, hydraulics companies, engine repair, shaft and propeller works, sail makers, technology, research, storage, and a variety of other marine related businesses.

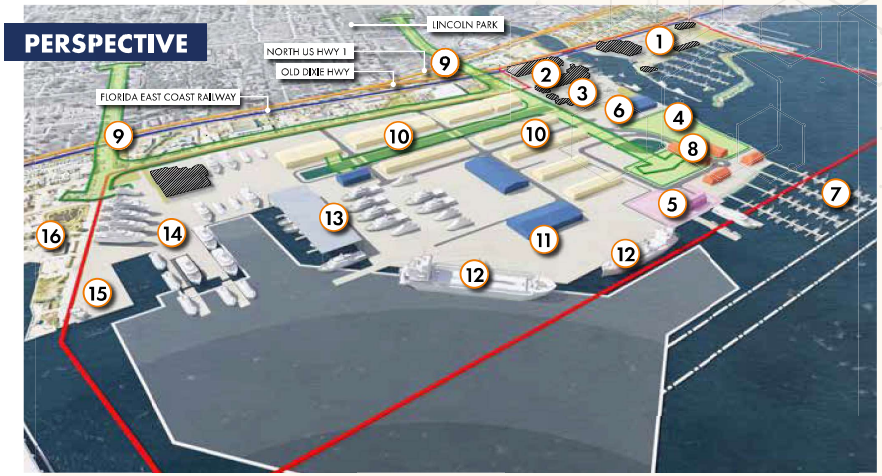
Harbour Pointe Park is renewed to host park and recreational boating features. An anchor tenant of this zone is the expanded Reef Restoration and Marine Ecology Education Center. This facility will include extension programs from Indian River State College and other institutions of higher learning.

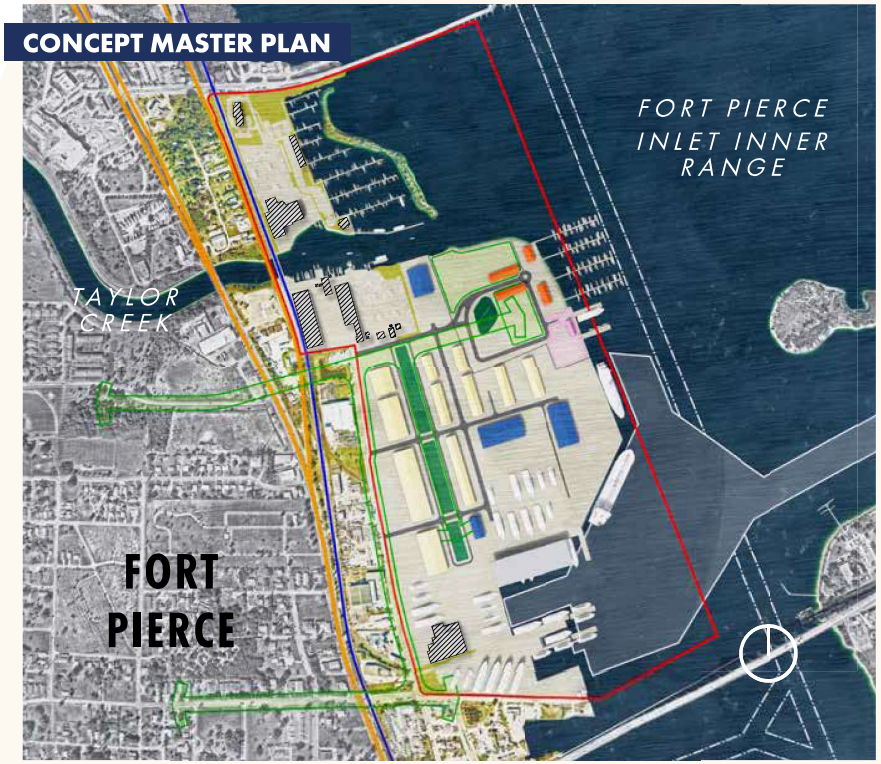
2.4.3 CONCEPT THREE

Concept Three blends two ideas together along an expanded working waterfront. First, provide an expansion area for greater motor and sailing yacht MRO operations. Second, provide a zone for large vessel (Handymax-class) MRO operations and a flexible berth and yard for small ship cargo industries.

Marine industrial warehouses with commercial storefronts line N 2nd Street and surrounding parcels. These large and small unit clusters, positioned by the removal of the silos, host electronics businesses, hydraulics companies, engine repair, shaft and propeller works, sail makers, technology, research, storage, and a variety of other marine related businesses. Needed storm water detention and recharge areas line the rear portion of the main arrangement of warehouse buildings.

Harbour Pointe Park is renewed to host park and recreational boating features. An anchor tenant of this zone is the expanded Reef Restoration and Marine Ecology Education Center. This facility will include extension programs from Indian River State College and other institutions of higher learning.





KEY FEATURES

Project Study Area (+/- 255 AC)	
Fort Pierce Inlet Navigation Channel	
Intracoastal Waterway	
Mixed-Use Commercial	
Marine Industrial Park / Light Industrial Uses	
Yacht Repair and Refit, Shipyard, Boat Works, and Marina Uses	
Environmental / Cultural Resource Uses	
Park, Greenway, and Storm Water Recharge	
Existing Buildings and Development	
Safe Harbor Harbortown	1
Taylor Creek Marina	2
Cracker Boy Boat Works	3
Improved Harbour Pointe Community Park	4
Reef Restoration and Environmental Education Center	5
High and Dry Boat Storage	6
Public Marina	7
Restaurant, Sundries and Commercial Marina Village	8
Urban Greenway (inc. Low Impact Development, Storm Water Recharge)	9
Marine Industrial Park with Commercial Storefronts	10
Operations Yard (+/- 15 AC)	11
Large Vessel Maintenance, Repair, and Overhaul (MRO) and Handymax Cargo Vessel Berths	12
Yacht Repair and Refit, Shipyard, and Boat Works	13
Derecktor Shipyard	14
Beyel Brothers Inc - Fort Pierce Marine Terminal	15
Fisherman's Wharf	16

2.4.4 PUBLIC ENGAGEMENT SESSION 2

As part of the second survey and virtual meetings, the community was asked to review each concept against the five tenets underpinning the Master Plan Mission Statement. The purpose was to see if the community felt there was strong alignment between the desired outcome expressed in the planning framework and each initial planning concept. The five guiding tenets were listed for each initial concept and the community was asked to score alignment of these statements from "not very well" to "very well." The results are presented in the accompanying table.

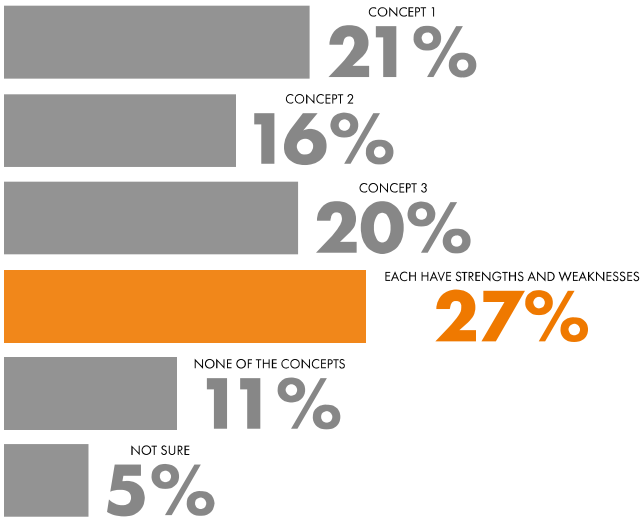
As shown, a majority of survey respondents generally rated each concept as "well," with Concept 2 garnering the highest concentration of responses in this category.

When asked *"which initial concept do you feel will provide the most economic and social benefit to your community",* responses were fairly spread across each concept, with the response "each have strengths and weaknesses" receiving the highest number of responses (27%).

In review of these results along with community open ended survey comments and other stakeholder feedback, the following was concluded:

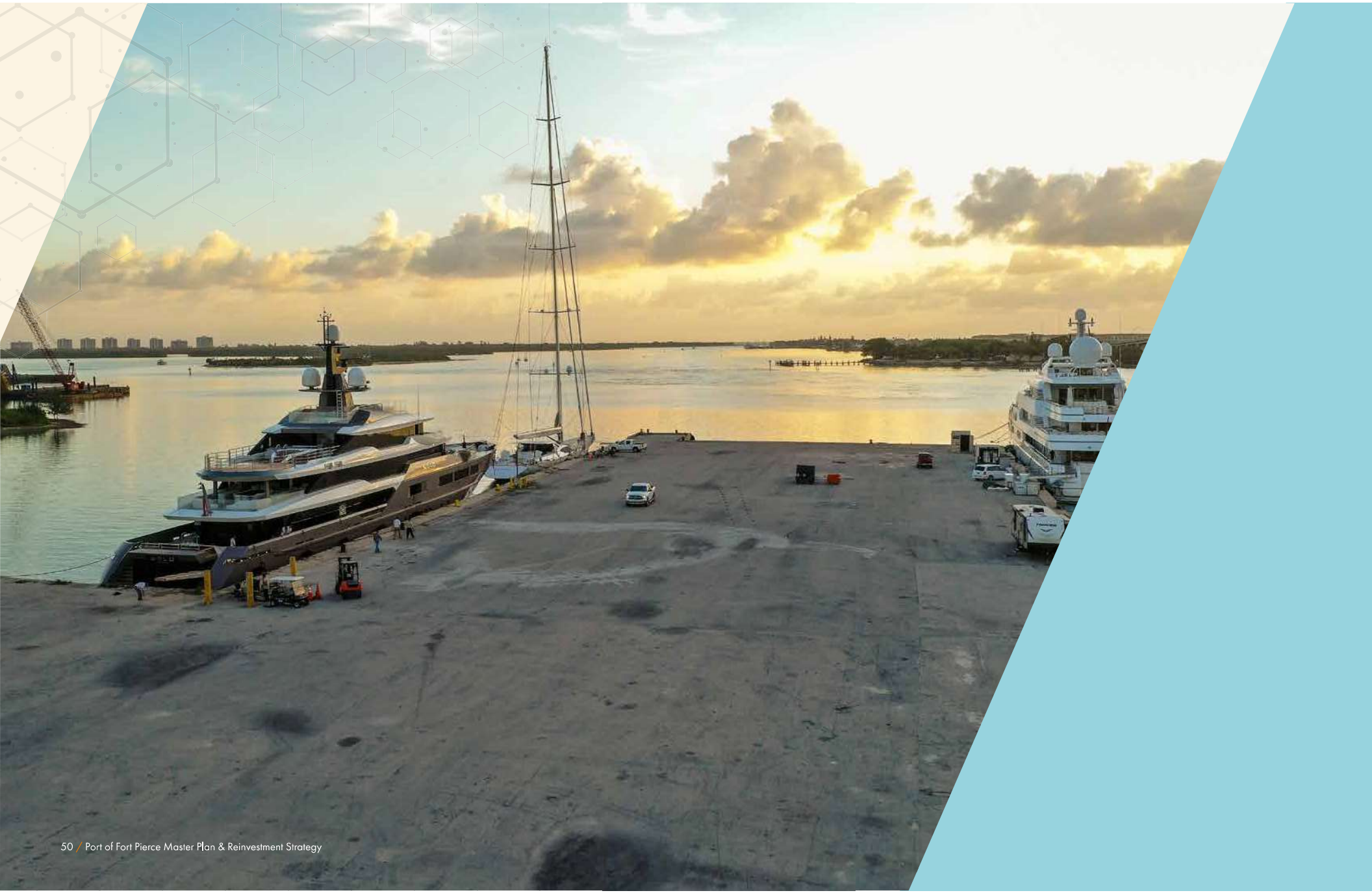
- Survey respondents and stakeholders found something to like about one or all of the initial Port planning concepts, with 84% percent of respondents indicating preference for one concept or indicating each had strengths and weaknesses.
- The idea of creating a hybrid of each of concept's best attributes was viewed as the preferred direction forward, especially within the context of follow-on discussions with property owners.

SURVEY 2. Q7. WHILE THE PLANNING TEAM WILL MAKE IMPROVEMENTS TO ALL CONCEPTS, WHICH INITIAL CONCEPT DO YOU FEEL WILL PROVIDE THE MOST ECONOMIC AND SOCIAL BENEFIT?



SURVEY 2. Q4-6. ON A SCALE OF 1 TO 5, HOW WELL DOES EACH CONCEPT ADDRESS THE FOLLOWING?

	CONCEPT 1					CONCEPT 2					CONCEPT 3				
	NOT VERY WELL 1	NOT WELL 2	UNSURE 3	WELL 4	VERY WELL 5	NOT VERY WELL 1	NOT WELL 2	UNSURE 3	WELL 4	VERY WELL 5	NOT VERY WELL 1	NOT WELL 2	UNSURE 3	WELL 4	VERY WELL 5
Foster investment in the Port of Fort Pierce as Treasure Coast's center for yacht and related maritime maintenance, repair, and overhaul activity and other Blue Economy industries.	7%	5%	11%	40%	37%	7%	7%	12%	61%	13%	9%	11%	15%	49%	16%
Expand coastal edges for working and recreational waterfront activities.	9%	5%	27%	41%	18%	7%	7%	17%	61%	9%	12%	12%	15%	49%	12%
Organize upland areas for flexibility and adaptability for marine commerce and light-industry uses. Encourage infrastructure investment in measured increments to grow sustainably and responsibly.	8%	4%	21%	54%	13%	10%	4%	17%	65%	4%	14%	1%	20%	48%	16%
Become a center of excellence for reef and coastal research, restoration, and resilience.	14%	7%	17%	42%	19%	8%	3%	21%	55%	14%	8%	8%	23%	48%	12%
Ensure Port edges stabilize and bolster the viability of varied community development endeavors.	10%	7%	26%	43%	15%	8%	4%	27%	52%	8%	9%	12%	26%	41%	13%



3

EVOLVING WATERFRONTS

3.1

FACETS OF WORKING WATERFRONTS

In the section that follows, we present a summary review of several selected projects and plans that help shape our understanding of how traditional port areas can afford a diverse array of land uses and features.

CASE STUDY. One planning effort objective was the review of other port and waterfront precedent projects that have like-minded facets and community alignment of uses and elements. While no project aligns itself perfectly with the conditions found in Fort Pierce, other precedents' implementation strategies provide insightful knowledge into key successes.

We specifically sought out examples of active working waterfronts. As defined by the National Working Waterfront Network, these areas are *"waterfront lands, infrastructure and waterways that are used for water-dependent activities. These include ports, small recreational boat harbors, fishing docks, and hundreds of other places where people use and access the water."*

Successful working waterfronts share a number of traits, including:

- **KEEP MARINE ACTIVITIES ACCESSIBLE.** Preserve landside and waterside access points that facilitate blue economy functioning.
- **ENSURE FLEXIBILITY AND ADAPTABILITY.** Capital and operational investments consider a number of different uses and users over time.
- **SUSTAIN THE WATERFRONT AS AN ASSET FOR ALL.** Plan environmental protection and economic development together.
- **VIEW THE WORK OF THE WATERFRONT.** Allow the community connect and learn about the daily workings of the water's edge.
- **FOSTER CONTINUAL COMMUNITY DIALOGUE.** Successful working waterfronts are always looking for ways to balance competing issues and opportunities. They never stop community and user conversation and long range planning.





RYBOVICH SUPERYACHT MARINA
WEST PALM BEACH, FLORIDA

3.1.1 SAVANNAH YACHTING CENTER

WHERE. Savannah Yacht Center (SYC) is a deep water yacht MRO on the Savannah River. Less than two miles upriver from downtown Savannah and 20 minutes from Savannah/Hilton Head International airport, SYC offers a wide range of services in close cooperation with qualified sub-contractors. Rail facilities are immediately adjacent to SYC.

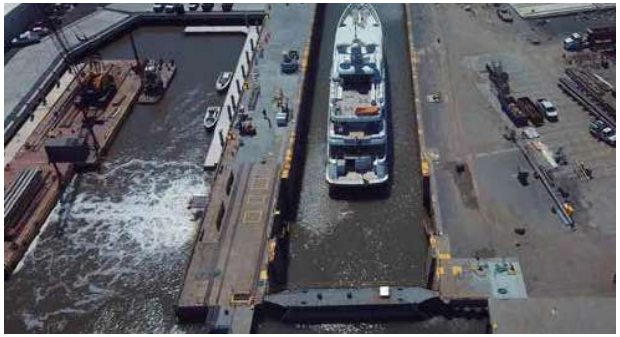
WHAT. SYC facilities are capable of providing its large yacht customers with infrastructure to handle a variety of maintenance, repair and refit projects. This includes a 460-foot graving dock capable of handling yachts of up to 330 feet; a Syncrolift with 3,240 long ton gross rating; a rail transfer system with capacity for 6(+), 260-foot yachts simultaneously; and, 1,200 feet of floating docks for in-water service for yachts.

Additionally, SYC offers its customers several amenities while their vessel is being serviced including a Bistro style restaurant, fitness center, crew lounge and concierge services to assist crew members.

TAKEWAYS. Core takeways include:

- The 3,240 shiplift platform and rail transfer system/ configuration is considered essential for the long term economic success of the SYC;
- SYC offers a mix of floating docks and upland MRO areas. Upland MRO areas are proximate to active rail facilities;
- Upland development includes amenities for customers and crew, including a restaurant, fitness center, lounge, and concierge services area; and,
- An economic impact study conducted by Armstrong State University economist Michael Toma found that, when fully operational, the SYC will support nearly 800 direct and indirect jobs across Georgia. SYC will also support, as well as annual wages of $50 million, tax revenue of $5.5 million, and $171 million in economic activity.











3.1.2 LAUDERDALE MARINE CENTER

WHERE. Lauderdale Marine Center (LMC) is located in Fort Lauderdale, 30 miles north of Miami and six miles from Fort Lauderdale-Hollywood International Airport.

WHAT. LMC coves 65-acres and is considered the largest dedicated yacht repair and refit facility of its kind in the U.S. LMC offers year-round availability, 24-hour security, and hurricane safe dockage. Infrastructure includes 19 out-of-water covered sheds; 8 in-water covered slips; and, dry docking for over 100 vessels up to 485 tons. LMC can handle vessels up to 170 feet and 330 tons.

On-site guest amenities include a fitness center, restaurant, and leasable office space. Additionally, the facility offers a Marine Foreign Trade Zone, which provides the ability for brokers to show and sell foreign-flagged vessels to U.S. buyers right from LMC docks. This arrangement eliminates standard import duties on new builds.

TAKEAWAYS. Core takeaways include:

- LMC shares a similar development footprint to the vacant land available at the Port of Fort Pierce;
- Similar to SYC, LMC offers amenities to boat owners and crew; and,
- The Marine Foreign Trade Zone provides the ability for brokers to show foreign-flagged vessels without standard import duty on new builds. A similar zone could be developed in Fort Pierce.

3.1.3 MB92 BARCELONA SUPERYACHT

WHERE. The MB92 Barcelona Superyacht Refit is situated in the Western Mediterranean and caters to yacht fleets and owners throughout the region. This location serves as a strategic stop-off point for travel between the Mediterranean and Caribbean.

WHAT. The shipyard is one of the largest refit facilities in the world, covering over 30-acres of land area. It provides service-refit, repair and maintenance work for superyachts with lengths from 115 to 600-feet.

MB92 Barcelona is part of the MB92 Group which manages two major refit shipyards in the Mediterranean, the other being MB92 La Ciotat in the South of France. The shipyard currently has 120 employees and 900 subcontractors that provide world-class superyacht services.

The facilities include a 2,000 ton Syncrolift, a 720-foot dry dock, and a new 4,800 ton Shiplift that increases the capacity to serve the largest yachts. On-site workshops are available for suppliers and contractors to support project management, purchasing, and crew. The shipyard is fully compliant with the International Ship & Port Facility Security Code (ISPS) and is only accessible via staffed and monitored security entrances.

TAKEWAYS. Core takeways include:

- MB92 is located and coexists with surrounding land uses found along the main recreation and urban waterfront of Barcelona;
- MB92 offers a mix of upland and in-water facilities. Upland facilities include a Syncrolift able to lift vessels up to 2,000 tons and transfer these to a rail transfer system/ configuration. The facility also uses a mobile 150 ton travelift. A similar configuration of shiplift and travelift capable facilities could be contemplated for Fort Pierce; and,
- On-site workshops are available for suppliers and contractors. Fort Pierce could consider on-site, or possibly, a shared tenant accommodate similar workplace solution for marine industry needs.





3.1.4 PORT HUENEME

WHERE. The Port and City of Hueneme are located 60 miles north of the Los Angeles metro area. This prime location offers a highly efficient and uncongested alternative to other U.S. west coast ports and is the only commercial deep-water port between Los Angeles and San Francisco. Port Hueneme is positioned close to major distribution, automotive, and agricultural centers.

WHAT. The Port of Hueneme is owned and operated by The Oxnard Harbor District, created in 1937, as an independent special district (business enterprise) and political subdivision of the State of California. The Oxnard Harbor District's policies are set by a five-member Board of Harbor Commissioners elected at large from the District.

The Port is vital in the intermodal logistics supply chain and significantly contributes to the economic health of Ventura County and Southern California, including:

- Over $9 billion in cargo annually;
- $1.5 billion in overall economic impact;
- $119 million paid in annual taxes; and,
- The support of more than 15,800 direct, indirect, induced,and influenced jobs regionally.

The Port's facilities include: A 120-acre port terminal; 30-acre Navy terminal; 3 commercial cargo wharves; 3 Navy wharves; a rail yard; and, cold storage area. The Port of Hueneme can accommodate ships of up to 800 feet long.

TAKEWAYS. Core takeways include:

- The Port of Hueneme is a good example of a small- to medium-sized port welcoming a diverse number of cargoes and other working waterfront elements; and,
- While the Port is a driving force of economic activity, its proximity the surrounding community can create friction. To help ameliorate Port/ City issues, the Port takes an active role in continually community outreach and communications. The Port has developed a comprehensive, multichannel approach to ensure outstanding engagement from Stakeholders representing community, local neighborhoods, special interest groups, civic organizations, schools, and government entities.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3.1.5 THEA FOSS WATERWAY

WHERE. The Thea Foss Waterway, formerly the City Waterway, is a north–south inlet of Commencement Bay separating downtown Tacoma, Washington, from the Port of Tacoma.

WHAT. The Thea Foss Waterway was formerly a thriving industrial center named after Thea Foss who founded the Foss Maritime Company on the inlet in 1889. Industry began to dwindle in the area, and by 1981, the Thea Foss Waterway was almost entirely abandoned. In 1983, the United States Environmental Protection Agency listed the Thea Foss waterway as part of the Commencement Bay Superfund site.

A new planned development is underway along the waterway which features parks, residential areas, and office space. A public esplanade runs along the length of the waterway and will eventually span 1.5 miles and connect the waterway with downtown Tacoma. Guests can watch boats enter and leave the marinas with the stunning backdrop of Mount Ranier while strolling the waterfront. Lined with restaurants, the wide, promenade supports multi-modal pedestrians activities and provide a vibrant atmosphere. Closely situated to downtown, a brief walk from the esplanade across the Museum of Glass plaza and the Bridge of Glass gets one to bustling Pacific Avenue.

Bruce Dees & Associates was charged with creating a Master Plan for this linear park and urban revitalization project. In addition, a schematic design was developed for the first one-half mile portion of the esplanade between 15th and 21st streets, and construction documents were completed for the first phase between 15th and 18th streets. The design team went beyond the initial scope of work for the project by studying how private development that will ultimately front the esplanade will look.

The project is overseen by the Foss Waterway Development Authority Board (FWDA) whose jurisdiction will sunset at the end of 2020 and be transitioning over to a variety of City of Tacoma departments.

TAKEWAYS. Core takeways include:

- One essential aspect of the success of Thea Foss Waterway is its ability to balance working waterfront aspects with other mixed use; and,
- This urban renewal project includes a 1.5 mile long waterfront esplanade, parks, residential areas, restaurants and office space. This revitalization has transformed The Thea Foss Waterway into an economic center and a popular place to live, work and visit.





3.1.6 SPARKMAN WHARF

WHERE. The under-performing former Channelside Bay Plaza is home to the new Sparkman Wharf. A Water Street Tampa project, the Wharf is located along the Garrison Channel in downtown Tampa.

WHAT. Sparkman Wharf is named after Stephen Sparkman, the region's first congressman. Sparkman introduced innovation and transformation to Tampa, pushing the City's boundaries and helping shape its future. Changing the economic and physical landscape of downtown Tampa, he secured federal funding to dig deep-water channels into downtown, allowing larger ships to come closer and creating Port Tampa Bay.

Strategic, a partnership developed between Tampa Bay Lighting owner Jeff Vinik and Bill Gates' Cascade Investment, demolished the failed Channelside Bay Plaza and developed Sparkman Wharf, linking Tampa and its waterfront with activating site uses.

Key site amenities activate the public realm and revitalize Tampa's waterfront: a re-imagined waterfront loft-style office space, ground-level retail, a one-acre event lawn, biergarten, and dining garden.

The open space and event lawn are programmed year-round with live music and shows, and has various seating options to accommodate up to 500 people.

The Wharf is in the Channel District and will benefit from nearby revitalization efforts. Within three blocks of the wharf, the following projects are in development: The University of South Florida Morsani College of Medicine is building a new 13-story facility; JW Marriott Hotel is building a 26-story hotel; a 20-story office building; two apartment towers; and, a Marriot Edition boutique hotel with 46 high-end condominiums above.

TAKEWAYS. Core takeways include:

- The Wharf pays homage to Tampa's industrial and maritime history and is a bold revitalization effort of waterfront redevelopment;
- Revitalization of a failed, closed-off and inward-looking shopping center, focused on what the site could offer by tearing down a barrier and opening the views, connecting people to the waterfront and providing a range of site uses to activate the public realm;
- Various indoor/outdoor programming amplifies uses on site while connecting to nearby amenities, like the sporting arenas; and,
- Cruise ships only dock at the Port of Tampa for 35 days in a calendar year. Opening the site to the public will allow people to get closer to the waterfront, optimizing the other 330 days.


SPARKMAN WHARF


SPARKMAN
WHARF


N 27°56'34.63"
W 82°26'50.04"


GALLITO



PERSPECTIVE RENDERING
View of Fully Phased Master Plan Improvements

4

MASTER PLAN

4.1

MASTER PLAN OVERVIEW

The 2020 Master Plan for the Port of Fort Pierce establishes a long range vision for achievement of a truly diverse working waterfront, one embracing new industries and opportunities to help expand economic and social benefit to the citizens and businesses found in St. Lucie County and along the Treasure Coast. The Plan builds from the Port's unique qualities—presence of a deepwater channel without bridge height limitations, available land and water's edge, improved vehicular access, the potential for reestablishment of rail service, and other strengths. It seeks to support existing businesses and expand the marine commercial and recreational workings of the entire area. This includes newly minted megayacht MRO industries to expansion of boating activities along Taylor Creek. The Plan embraces market opportunities deemed attainable by property owners, stakeholders, and the Planning Team.

Importantly, the Master Plan is aligned with community sentiment. The Plan builds from a position of community optimism that—with careful stewardship and public and private sector investment—the Port can make marked gains in economic and social development for the City, County, and Treasure Coast. Uses depicted in the Plan are those supported by a majority of community engagement participants and project stakeholders (refer to Section 2 - Outreach & Engagement). Proposed uses and investments strive to find balance in many ways. For example, the revenues generated from the proposed public marina at Harbour Pointe help to offset the cost of recreational pathways and park investments.

PLAN DISTRICTS. The fully phased planning concept is presented in the accompanying Illustrative Master Plan. For ease of understanding recommendations, we have grouped improvements into five districts. Districts are summarized below and presented in greater detail in the pages that follow. Toward the end of this Section, we describe ways in which the Plan is aligned with the Mission Statement and Five Guiding Tenets established during the planning process.

- **HARBOUR POINTE.** A publicly facing, mixed-use recreational district. The renewed Harbour Pointe Park includes a public boat ramp, marina, sundries shop, restaurant, Reef Restoration Center (artificial reef program), walking paths, and other features. County ownership of this area places it in a position to realize upgrades over the short term.
- **FORT PIERCE MEGAYACHT MRO AND SHIPYARD.** This area embodies the investment and activities underscored by the Port Master Plan Mission Statement—foster creation of the Treasure Coast's Premier Center for yacht and related marine industry MRO activity. This is the largest district in the Plan and requires public and private sector investment to help bring it to life.
- **EAST WHARF.** This new district creates a space for local and regional marine dependent businesses to grow and thrive. Positioning of this facility takes advantage of existing deepwater access extending north from the Port's turning basin.
- **INDIAN RIVER TERMINAL AND FISHERMAN'S WHARF.** This district is the historic heart of the Port and is the focus of ongoing investment by Derecktor and the public sector. Existing small businesses at Fisherman's Wharf (Beyel Brothers) and surrounding inland tracts (Woods Family, Inlet Fisheries) are also found in this area.
- **TAYLOR CREEK RECREATIONAL BOATING AREA.** This district is comprised of existing private businesses and operators found in the north of the Port. The Master Plan supports a continuation of these uses and provides small initiatives to ensure their long term viability.

ILLUSTRATIVE MASTER PLAN



KEY FEATURES

- Port Planning Area (+/- 1,545 AC)
- Project Study Area (+/- 255 AC)
- Anticipated Storm Water Requirement Zones
- Fisherman's Wharf Redevelopment Zone
- Fisherman's Wharf Publicly Held Land
- Fort Pierce Inlet Navigation Channel
- Intracoastal Waterway

EXISTING

Safe Harbor Harbortown	1
Taylor Creek Marina	2
Cracker Boy Boat Works	3
Light Industrial Uses (Woods Properties and Inlet Fisheries)	4
Derecktor Shipyard	5
Fort Pierce Marine Terminal (Beyel Brothers)	6
Lincoln Park Community Park	7

PROPOSED

Harbour Pointe and Tenant Access Road	8
Dry Stack Boat Storage	9
Taylor Creek Public Boat Ramp and Trailer Parking	10
Harbour Pointe Waterfront Esplanade	11
Harbour Pointe Public Marina	12
Reef Restoration Center, Wharf and Dock	13
East Wharf Berth and Marine Industries Yard(s)	14
Marine Industries Vessel Slip (Optional)	15
Yacht MRO and Shipbuilding Areas	16
Wet Slip Yacht MRO Operational Areas	17
Shiplift (Syncrolift) and Transfer System	18
FEC Rail Spur and Related Operations (Optional)	19
Urban Greenway System Linked to Proposed SUNTrail	20
Urban Greenway Pedestrian Overpass	21





PERSPECTIVE RENDERING
View of Fully Phased Master Plan Improvements.

4.1.1 HARBOUR POINTE DISTRICT

The Master Plan calls for the comprehensive upgrade of County owned Harbour Pointe Park. Renewal starts with the creation of a new, east-west roadway extending from the terminus of N 2nd Street to the Park. This roadway will support existing and new ventures along Taylor Creek as well as link to a planned tenant service road extending southeast to East Wharf.

Three primary recreational boating facilities are depicted in the Plan. For the private parcel located between Cracker Boy Boat Works and Harbour Pointe Park, the Plan envisions the parcel's highest and best use as a dry stack boat storage facility similar to those already positioned along Taylor Creek. Immediately to the east of this facility is planned a +/- 2-acre public boat ramp and parking area. This facility addresses community desire for additional recreational boat ramps (Black Pearl Ramp) and works to help reduce congestion at Fisherman's Wharf. A floating dock for loading/unloading functions and other temporary activities is depicted east of the boat ramp.

Occupying the eastern edge of the Park is a new public marina. As depicted, Harbour Pointe Marina would host 120 to155 slips arranged along four dock sections extending to the Intracoastal Waterway. Docks are positioned to avoid nearby mapped beds of eelgrass. Docks would be designed to support recreational boats of 35 feet to 60 feet LOA. Along Taylor Creek at the end of the marina, provision is made for a hand-powered recreational craft (e.g. kayak, stand-up paddle board) launch. Additional study and assessment of the marina site is needed to determine if a floating or fixed breakwater is needed within the program to protect vessel slips.

A central waterfront esplanade would connect each recreational boating area as well as upland development building pads, a waterfront facing lawn, and bike/ped facilities. Depicted in the Plan is approximately 20,000 square feet of development on four sites. Envisioned buildings include a sundries shop, boat charter offices, dock master, restaurant, and other similar elements. The water's edge culminates in the 7,500 square foot Reef Restoration Center located in the southeast corner of the site (a detailed description of this facility is offered in Section 4.2.4). A central formal waterfront lawn marks the civic hub of Harbour Pointe. Lawn uses could include sunrise yoga, live music, evening movies, food truck rallies, and other programmed activities. The lawn links to recreational paths and greenways planned for Harbour Pointe as well as those contemplated as part of the overall Port Master Plan and the Florida SUNTrail.

Park waterfront edges would be engineered to minimize environmental impact to nearby marine resources while also making the shoreline more resilient to damage from boat wakes, storm driven waves and flooding, and the effects of sea level rise. Edge treatments allowing and encouraging the public to approach and enjoy the waterfront are encouraged. The Plan currently depicts a combination of rock rubble stabilized shoreline along Taylor Creek, transitioning to sheet pile wall at the central portion of the waterfront esplanade. Along the stretch of water's edge between the lawn and Reef Restoration Center, a preserved beach area giving way to engineered seating walls is proposed. While swimming would be forbidden, the beach would offer views of the bay, picnicking, and similar recreational activities.

The current stormwater retention basin located at the Park is retained and modified to meet additional runoff needs resulting from increased impervious area at the site (refer to Section 5 for more information). Areas around the basin would be landscaped and activated, with the goal of creating a walking path around the pond and linked to other Park bike/ped facilities. Establishment of landscaped berms along the southern edge of the Park is recommended for transitioning to the East Wharf.

ILLUSTRATIVE MASTER PLAN - HARBOUR POINTE DISTRICT



KEY FEATURES

Harbour Pointe and Tenant Access Road	1
East Wharf Access Road	2
Dry Stack Boat Storage	3
Taylor Creek Public Boat Ramp and Trailer Parking	4
Taylor Creek Public Boat Ramp Transient Docks	5
Hand-Powered Recreational Launch	6
Harbour Pointe Waterfront Esplanade	7
Harbour Pointe Public Marina	8
Harbour Pointe Parking – North	9
Harbour Pointe Parking – South	10
Reef Restoration Center	11
Reef Restoration Center Wharf	12
Reef Restoration Center Dock	13
Harbour Pointe Pond and Greens	14

MASTER PLAN

MASTER PLAN OVERVIEW











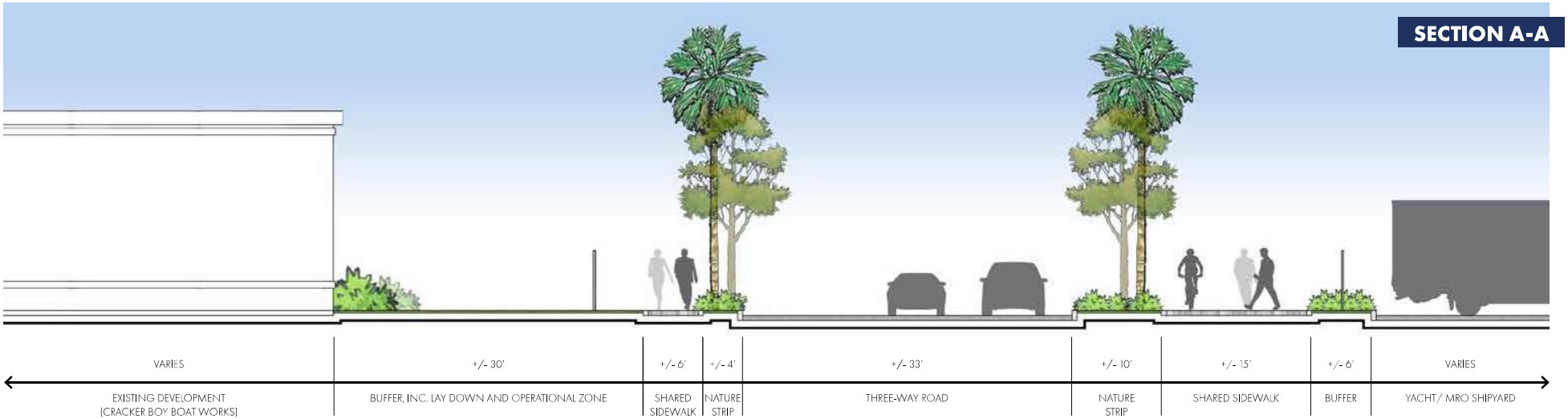




4.1.2 HARBOUR POINTE ACCESS ROAD

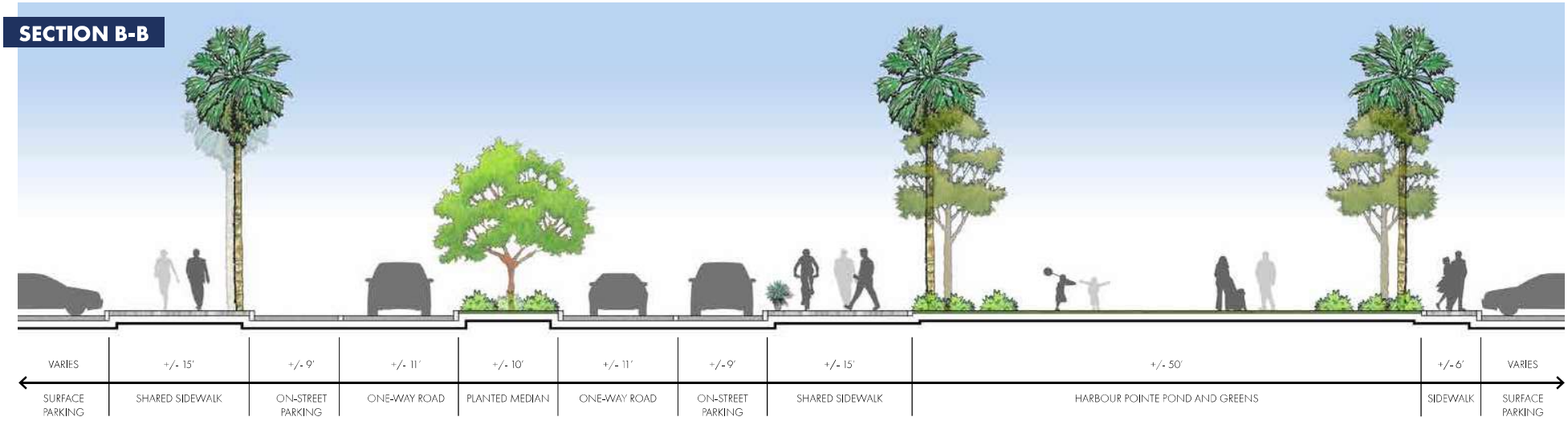
Linking visitors and residents to Harbour Pointe Park and other regional attractions is an important Master Plan objective. One advocated approach to accomplish this is through the expansion of the SUNTrail Greenway to and through the site. The SUNTrail Greenway is a bicycle and pedestrian facility that will expand district connectivity between key public attractions and open spaces destinations within the Fort Pierce Community. As advocated by this Master Plan, Harbour Pointe Access Road will act as an east-west connector linking key destinations, such as Harbour Pointe Park, the Lincoln Park Community Park, and surrounding neighborhoods.

This corridor should include streetscape improvements with designated lanes for vehicle and pedestrians, separated by vegetated buffers (see Sections A-A, B-B).



New wayfinding and signage will guide visitors to key points of interest throughout Harbour Pointe Park, linking visitors from the Proposed SUNTrail and N 2nd Street, towards the Harbor Pointe Waterfront, Public Marina, Reef Restoration Center, and other surrounding attractions.

SECTION B-B



4.1.3 FORT PIERCE YACHT MRO FACILITY AND SHIPYARD

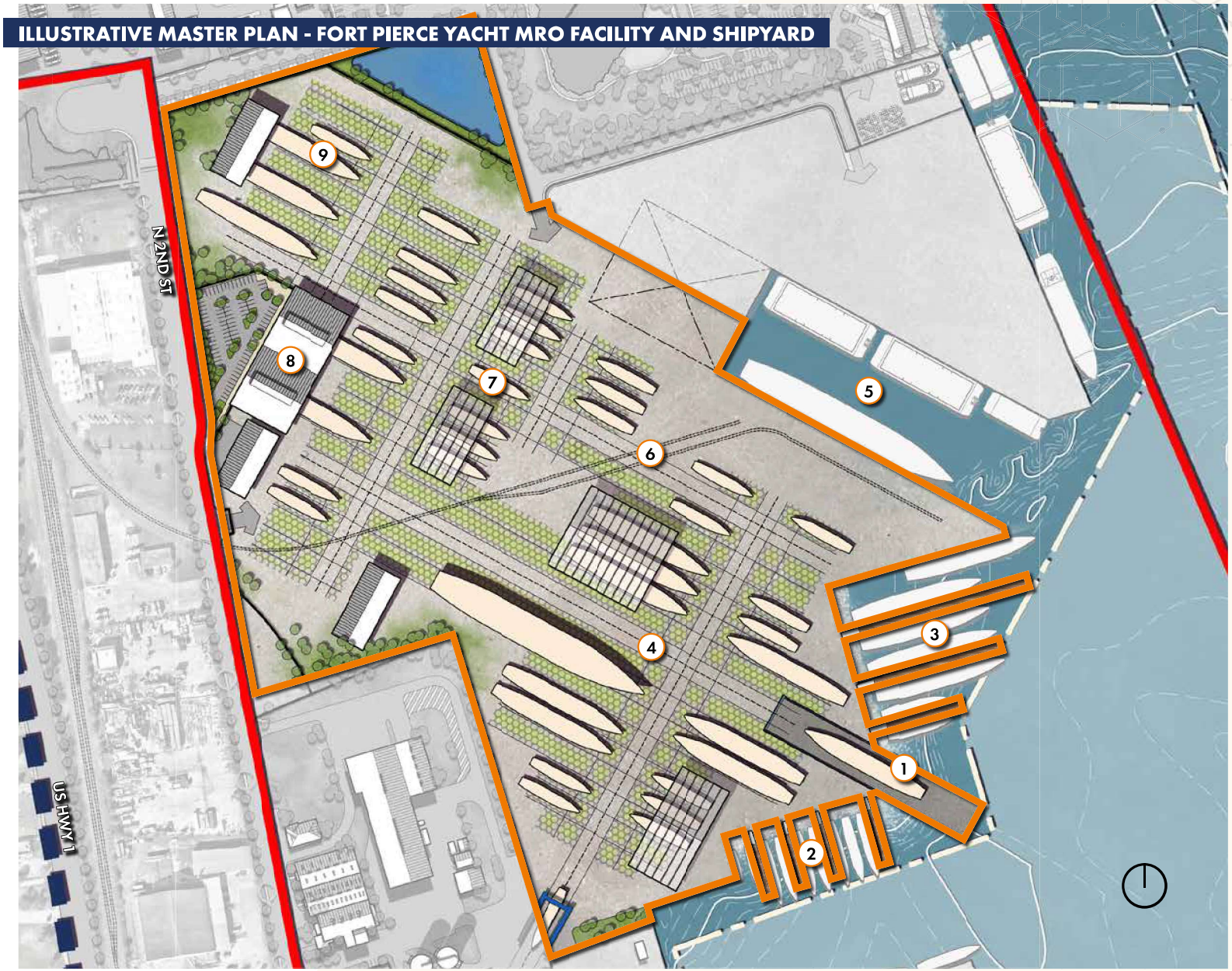
The Master Plan calls for incremental development of the region's largest, purpose-built marine cluster of megayacht MRO activities and supporting industries. Anchored by centrally positioned shiplift and vessel transfer system, between 40 and 50 acres are employed as open air and covered service areas, Jones Act compliant ship new building zones, workshops, and storage yards. A portion of this area could also be designated a Marine Foreign Trade Zone, providing an ability for brokers to show and sell foreign-flagged vessels without standard import duty on new builds. Shiplift and vessel transfer system arrangement allows either a single or several tenants to invest in yard spaces and then share (rent) lift and transfer infrastructure.

In-water berths supporting wet slip MRO activities and vessel berthing are provided to the west and east of the planned shiplift. Depicted in the accompanying image is +/- 4,000 linear feet of berthing space, supporting vessels up to 300 feet LOA. The shoreline would be engineered using rock rubble stabilized shoreline. As determined optimal, the engineered shoreline can be adapted to welcome development of the yacht and marine industries vessel slip as depicted in the Plan (refer to project phasing in Section 5). Ultimate design would ensure a resilient edge and elevation height to reduce potential impacts from storm driven waves, extreme tides, and sea level rise.

Aside from upland service yards and boat storage areas, the Plan envisions: Supporting specialized climate-controlled spaces for mast, paint, and refit activities; workshops and warehouse bays; office and administration buildings; covered outdoor work areas; and, other features. The ultimate amount and configuration of these elements would be built to suit a specific operator(s).

While the Plan encourages use of pavers and other concrete systems to reduce overall impervious area of aprons and yard, follow-on design will need to balance this objective against implementation of effective stormwater control strategies that include the use of pollution prevention activities for service yards and hull maintenance areas.

ILLUSTRATIVE MASTER PLAN - FORT PIERCE YACHT MRO FACILITY AND SHIPYARD

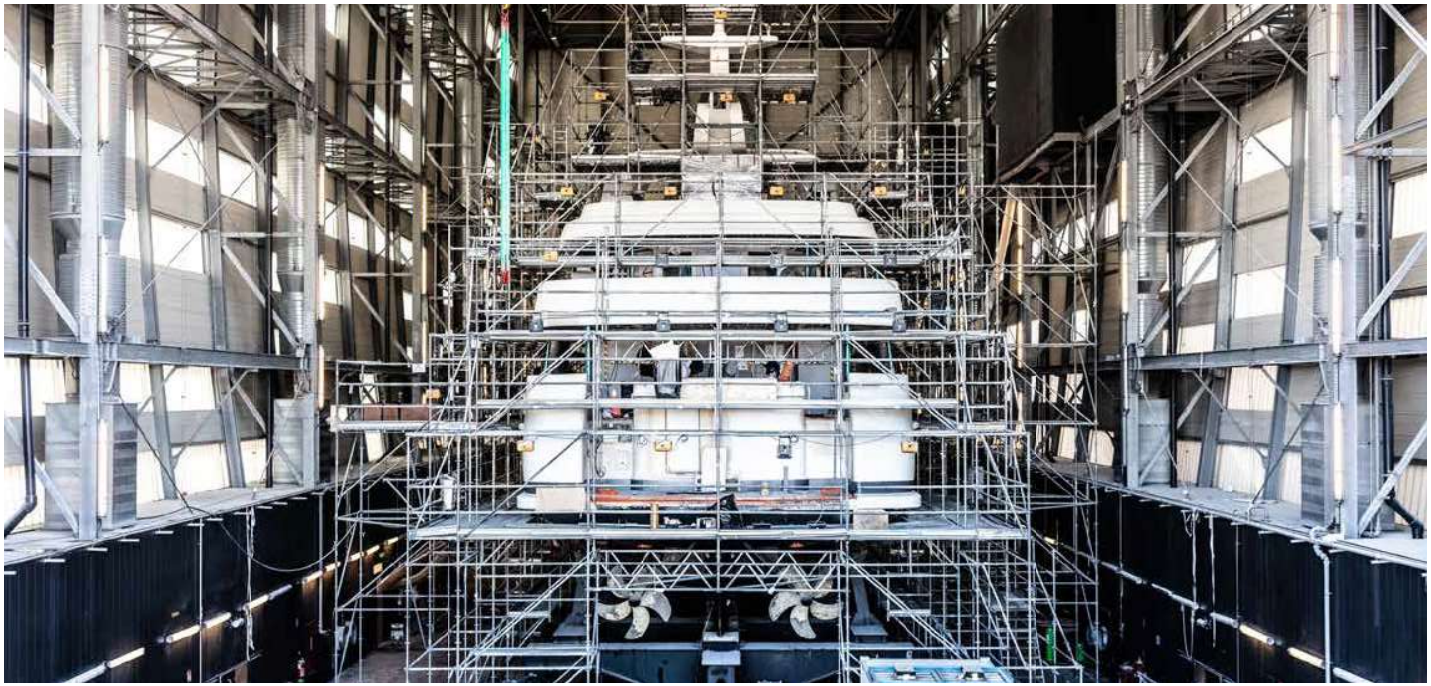


KEY FEATURES

Shiplift (Syncrolift) and Transfer System	1
Wet Slip Operations Area – South	2
Wet Slip Operations Area – East	3
Yacht MRO Yard – Area 1	4
Marine Industries Vessel Slip (Optional)	5
FEC Rail Spur and Related Operations (Optional)	6
Yacht MRO Yard – Area 2	7
Yacht MRO Yard/ Jones Act Compliant Ship New Building Zone – Area 3	8
Yacht MRO Yard/ Jones Act Compliant Ship New Building Zone – Area 4	9

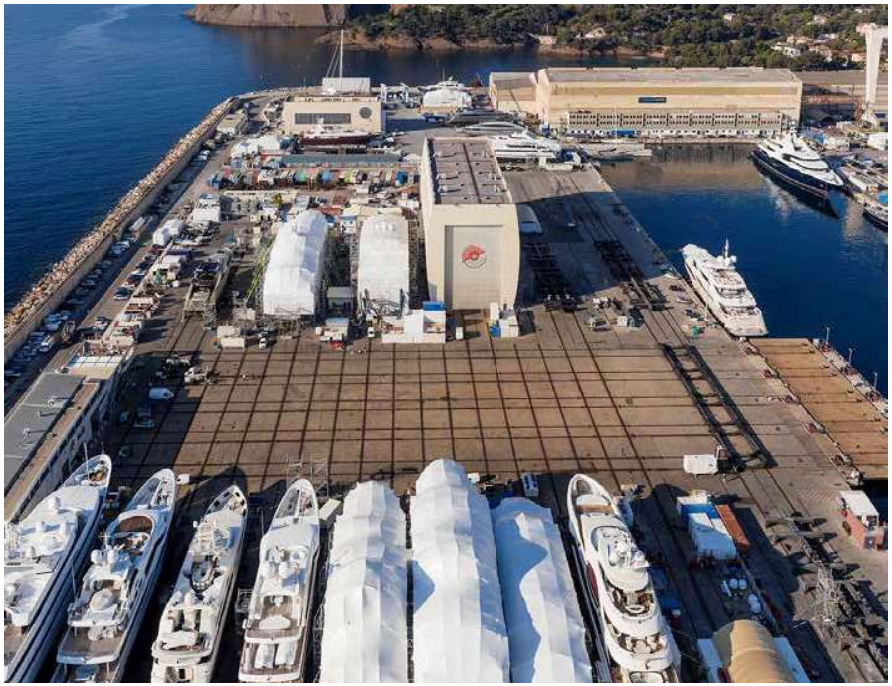
MASTER PLAN

MASTER PLAN OVERVIEW














DERECKTOR

4.1.4 EAST WHARF DISTRICT

While Harbour Pointe Park and megayacht MRO zones take main billing in the Port Master Plan, there is marine facility demand for use by small businesses in their respective construction, import/export, and other marine dependent operations. The transition of the 12-acre Indian River Terminal away from these types of operations left only 2.45 acres of deepwater accessible working waterfront available for industry (Woods Family and Beyel Brothers Tracts). Operation of these remaining working waterfront parcels is increasingly challenging given the age and cost of upkeep for existing marine structures. In the case of Beyel Brothers site, there is increasing pressure for more public facing uses desired/planned at Fisherman's Wharf.

To help remedy this situation, creation of a new marine industry import/export dock and trade enabling yards along the North Access Channel is proposed. Development of this zone—referred to in the Plan as East Wharf—would create +/- 800 linear feet of wharf and an adjacent operable berth pocket supported by +/- 9.5 acres (depicted) of trade enabling yard area(s). This area could flex to be +/-14 acres or greater (refer to Section 4.2.3 for examples).

Vessels working from East Wharf would be similar to those already observed at the Port: large and small barges, Ro-Ro (Roll On-Roll Off) ships, regional feeder vessels, and work boats. This location would be accessed on the mainland by a service road extending along Harbour Pointe. Other access options are available and dependent on overall site development. There exists some potential for conflict between the positioning of yacht MRO and marine cargo areas. Follow-on design and engineering should establish reasonable setbacks between both use types as well as stipulate restricted/ prohibited site activities.

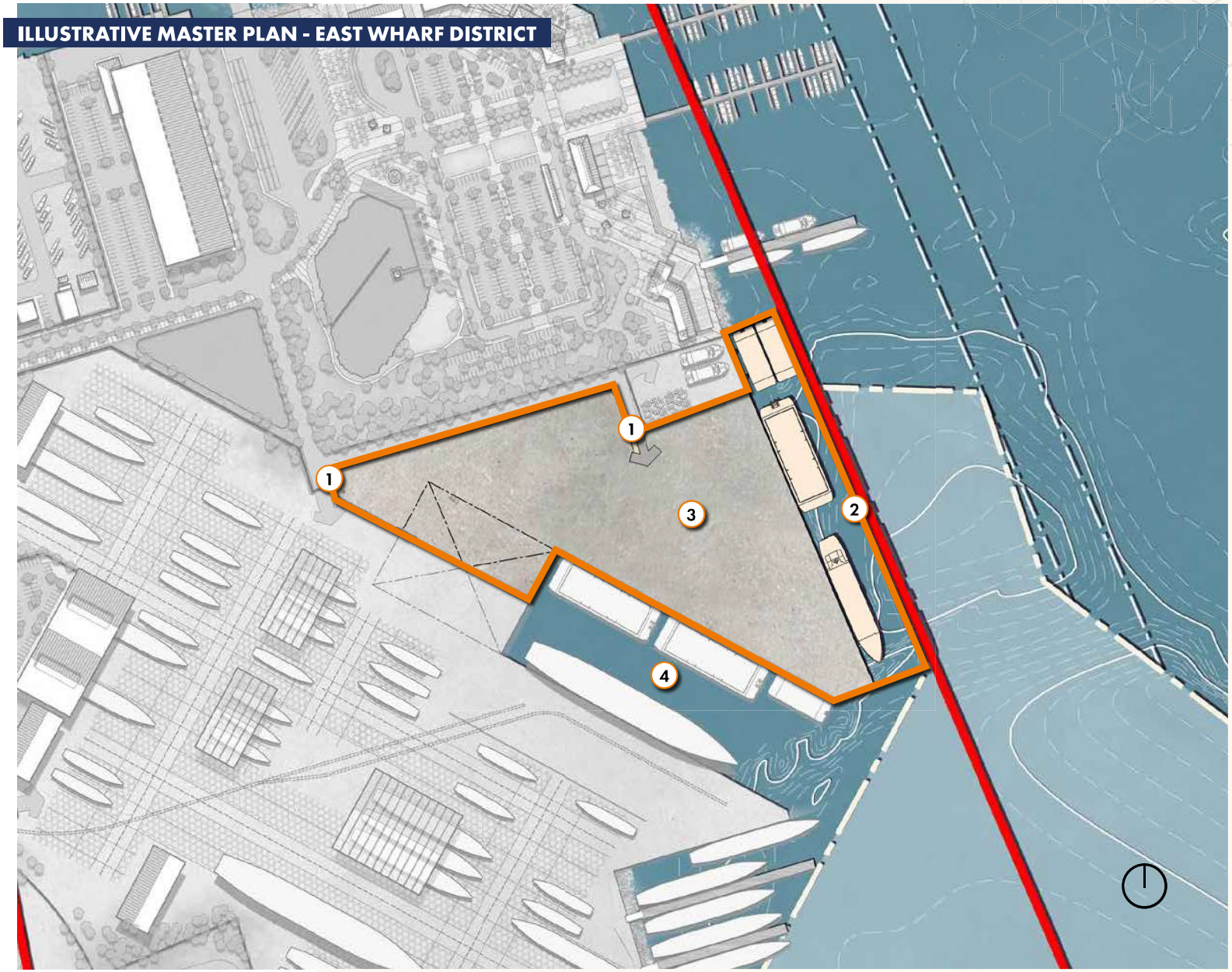
As an option, rail service could be reestablished from the FEC Railroad mainline into the site. Rail service would could support yacht MRO areas and/or East Wharf operations. Investment would be required to re-establish a rail crossing along N 2nd Street.

As operational space comes online, this zone could be made available to incentivize relocation of Beyel Brothers from Fisherman's Wharf to a new, modern deepwater facility with improved access to their upland yard located along N 2nd Street. The site could also be marketed to other existing Treasure Coast operators.

Over the very long term and as market conditions warrant, vessel and landside operational areas could be expanded through creation of a yacht and marine industries vessel slip. The vessel slip as depicted would add 1,650 linear feet of berth area. The depth of the slip inland could be extended/ reduced based on market need.

Due to East Wharf's proposed location on private property, this initiative is best advanced through a public-private partnership where the County could leverage its minority interest in the Bell Property (derived through sale of the Indian River Terminal) and ability to access grants and other public funds. This approach puts value on a policy of preserving working waterfront areas for marine dependent business as well as improving land assembly and uses opportunities along Fisherman's Wharf.

ILLUSTRATIVE MASTER PLAN - EAST WHARF DISTRICT



KEY FEATURES

East Wharf Tenant Road and Gate(s)	1
East Wharf and Related Berth Pocket	2
Trade Enabling Yard Area(s)	3
Marine Industries Vessel Slip (Optional)	4

4.1.5 INDIAN RIVER TERMINAL & FISHERMAN'S WHARF

Improvements are ongoing to transform the Indian River Terminal into Derecktor Shipyard's Fort Pierce facility and eventual corporate headquarters. Once complete, the 12-acre site will host a state-of-the-art repair and refit yard customized to support megayacht MRO activities for vessels up to 200 feet LOA and 900 tons. Through recent demolition of the 100+ year-old Indian River Terminal Citrus Packing House, eight acres of concrete apron are now available to provide outdoor yard and service areas. The world's largest mobile hoist (1,500 tons) will move vessels from existing berths to service yard spaces, and over time, link to other work areas planned for the Fort Pierce Yacht MRO Facility and Shipyard (refer to Section 4.1.3). The remaining shed is undergoing repurpose to support office, storage, and repair spaces along with machine, wood, electrical, and pipe shops.

Under the Plan, the privately held Beyel Brothers parcels at Fisherman's Wharf have the flexibility to remain in place or, as presented in Section 4.1.4, relocate to new facilities at East Wharf. In either case, wharfs and aprons associated with these parcels likely need to undergo repair and update to remain in operational use. If Beyel Brothers do select to vacate some or all of the Fisherman's Wharf parcels, public acquisition of these parcels is recommended to allow some or all of the area to be used in support of expanded megayacht MRO activities and/or increased public waterfront access through restaurant, park, commercial fishing, or other public facing venue.

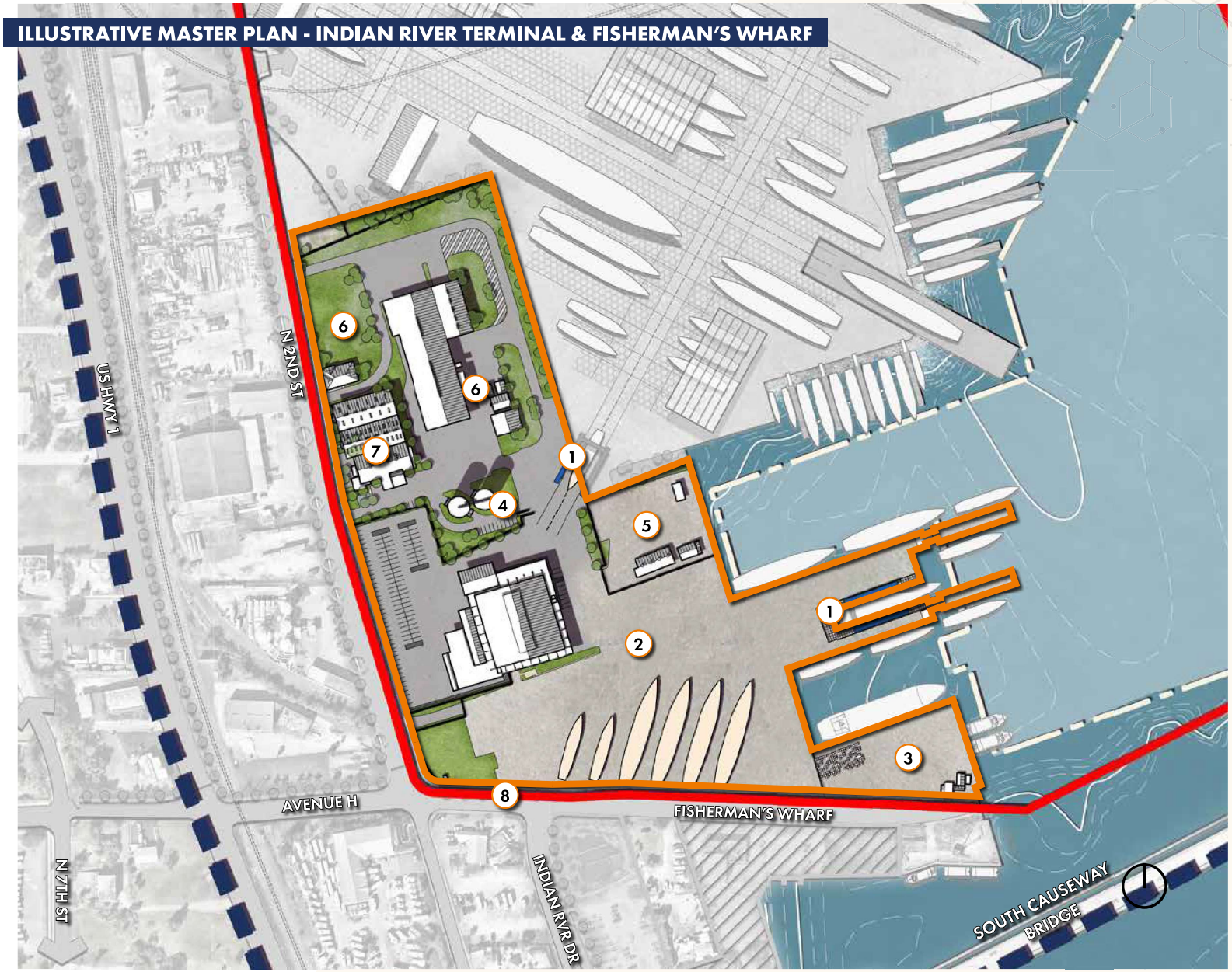
Other private properties found to the north of the Derecktor Shipyard remain to allow current small businesses in these locations to operate and grow. Successful growth of Port megayacht MRO activities will likely increase the viability for reuse of several of these spaces and yard areas for offices and workshops for trades and businesses needing close proximity to ship repair and refit activities (e.g., electricians, fabricators, millwork experts). Similar to case study facilities reviewed, this area could welcome new amenities for customers and crew, including a restaurant/ food truck area, fitness center, and concierge services. As the potential presents itself, the remaining FEC Railroad spur running north south between Woods Family and Inlet Fisheries parcels should be acquired and combined into adjoining parcels or held for future reuse in another capacity.

One longer term initiative for this zone is creation of a flexible workplace for small businesses and contractors that could also support workforce development programs. Workforce development programs could partner with shipyards and businesses at the Port, Indian River State College, and other career and technical centers. This type of facility would consist of 2,500 to 5,000 square feet of space and could occupy existing buildings within this district.



Derecktor Shipyard Concept

ILLUSTRATIVE MASTER PLAN - INDIAN RIVER TERMINAL & FISHERMAN'S WHARF



KEY FEATURES

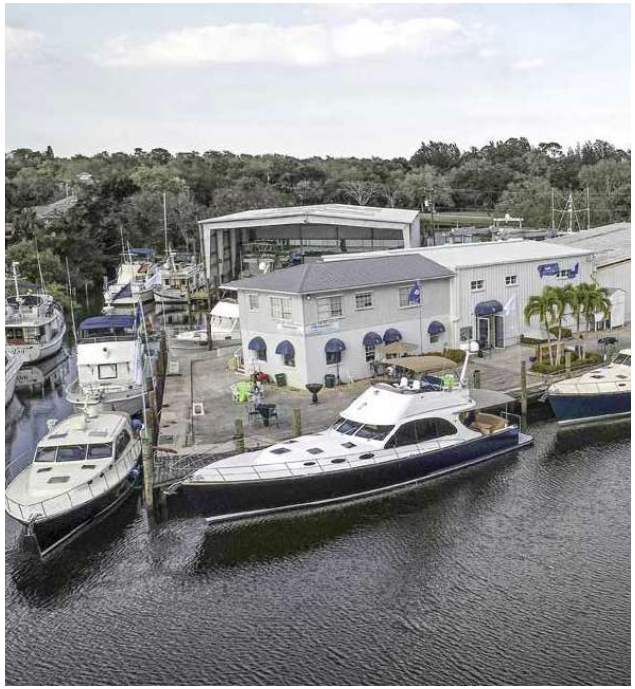
Travel Lift Access and Operational Corridor	1
Derecktor Shipyard Improvements (Various)	2
Beyel Brothers Marine Improvements (Various) and/ or Relocation	3
Silo Activation with Trade Enabling Activity	4
Woods Family Marine Yard Improvements (Various)	5
Woods Family Site/Building Improvements (Various)	6
Inlet Fisheries Site/Building Improvements (Various)	7
Avenue H/Fisherman's Wharf Corridor Enhancement	8

4.1.6 TAYLOR CREEK RECREATIONAL BOATING AREA

Activities and privately held parcels in this zone remain in operation, continuing to support a focus of water recreation activities along with smaller technical yards and marine industries, including Harbortown Marina & Complimentary Marine Services (canvas, sail repair, marine electronic, and others businesses).

Development of a greenway linking the proposed Florida SUNTrail along N 2nd Street and Old Dixie Highway to Fisherman's Wharf, Harbour Pointe Park, and park areas in the Lincoln Park community is recommended for this zone (refer to Section 4.2.5 for more detail).

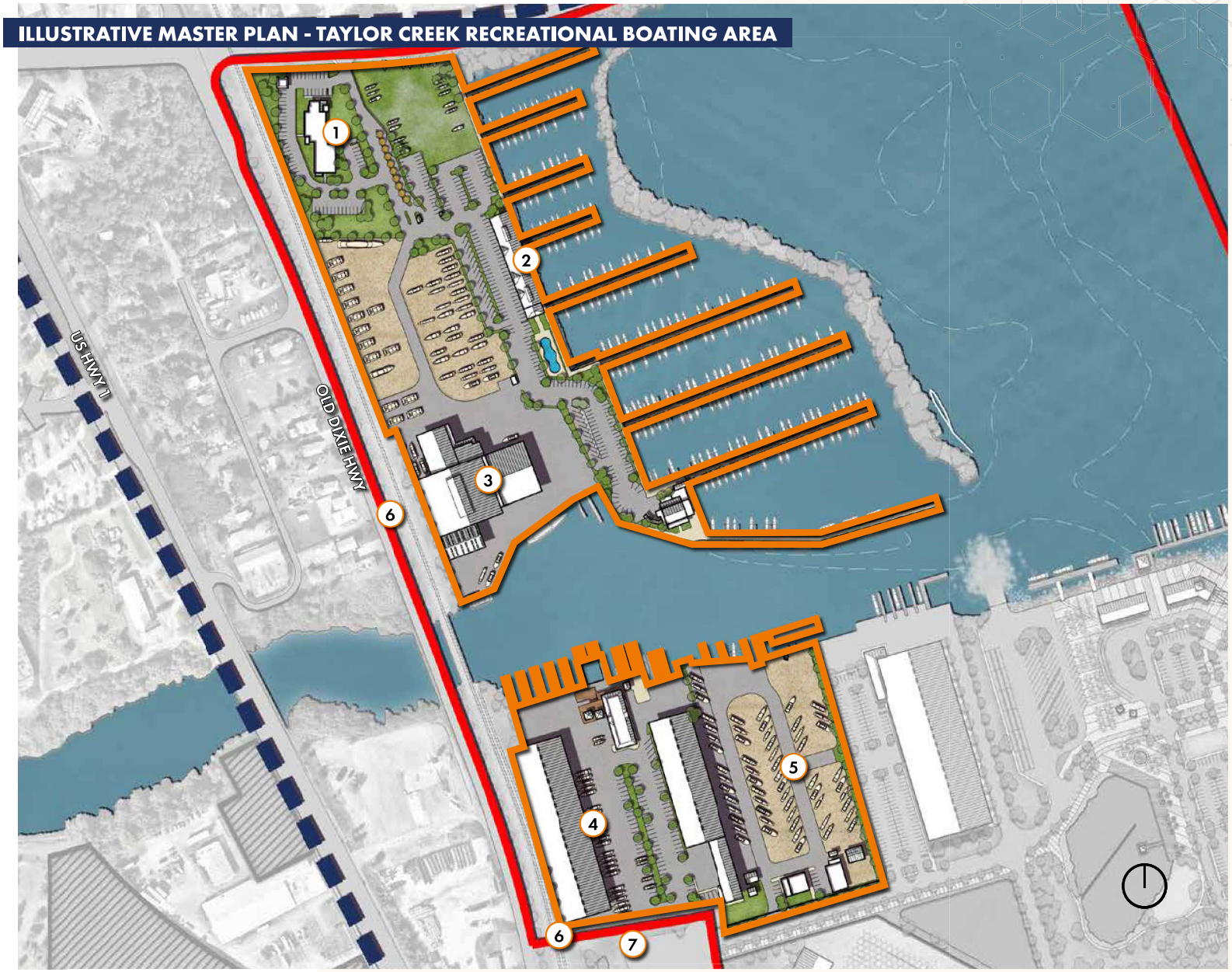
Either in combination with the greenway or part of a separate initiative, an emergency access route from N 2nd Street to the north end of the Port is recommended. This would likely best be accomplished at the current north end of N 2nd Street (cul de sac) with an operable control gate/bollards linking to Old Dixie Highway. This effort would need to seek an easement across the FEC Railway for this limited purpose.







ILLUSTRATIVE MASTER PLAN - TAYLOR CREEK RECREATIONAL BOATING AREA



KEY FEATURES

DNE World Fruit Sales Improvements (Various)	1
Whiticar Marine North Improvements (Various)	2
Safe Harbor Harbortown Improvements (Various)	3
Taylor Creek Marina	4
Cracker Boy Boat Works	5
Urban Greenway System Linked to Proposed SUNTrail	6
Emergency Access Route (Linking N 2nd Street to North end of the Port)	7

4.2

ALIGNMENT WITH PLAN TENETS

The Port of Fort Pierce Master Plan follows the Mission Statement and Five Guiding Tenets (refer to Section 2.3). In the following section, we highlight ways in which the Plan address each.









4.2.1 AN ENGINE FOR OUR BLUE ECONOMY

Foster investment in the Port of Fort Pierce as Treasure Coast's center for yacht and related maritime maintenance, repair, and overhaul activity and other Blue Economy industries.

The blue economy broadly defined refers to any economic activity in the maritime sector. Taking it a step further, many organizations focus on blue economy activities as being sustainable, balancing the health of ocean, sea and coastal ecosystems with the opportunity to expand economic output and livelihoods.

The Port of Fort Pierce Master Plan promotes growth in the number and diversity of marine related industries. It also encourages greater recreational boating, environmental education, public access, and other facets of blue economy activities. On its own, the Fort Pierce Megayacht MRO Facility and Shipyard is expected to sustain several hundred direct and indirect full-time equivalent (FTE) jobs within the Project Study Area and businesses in the region. This facility would also make substantive contributions to State and local government taxes.

The megayacht industry and MRO activities have a major economic impact at multiple levels. As reported in the 2018 Report "Mega Yachts in South Florida: Trends, Impacts, and Issues," South Florida grew from 800 megayachts in local waters (1997) to 1,800 (2017). A median sized megayacht (140 feet LOA) spends over $2.0 million annually, generating economic impacts across hundreds of business types and directly supporting 11 FTE jobs and 41 FTE via the regional multiplier effect.

Florida's recent policies to adjust sales tax imposition on sales and repair of yachts have provided a boost to the industry. During 2017, yards reported major refit projects ranging in value from $1.2 million to $2.7 million. A $1.5 million refit project generates $60,000 in sales tax proceeds. In addition to direct sales taxes there are $97,500 of additional taxes generated to state and local government.

Derecktor Shipyard's anticipates directly supporting +/- 80 FTE positions at the Fort Pierce facility once at full operation. This equates to 6.6 jobs per acre. Other yards in South Florida yield similar numbers. By example, Dun & Bradstreet reports 160 employees at Rybovich Boat Company LLC (West Palm) and 90 employees Merrill-Stevens Dry Dock Co. (Miami). Beyond those directly employed, there are many other subcontractors supported by yacht MRO activities.

Megayacht MRO, import/export marine dependent businesses, and other working waterfront blue economy industries will all help to expand economic opportunities for the County and region.

4.2.2 GROW THE AMOUNT OF FUNCTIONAL WATERFRONT EDGES

Expand coastal edges for working and recreational waterfront activities.

The current configuration of Port infrastructure affords a limited number of active marine edges. Working marine edges total +/- 3,100 linear feet along the Derecktor, Woods Family parcel, Beyel Brothers, and Fisherman's Wharf. Many of these facilities are in need of repair and upkeep.

The proposed Master Plan seeks to more than double the working waterfront edge of the Port. Contemplated investments include creation of wet-slips (for yachts awaiting or undergoing repair), East Wharf, and the proposed yacht and marine industries vessel slip. These three projects combined will add between 6,000 and 7,000 linear feet of working marine edge. Marina and other in-water recreational facilities contemplated at Harbour Pointe will add to this total.









4.2.3 PROVIDE A FLEXIBLE TEMPLATE FOR PORT LAND DEVELOPMENT

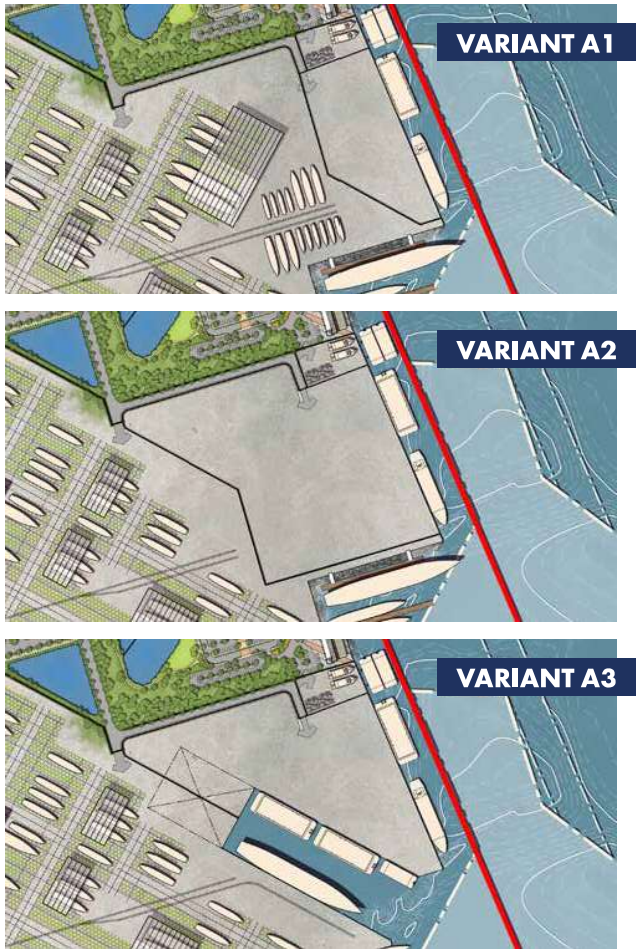
Organize upland areas for flexibility and adaptability for marine commerce and light-industry uses. Encourage infrastructure investment in measured increments to grow sustainably and responsibly.

It's difficult to pinpoint what the future will hold for the Port and in-water and upland assets. Detailed market studies—while a useful follow-on step—were not part of this planning effort. What resonated with property owners, stakeholders, and the community was seeking to ensure the Port could flex to embrace new business prospects and changing priorities. To this end, the Plan incorporates a number of flexible features that can be pursued as market opportunities or other needs emerge.

Several of these adaptable zones are depicted in the following exhibits.

- **IMPORT/EXPORT AND TRADE ENABLING AREAS AT EAST WHARF.** As presented in Section 4.1.4, this zone offers a range of scalable uplands and berth area dependent on market need. Upland area can range from +/- 4 acres (Variant A1) to +/- 14 acres (Variant A2). Additional expansion west is possible.
- **CORNER OF N 2ND STREET AND THE ACCESS ROAD TO HARBOUR POINTE PARK.** This +/- 6.35 acre parcel is flexible to be set aside to help meet stormwater detention requirements (Variant B1), light-industrial space (Variant B2), or additional megayacht MRO / Jones Act compliant ship development.
- **WOODS FAMILY MARINE YARD AND INLET FISHERIES.** The Plan contemplates this zone could remain in its current configuration, offering existing light industrial and warehousing spaces (Variant C1). With acquisition of the FEC Railroad spur, new buildings could be introduced and designed to host electronics businesses, hydraulics companies, engine repair, shaft and propeller works, sail makers, and other marine related enterprises (Variant C2).
- **FISHERMAN'S WHARF.** Beyel Brothers can remain in its present parcel holdings (Variant D1) or relocate to allow expansion of more megayacht MRO and public accessible mixed-use development (Variant D2).

IMPORT/EXPORT AND TRADE ENABLING AREAS AT EAST WHARF



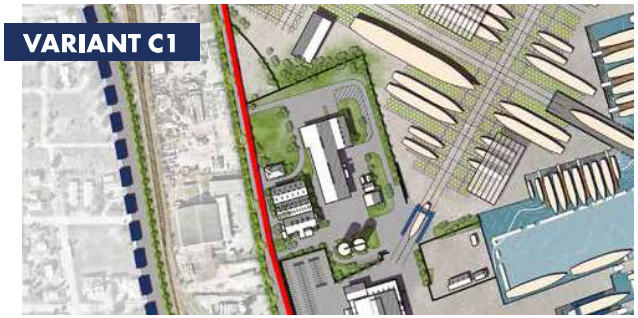
CORNER OF N 2ND STREET AND ACCESS ROAD TO HARBOUR POINTE PARK







WOODS FAMILY MARINE YARD AND INLET FISHERIES





FISHERMAN'S WHARF





4.2.4 INVEST AND GROW ENVIRONMENTAL EDUCATION AND RESTORATION

Become a center of excellence for reef and coastal research, restoration, and resilience.

The community expressed desire to keep and possibly grow the artificial reef program currently operating from Harbour Point Park. Over the short term—during design, permitting and implementation of Harbour Point Park redevelopment—this program will remain in place. Once transformation of the Park is underway, this program is recommended to shift to the southeast corner of the Park and utilize newly created landside and in-water facilities. An operational yard on County property would provide area for storage of materials destined for use in artificial reef creation, modular "reef balls," and other equipment and components. Additional interim zones could be negotiated with adjacent private property owners.

Over the long term, the Plan envisions creation of a 7,500 square foot center funded through grants, partnerships, and public sector contributions. While the ultimate development program for the center has yet to be determined, the Plan contemplates an environmental education atrium space, classroom, lab room, offices, and outdoor learning patio. Outdoor elevated grow tanks could be incorporated to support coral micro fragmentation work. A single floating dock would extend from the waterfront and provide dedicated berth space for marine research vessels, educational tours, and provide a home for a contemplated Fire Boat or similar marine first responder vessel.







MULTI-USE CONNECTIONS TO EDUCATION & RECREATION HUB



KEY FEATURES

- Proposed SUNTrail Greenway and Bike/ Ped Circulation
- Park and Open Space
- Waterfront Marina, Docks and Public Boat Ramps
- Mixed-Use/ Food & Beverage
- Research and Development
- Reef Restoration Center

4.2.5 THE PORT AS A GOOD NEIGHBOR

Ensure Port edges stabilize and bolster the viability of varied community development endeavors.

The work of the waterfront can create stress on surrounding land uses and neighborhoods. Noise, truck traffic, lighting at night, and long stretches of fencing are all examples of this in practice. Yet, as evidenced in Section 3, working waterfronts and surrounding neighborhoods can thrive together, especially when planned holistically and when open dialogue between interests is maintained.

For the Port of Fort Pierce Master Plan, several opportunities were considered to foster a greater level of cohesion between the Project Study Area and surrounding neighborhoods and businesses. These include:

- Greenway creation linking the proposed SUNTrail from Fort Pierce along N 2nd Street and Old Dixie Highway to Fisherman's Wharf, Harbour Pointe Park, and park areas in the Lincoln Park community. The east-west portion of the greenway connecting Lincoln Park to Harbour Point could include a bike/ped overpass spanning the FEC Railroad and US Highway 1.
- Renewal and enhancement of Avenue H and Fisherman's Wharf roadway.
- Illumination and beautification of the Port silos as attractive features of the skyline during the day and night.
- Creation of landscaped berms and other elements to serve as buffers between working waterfront zones and Harbour Pointe Park.
- Support of Fisherman's Wharf to be developed as a fishing village working waterfront, including, tourism uses, as envisioned in the Fisherman's Wharf Redevelopment Plan (2017).

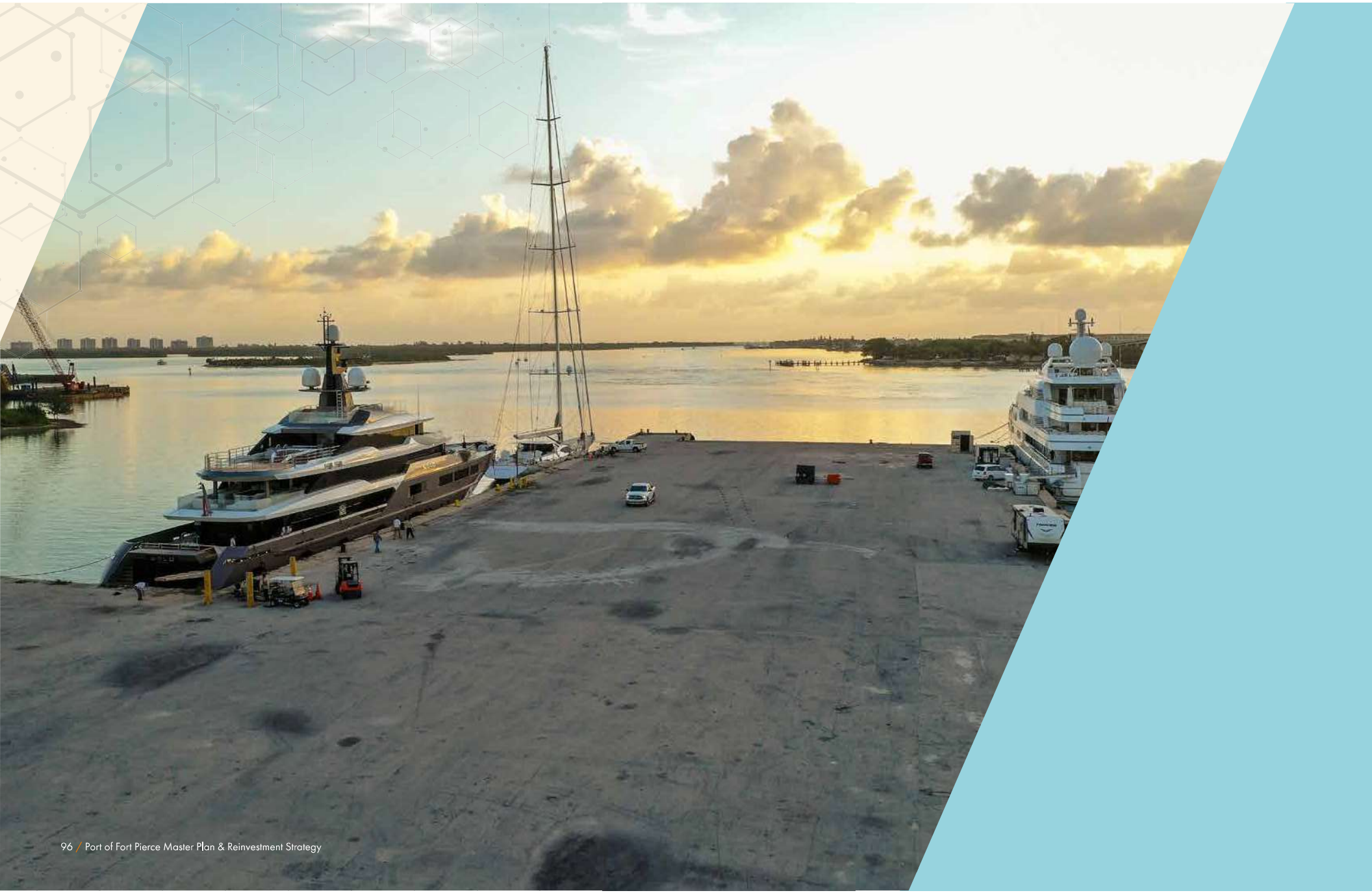







East Coast
Greenway





5

IMPLEMENTATION & NEXT STEPS

5.1

IMPLEMENTATION OVERVIEW

Implementation of the Port of Fort Pierce Master Plan is a 20-year endeavor. Initial investments and market success will create a foundation for subsequent steps and projects. The Master Plan is a roadmap to help bring forward a future desired. Recognizing market forces and community priorities change, the Plan is flexible in its implementation to accommodate change.

IMPLEMENTATION STAGES. Projects and initiatives are grouped into two stages of implementation: Early (Stage 1) and Follow-On (Stage 2). While names used for both groups are indicative of the general timing or project, there is flexibility within each stage to advance, slow-down, reduce, and/or expand initiatives and implementors (e.g., the public and private sectors) see fit.

In the pages that follow, we present a recommended progression of project through Stage 1 and 2 along with other notable studies and related initiatives.





PERSPECTIVE RENDERING
View of Fully Phased Master Plan Improvements.

5.2

PROJECTS UNDER STAGE 1

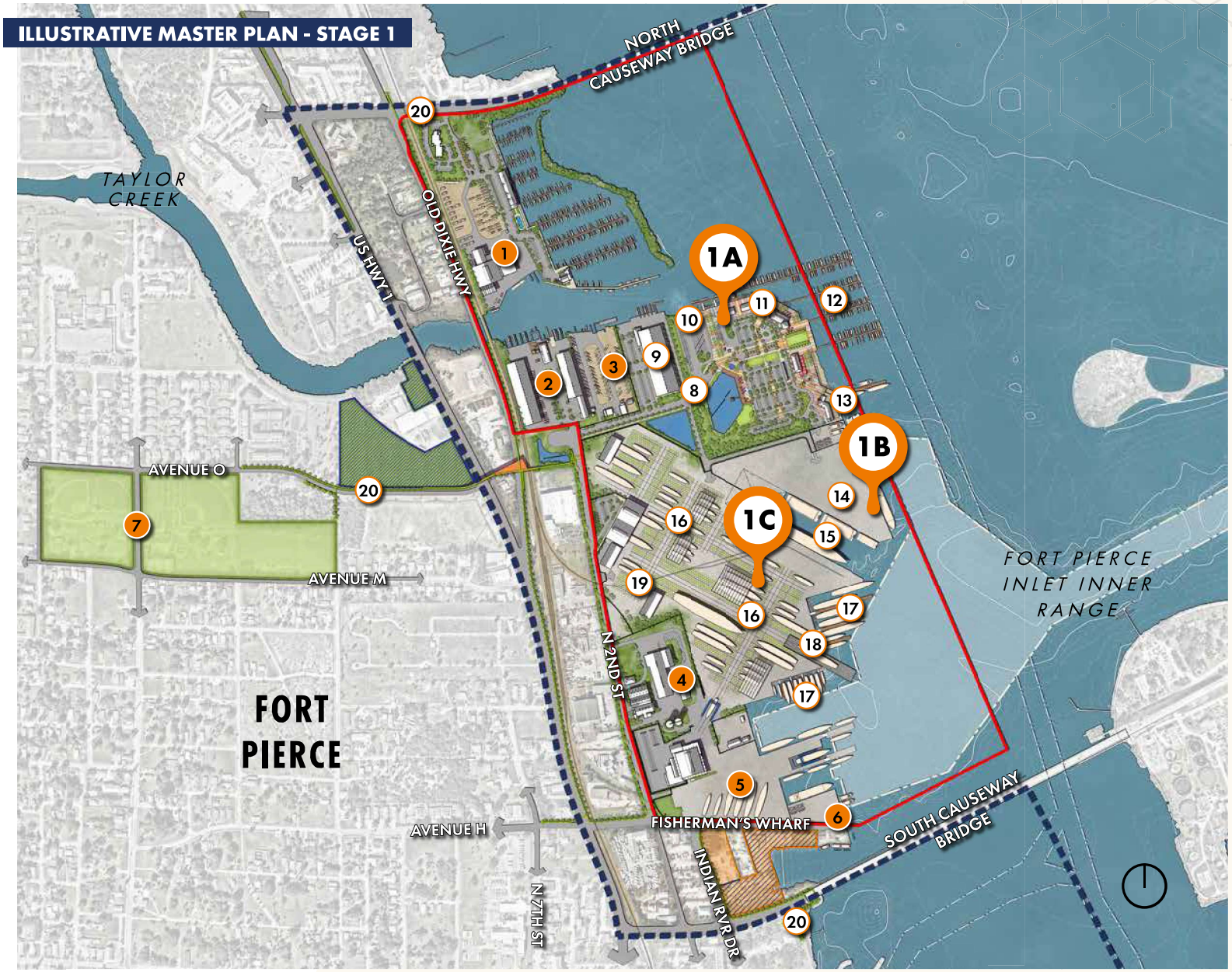
Stage 1 improvements are those expected to substantively advance over the next five years. Within Stage 1, three primary initiatives commence:

- **AREA 1A.** Redevelopment of Harbour Pointe Park, inclusive of linking roadway/ greenway and other recreational boating and upland areas.
- **AREA 1B.** Advancement of initial phases of East Wharf, including development of 800 linear feet of wharf and a commensurate import/export yard area for tenants of 4- to 6-acres.
- **AREA 1C.** Development of the southern portion of the Fort Pierce Megayacht MRO and Shipyard Area. This project includes approximately +/- 24 acres of uplands along with +/- 4,000 linear feet of wet berths and a shiplift supporting vessels up to 300 feet LOA.

For each of the projects above, some amount of market, economic, financial, and design analysis is needed to advance the sizing and detailed programmatic needs of each Stage 1 improvement group.

This work, along with specific preferences by private property owners, may result in scaling up or down of primary project components of each group. For example, the public marina at Harbour Pointe Park requires additional design analysis to determine the need for a breakwater between the Intracoastal Waterway and proposed facilities. Additional environmental study is also envisioned to ensure the project does not impact mapped seagrasses in the area. The combined results of these analyses will dictate a refined project program for the marina that then can translated into a financial model and a determination of the ultimate level of investment in this project.

ILLUSTRATIVE MASTER PLAN - STAGE 1



KEY FEATURES

- Port Planning Area (+/- 1,545 AC)
- Project Study Area (+/- 255 AC)
- Anticipated Storm Water Requirement Zones
- Fisherman's Wharf Redevelopment Zone
- Fisherman's Wharf Publicly Held Land
- Fort Pierce Inlet Navigation Channel
- Intracoastal Waterway

EXISTING

Safe Harbor Harbortown	1
Taylor Creek Marina	2
Cracker Boy Boat Works	3
Light Industrial Uses (Woods Properties and Inlet Fisheries)	4
Derecktor Shipyard	5
Fort Pierce Marine Terminal (Beyel Brothers)	6
Lincoln Park Community Park	7

PROPOSED

Harbour Pointe and Tenant Access Road	8
Dry Stack Boat Storage	9
Taylor Creek Public Boat Ramp and Trailer Parking	10
Harbour Pointe Waterfront Esplanade	11
Harbour Pointe Public Marina	12
Reef Restoration Center, Wharf and Dock	13
East Wharf Berth and Marine Industries Yard(s)	14
Marine Industries Vessel Slip (Optional)	15
Yacht MRO and Shipbuilding Areas	16
Wet Slip Yacht MRO Operational Areas	17
Shiplift (Syncrolift) and Transfer System	18
FEC Rail Spur and Related Operations (Optional)	19
Urban Greenway System Linked to Proposed SUNTrail	20

5.3

PROJECTS UNDER STAGE 2

Stage 2 includes follow-on efforts within each of the primary initiative zones—Yacht MRO, East Wharf, Harbour Pointe Park—as well as embarks on other infrastructure and commerce investments. These efforts are envisioned to advance after 2025 but could happen sooner based on market conditions and resource availability.

- **AREA 2A.** As market conditions warrant, expand the Fort Pierce Megayacht MRO and Shipyard Area to add an additional 20 acres of upland area and include Jones Act Compliant Ship New Building Zone. This area could also flex to support other import/ export trade enabling activities, light industrial uses, and/ or other marine activity center functions.
- **AREA 2B.** Grow the import/export area to 9- to 14-acres depending upon investment in the depicted marine industries vessel slip (see Area 2D).
- **AREA 2C.** Consider potential relocation of Beyel Brothers from Fisherman's Wharf to East Wharf.
- **AREA 2D.** As desired, advance the creation of the marine industries vessel slip and an additional +/- 1,650 linear feet of berth and apron area.
- **AREAS 2E AND 2F.** As available and desired, activate additional areas in support of Fort Pierce Megayacht MRO and Shipyard Area, Jones Act Compliant Ship New building Zone, Marine Foreign Trade Zone, light industrial uses, and/ or other marine activity center functions.

Similar to Stage 1 improvements, some amount of market, economic, financial, and design analysis is needed to advance the sizing and detailed programmatic needs of each Stage 2 improvement group.

ILLUSTRATIVE MASTER PLAN - STAGE 2 VARIANT 1



KEY FEATURES

- Port Planning Area (+/- 1,545 AC)
- Project Study Area (+/- 255 AC)
- Anticipated Storm Water Requirement Zones
- Fisherman's Wharf Redevelopment Zone
- Fisherman's Wharf Publicly Held Land
- Fort Pierce Inlet Navigation Channel
- Intracoastal Waterway

EXISTING

Safe Harbor Harbortown	1
Taylor Creek Marina	2
Cracker Boy Boat Works	3
Light Industrial Uses (Woods Properties and Inlet Fisheries)	4
Derecktor Shipyard	5
Fort Pierce Marine Terminal (Beyel Brothers)	6
Lincoln Park Community Park	7

PROPOSED

Harbour Pointe and Tenant Access Road	8
Dry Stack Boat Storage	9
Taylor Creek Public Boat Ramp and Trailer Parking	10
Harbour Pointe Waterfront Esplanade	11
Harbour Pointe Public Marina	12
Reef Restoration Center, Wharf and Dock	13
East Wharf Berth and Marine Industries Yard(s)	14
Marine Industries Vessel Slip (Optional)	15
Yacht MRO and Shipbuilding Areas	16
Wet Slip Yacht MRO Operational Areas	17
Shiplift (Syncrolift) and Transfer System	18
FEC Rail Spur and Related Operations (Optional)	19
Urban Greenway System Linked to Proposed SUNTrail	20
Urban Greenway Pedestrian Overpass	21

PROJECTS UNDER STAGE 2

KEY FEATURES

- Port Planning Area (+/- 1,545 AC)
- Project Study Area (+/- 255 AC)
- Anticipated Storm Water Requirement Zones
- Fisherman's Wharf Redevelopment Zone
- Fisherman's Wharf Publicly Held Land
- Fort Pierce Inlet Navigation Channel
- Intracoastal Waterway

EXISTING

1. Safe Harbor Harbortown
2. Taylor Creek Marina
3. Cracker Boy Boat Works
4. Light Industrial Uses (Woods Properties and Inlet Fisheries)
5. Derecktor Shipyard
6. Fort Pierce Marine Terminal (Beyel Brothers)
7. Lincoln Park Community Park

PROPOSED

8. Harbour Pointe and Tenant Access Road
9. Dry Stack Boat Storage
10. Taylor Creek Public Boat Ramp and Trailer Parking
11. Harbour Pointe Waterfront Esplanade
12. Harbour Pointe Public Marina
13. Reef Restoration Center, Wharf and Dock
14. East Wharf Berth and Marine Industries Yard(s)
15. Marine Industries Vessel Slip (Optional)
16. Yacht MRO and Shipbuilding Areas
17. Wet Slip Yacht MRO Operational Areas
18. Shiplift (Syncrolift) and Transfer System
19. FEC Rail Spur and Related Operations (Optional)
20. Urban Greenway System Linked to Proposed SUNTrail
21. Urban Greenway Pedestrian Overpass



ILLUSTRATIVE MASTER PLAN - STAGE 2 VARIANT 3



IMPLEMENTATION & NEXT STEPS

PROJECTS UNDER STAGE 2

KEY FEATURES

- Port Planning Area (+/- 1,545 AC)
- Project Study Area (+/- 255 AC)
- Anticipated Storm Water Requirement Zones
- Fisherman's Wharf Redevelopment Zone
- Fisherman's Wharf Publicly Held Land
- Fort Pierce Inlet Navigation Channel
- Intracoastal Waterway

EXISTING

Safe Harbor Harbortown	1
Taylor Creek Marina	2
Cracker Boy Boat Works	3
Light Industrial Uses (Woods Properties and Inlet Fisheries)	4
Derecktor Shipyard	5
Fort Pierce Marine Terminal (Beyel Brothers)	6
Lincoln Park Community Park	7

PROPOSED

Harbour Pointe and Tenant Access Road	8
Dry Stack Boat Storage	9
Taylor Creek Public Boat Ramp and Trailer Parking	10
Harbour Pointe Waterfront Esplanade	11
Harbour Pointe Public Marina	12
Reef Restoration Center, Wharf and Dock	13
East Wharf Berth and Marine Industries Yard(s)	14
Marine Industries Vessel Slip (Optional)	15
Yacht MRO and Shipbuilding Areas	16
Wet Slip Yacht MRO Operational Areas	17
Shiplift (Syncrolift) and Transfer System	18
FEC Rail Spur and Related Operations (Optional)	19
Urban Greenway System Linked to Proposed SUNTrail	20
Urban Greenway Pedestrian Overpass	21

5.4

DISTRICT BY DISTRICT IMPROVEMENTS

The Master Plan supports projects across five development districts (refer to Section 4.1). These projects—both large and small—work together to transform each district into the fully realized ideas and initiatives offered in Section 4.

PROJECT BY PROJECT LISTING. A list of projects contemplated for each development district is presented in this section. Each entry includes a project code, name, brief description, and proposed implementation stage (e.g., Stage 1 or Stage 2). Entries also identify linking projects—those efforts needing implementation prior to or concurrent with the listed initiative. For example, development of the Harbour Pointe Access Road (Project H1) should occur prior to or concurrent with creation of the Taylor Creek Boat Ramp and Trailer Parking (Project H4). Each project requires several steps necessary for advancement—feasibility, preliminary design, cost estimating, permitting, detailed design, tendering, construction, and others. These inherent steps are not detailed in the table.

Preliminary orders of magnitude cost estimate ranges by project are presented in each table. Cost ranges were developed using unit prices for the largest components within each project type. Cost ranges do not include land acquisition (as needed), finance, and soft development costs such as professional services and regulatory fees. Figures provided should be used as initial guidance and perfected through follow-on site investigation and design.

Each table presents an initial list of anticipated sources of funding for projects. This includes an initial indication of anticipated project implementation responsibility--the public sector, the private sector, or a combination of both through a public-private partnership. . Also offered in each table are potential state and federal grants that may be applicable to the project. Offered grants vary greatly in award amount, local match requirements, use of funds constraints (e.g., design stage versus construction), and other specifics. The provided listing is a starting point for grant research; additional state and federal sources may be available and programs and available funds do change. Listed grants should be fully explored by St. Lucie County as they can make a measurable difference in the ability of a project to come to light. Similar to cost figures offered, listed sources of funding should be treated as initial guidance and perfection through policy discussions, prioritization, site investigation, and design.

INTEGRATION OF PROJECTS WITH REGIONAL PLANNING. Integration of proposed Port Master Plan projects with regional plans is important to ensure concurrence with local and regional initiatives and as a required threshold for public sector and funding. Alignment with the St. Lucie Comprehensive Plan is essential and discussed in Section 5.5.1.

The 2020 Port of Fort Pierce Master Plan and projects of relevance should be included by reference in update to Go2040, the St. Lucie County Transportation Planning Organization (TPO) Long Range Transportation Plan. Projects of relevance should also be added into the Transportation Improvement Program (TIP) process. The Port Master Plan should also be included in the next round of update to the Comprehensive Economic Development Plan as prepared annually by the Treasure Coast Regional Planning Council. Ways in which the Reef Restoration Center can be linked to Florida's State Wildlife Action Plan should also be considered.

5.4.1 FUNDING SOURCE LEGEND

CODE	FUNDING SOURCE	DESCRIPTION
PUB	Public Sector Initiative	
PVT	Private Sector Initiative	
PPP	Public-Private Partnership	
FEMA HMA	FEMA Hazard Mitigation Assistance Grant	Projects implementing mitigation measures to reduce disaster losses.
FEMA BRIC	FEMA Building Resilient Infrastructure and Communities Grant	Hazard mitigation projects that reduce risks from disasters and natural hazards.
CDBG	HUD Community Development Block Grant	Annual grants to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons.
EPA UWSG	EPA Urban Waters Small Grant	Bi-Annual grants promoting healthy and accessible urban waters that work to grow local businesses and enhance educational, recreational, social and employment opportunities in nearby communities.
5Star	NFWF Five Star and Urban Waters Restoration Grant	Program seeks to develop nation-wide community stewardship of local natural resources. Grants seek to address water quality issues in priority watersheds.
FWS BA	FWS Wildlife and Sport Fish Boating Access Grant	Grant funds for projects that provide access to America's waterways by developing new access facilities or renovation and/or improvement of existing facilities.
FWS BIG	FWS Wildlife and Sport Fish Boating Infrastructure Grant	Grant funds for projects to construct, renovate, and maintain tie-up facilities with features for transient boaters.
FWS SWG	FWS State Wildlife Grant	Grant funds to state fish and wildlife agencies for developing and implementing programs that benefit wildlife and their habitats, including species that are not hunted or fished. This includes research, fish and wildlife surveys, species restoration, habitat management, and monitoring.
FTA PFG	FTA Passenger Ferry Grant	Provides competitive funding to public ferry systems in urbanized areas.

FUNDING SOURCE LEGEND (CONT.)

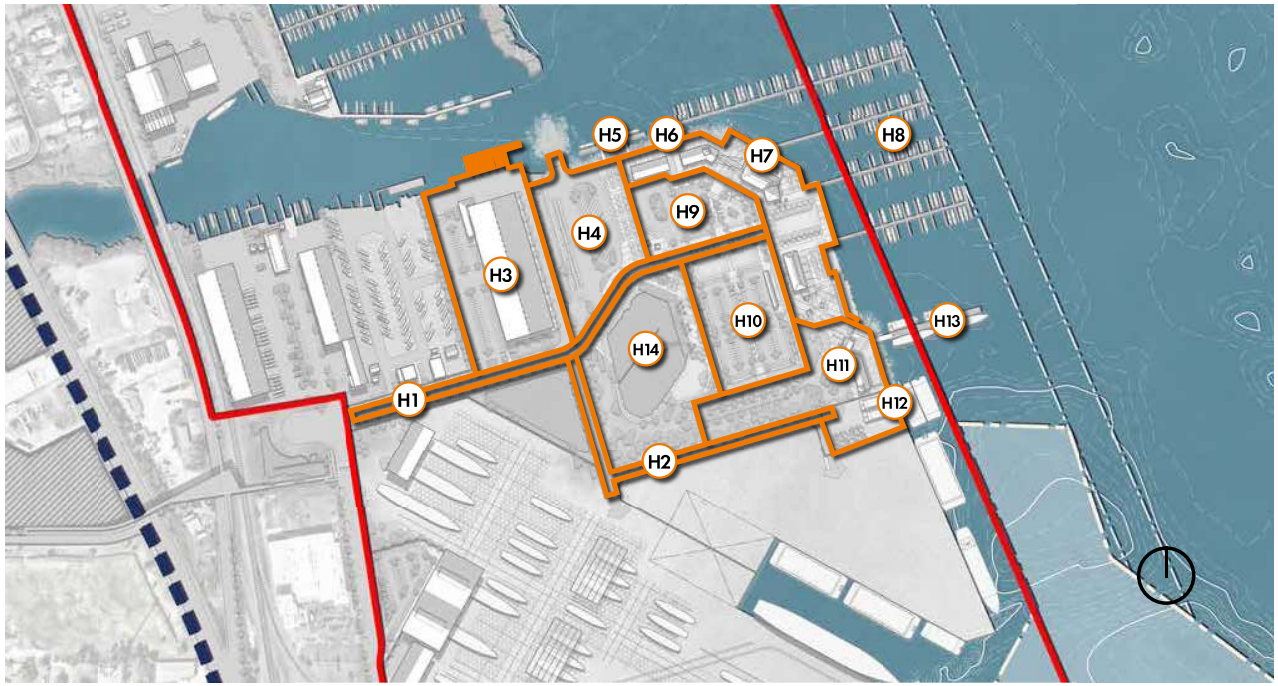
CODE	FUNDING SOURCE	DESCRIPTION
BUILD	USDOT Better Utilizing Investments to Leverage Development (BUILD) Grants	Grant program for investment in road, rail, transit, and port projects that promise to achieve national objectives. Previously known as TIGER Discretionary Grants
PIDG	MARAD Port Infrastructure Development Grants	Grants to improve facilities within, connecting to, out of, or around coastal seaports, inland river ports and Great Lakes ports. Project should improve the safety, efficiency, or reliability of the movement of goods into, out of, around or within a port.
EDA	EDA Public Works and Economic Adjustment Assistance Programs	Grants provide economically distressed communities and regions with comprehensive and flexible resources to address a wide variety of economic needs. Funded projects lead to the creation and retention of jobs and increased private investment, advancing innovation, enhancing the manufacturing capacities of regions, providing workforce development, and growing ecosystems to attract foreign direct investment.
FLA JOB	FLA Job Growth Grant Fund and Economic Development Project Grants	Various Florida Department of Economic Opportunity development programs designed to promote public infrastructure and workforce training across the state as well as specific economic development projects and technical assistance.
FIND WAP	FLA Inland Navigation District Waterways Assistance Program	Grant program established to alleviate problems associated with the Atlantic Intracoastal Waterway and associated waterways within the District. Eligible projects include navigation channel dredging, channel markers, navigation signs or buoys, boat ramps, docking facilities, fishing & viewing piers, waterfront boardwalks, inlet management, environmental education, law enforcement equipment, boating safety programs, beach re-nourishment, dredge material management, environmental mitigation, and shoreline stabilization.
FSTED	FLA Seaport Transportation and Economic Development Grant	Florida program to finance port transportation projects on a 50-50 matching basis.
FCT WW	FLA Communities Trust Working Waterfronts Program (Stan Mayfield Grant)	Grant program for use to acquire land directly used for the purposes of the commercial harvest of marine organisms or saltwater products. Funds can also be used to acquire land used for exhibitions, demonstrations, educational venues, civic events, and other purposes that promote and educate the public about economic, cultural, and historic heritage of Florida's traditional working waterfronts.

CODE	FUNDING SOURCE	DESCRIPTION
FBIP	FLA Boating Improvement Program	Program providing grants for boating access projects and other boating-related activities on coastal and/or inland waters of Florida.
FCT Parks	FLA Communities Trust Parks and Open Space	Grant program assists communities meet the challenges of growth, supporting viable community development and protecting natural resources and open space.
FRDAP	FLA Recreation Development Assistance Program	Grant program that provides financial assistance to local governments to develop and/or acquire land for public outdoor recreational purposes.
FLWCF	FLA Land and Water Conservation Fund	Grants for acquisition or development of land for public outdoor recreation use.
FRTP	FLA Recreational Trails Program	Federally funded competitive grant program that provides financial assistance for the development of recreational trails, trailheads, and trailside facilities.
FTAP	FLA Transportation Alternatives Plan	Program focuses on improvements which create alternatives to transportation for the non-motorized user and enhancements to the transportation system for all users. Nine activities are eligible for funding including construction, planning and design of on- and off-road facilities for bicyclists and pedestrians.
SUN Trail	FDOT Shared Use Non-motorized (SUN) Trail Program Grant	Program funds non-motorized paved shared-use trails that are part of the Florida Greenways and Trails System Priority Trail Map coordinated by OGT.
FCPI	FLA Coastal Partnership Initiative	Grants support four program areas: resilient communities, public access, working waterfronts, and coastal stewardship.

5.4.2 HARBOUR POINTE DISTRICT

CODE	PROJECT NAME	DESCRIPTION	PROPOSED STAGE	LINKING PROJECT(S)	INITIAL COST ESTIMATE	
					LOW	HIGH
H1	Harbour Pointe and Tenant Access Road	3-lane access road linking N 2nd Street to Harbour Pointe and East Wharf. Bike/ Ped elements.	Stage 1	None	$1.75 Mil	$2.25 Mil
H2	East Wharf Access Road	2-lane access road linking Harbour Point Access Road to East Wharf.	Stage 1	H1	$1.3 Mil	$1.7 Mil
H3	Dry Stack Boat Storage	400-vessel dry stack boat storage complex with parking, operations apron, and administrative office.	Variable	H1	$6 Mil	$9.15 Mil
H4	Taylor Creek Public Boat Ramp and Trailer Parking	2-acre public boat ramp and associated parking.	Stage 1	H1	$260,000	$520,000
H5	Taylor Creek Public Boat Ramp Transient Docks	Floating dock for waiting boats and loading/ unloading functions.	Stage 1	H1	$185,000	$280,000
H6	Hand-Powered Recreational Launch	Launching point for SUP, kayak, and other hand-powered recreational watercraft.	Variable	H1, H8	$20,000	$50,000
H7	Harbour Pointe Waterfront Esplanade	Publicly accessible, +/- 1,150-foot public esplanade with +/- 20,000-square feet of development.	Stage 1	H1, H9	$1.7 Mil	$4.3 Mil
H8	Harbour Pointe Public Marina	125- to 155-vessel public marina with pump-out, utilities, and other amenity.	Stage 1	H1, H9	$7.35 Mil	$11 Mil
H9	Harbour Pointe Parking - North	+/- 100 Parking spaces with related curb, gutter, landscape, and linking walkways.	Stage 1	H1	$900,000	$1.8 Mil
H10	Harbour Pointe Parking - South	+/- 185 Parking spaces with related curb, gutter, landscape, and linking walkways.	Stage 2	H1, H9	$1.6 Mil	$3.2 Mil
H11	Reef Restoration Center	+/- 7,500 square foot, single level Reef Restoration Center with outdoor habitat tanks.	Stage 1	H1, H10	$1.2 Mil	$1.8 Mil
H12	Reef Restoration Center Wharf	Vessel loading area and storage yard for Artificial Reef project and other activities.	Stage 1	H1	$1.95 Mil	$2.55 Mil
H13	Reef Restoration Center Dock	Single 300-foot dock to accommodate research vessel(s), excursion vessels, fire boat, and others.	Variable	H12	$990,000	$1.25 Mil
H14	Harbour Pointe Pond and Greens	Walkways, pond overlook, vita-course, and other amenity.	Variable	H1	$900,000	$1.4 Mil

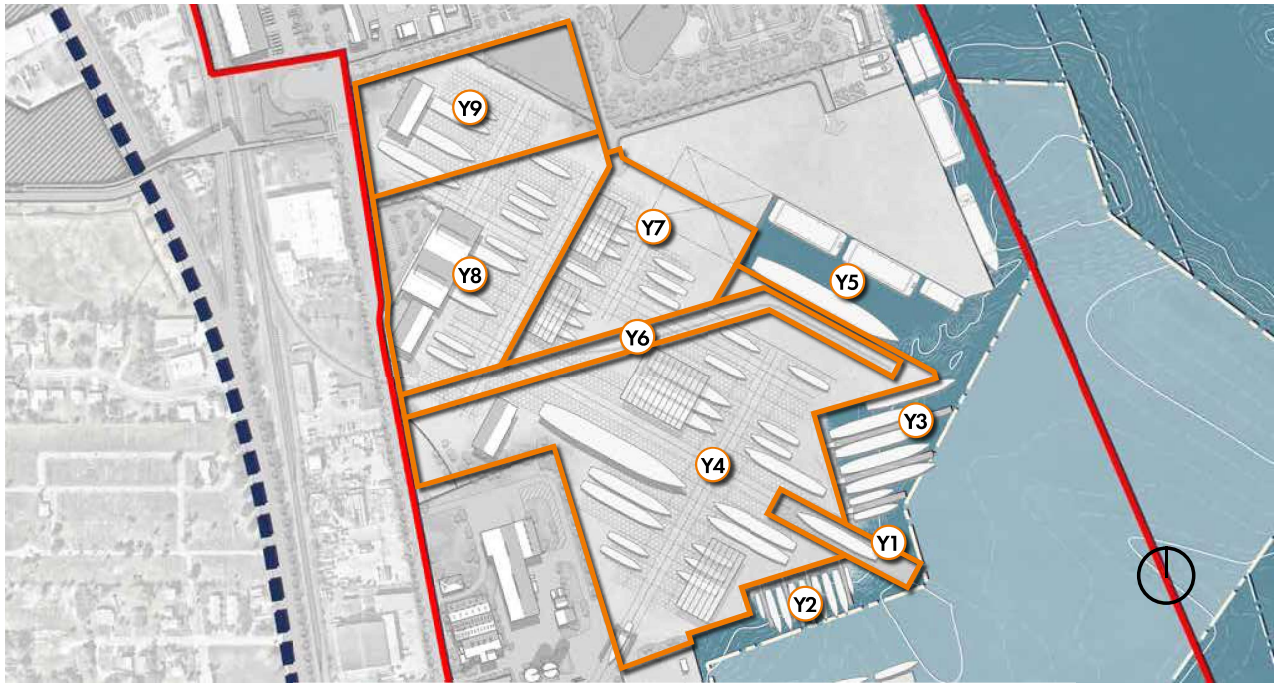
POTENTIAL FUNDING SOURCE CODE
PUB, PPP *(SUN Trail, FTAP, FRTP)*
PUB, PPP *(PIDG, FSTD)*
PVT
PUB *(FWS BA, FIND WAP, FBIP)*
PUB *(FWS BIG, FIND WAP, FBIP)*
PUB *(FIND WAP, FBIP)*
PUB, PPP *(FEMA BRIC, EPA UWSG, 5Star, FIND WAP, FCT Parks, FRDAP, FCPI)*
PUB, PPP *(FWS BA, FIND WAP, FBIP)*
PUB
PUB
PUB *(EPA UWSG, EDA, FWS SWG, FIND WAP, FCT Parks, FCT WW, FCPI)*
PUB *(FEMA HMA assoc. with soil conservation, FWS SWG, FIND WAP, FCT WW, FCPI)*
PUB *(FTA PFG assoc. with water taxi, FWS SWG, FIND WAP, FCT WW)*
PUB *(5Star, FCT Parks, FRDAP, FLWCF)*



5.4.3 FORT PIERCE YACHT MRO FACILITY AND SHIPYARD

CODE	PROJECT NAME	DESCRIPTION	PROPOSED STAGE	LINKING PROJECT(S)	INITIAL COST ESTIMATE	
					LOW	HIGH
Y1	Shiplift (Syncrolift) and Vessel Transfer System	+/- 4,000-ton rated shiplift linked to adjacent transfer rail systems and yard areas.	Stage 1	None	$500,000	$2 Mil
Y2	Wet Slip Operations Area - South	+/- 1,000 linear feet of wet slip operational area and apron. Rock-rubble engineered shoreline.	Stage 1	None	$2.5 Mil	$4.3 Mil
Y3	Wet Slip Operations Area - East	+/- 2,350 linear feet of wet slip operational area and apron. Rock-rubble engineered shoreline.	Stage 1	None	$3.5Mil	$6.3 Mil
Y4	Yacht MRO Yard - Area 1	+/- 24-acre megayacht MRO area with transfer rails, including covered service bays and workshops	Stage 1	Y1, Y2, Y3	$5.3 Mil	$8.4 Mil
Y5	Marine Industries Vessel Slip (Optional)	+/- 4.25-acre vessel basin with up +/- 28-feet of draft and +/- 1,650-linear feet of wharf and apron. May include Ro-Ro Platform.	Stage 2 (Optional)	H1, E1, E2, E3	$19.8 Mil	$29.7 Mil
Y6	FEC Rail Spur and Related Operations (Optional)	+/- 1,600-linear foot rail spur and operational area/apron linked to the FEC Railway mainline.	Stage 2 (Optional)	H1, E1, E2, E3	$160,000	$320,000
Y7	Yacht MRO Yard – Area 2	+/- 7.5-acre megayacht MRO area with transfer rails. Can include Jones Act compliant shipbuilding. Can include free zone. Can include covered service bays and enclosed workshops.	Stage 2	Y1, Y2, Y3, Y4	$1.6 Mil	$2.6 Mil
Y8	Yacht MRO Yard/ Jones Act Compliant Ship New Building Zone– Area 3	+/- 8.5-acre megayacht MRO area with transfer rails. Can include Jones Act compliant shipbuilding. Can include free zone. Can include covered service bays and enclosed workshops.	Stage 2	Y1, Y2, Y3, Y4	$1.8 Mil	$2.95 Mil
Y9	Yacht MRO Yard/ Jones Act Compliant Ship New Building Zone– Area 4	+/- 6.5-acre megayacht MRO area with transfer rails. Can include Jones Act compliant shipbuilding. Can include free zone. Can include covered service bays and enclosed workshops.	Stage 1/Stage 2	H1	$1.4 Mil	$2.2 Mil

POTENTIAL FUNDING SOURCE CODE
PVT, PPP *(EDA, FLA JOB, CDBG, BUILD)*
PVT, PPP *(FEMA BRIC, EDA, FLA JOB, CDBG, BUILD)*
PVT, PPP *(FEMA BRIC, EDA, FLA JOB, CDBG, BUILD)*
PVT, PPP *(EDA, FLA JOB, CDBG, BUILD)*
PVT, PPP *(EDA, FLA JOB, CDBG, BUILD)*
PVT
PVT, PPP *(EDA, FLA JOB, CDBG, BUILD)*
PVT, PPP *(EDA, FLA JOB, CDBG, BUILD)*
PVT



5.4.4 EAST WHARF DISTRICT

CODE	PROJECT NAME	DESCRIPTION	PROPOSED STAGE	LINKING PROJECT(S)	INITIAL COST ESTIMATE	
					LOW	HIGH
E1	East Wharf Tenant Road and Gate(s)	Completion of the 2-lane access road linking Harbour Point Access Road to East Wharf. Needed tenant access points, security fence and gates.	Stage 1	H1	$228,000	$290,000
E2	East Wharf and Related Berth Pocket	Marginal Wharf of +/- 800 linear feet with +/-28-feet of draft (berth pocket). May be linked to Reef Center Wharf. May include Ro-Ro Platform.	Stage 1	None	$6.4 Mil	$9.6 Mil
E3	Trade Enabling Yard Area(s)	+/- 9.5-acre operational yard (depicted) for import/ export activities. Size may vary based on slip and other factors (refer to Section 4.2.3).	Stage 1 / Stage 2	H1, E1, E2	$445,000	$715,000
E4	Marine Industries Vessel Slip (Optional)	+/- 4.25-acre vessel basin with up +/- 28-feet of draft and +/- 1,650-linear feet of wharf and apron. May include Ro-Ro Platform.	Stage 2 (Optional)	H1, E1, E2, E3	$19.8 Mil	$29.7 Mil

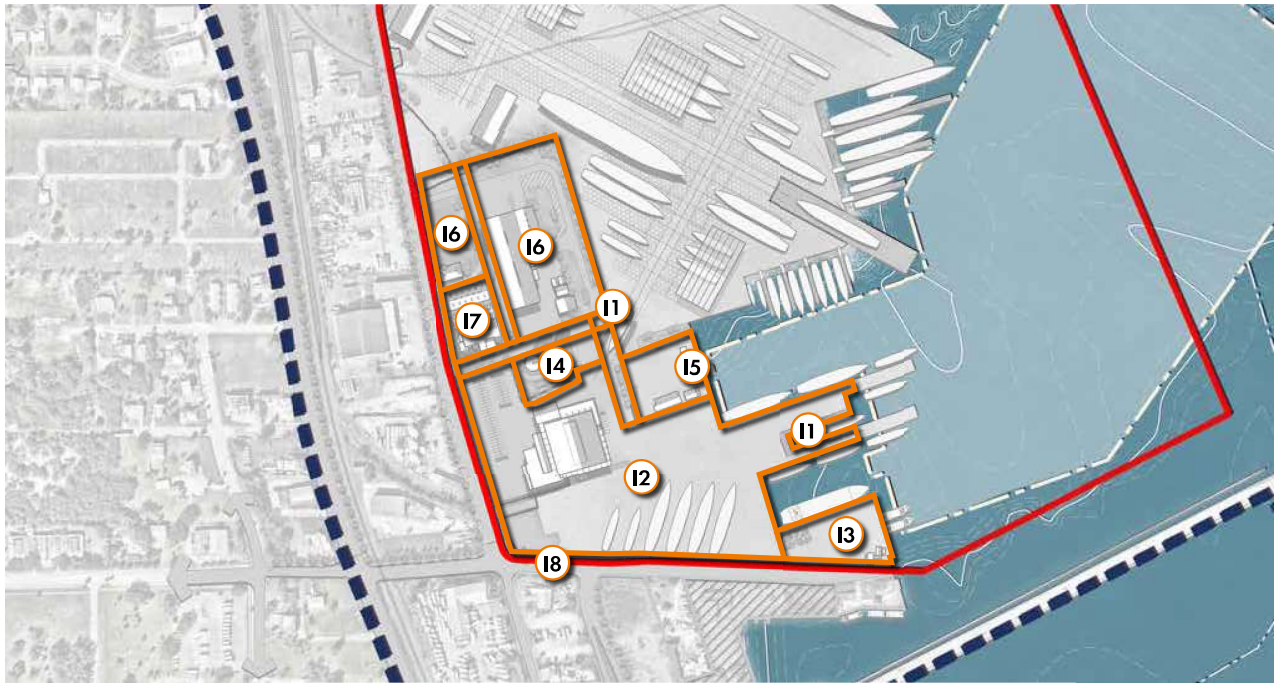
POTENTIAL FUNDING SOURCE CODE
PUB, PVT, PPP *(PIDG, FSTD, BUILD, EDA, FLA JOB)*
PUB, PVT, PPP *(PIDG, FSTD, BUILD, EDA, FLA JOB)*
PUB, PVT, PPP *(PIDG, FSTD, BUILD, EDA, FLA JOB)*
PVT



5.4.5 INDIAN RIVER TERMINAL & FISHERMAN'S WHARF

CODE	PROJECT NAME	DESCRIPTION	PROPOSED STAGE	LINKING PROJECT(S)	INITIAL COST ESTIMATE	
					LOW	HIGH
I1	Travel Lift Access and Operational Corridor	Area improvements and linking corridor to megayacht MRO yards and vessel storage.	Stage 1	Y1, Y2, Y4	$150,000	$300,000
I2	Derecktor Shipyard Improvements (Various)	Ongoing improvements to Derecktor Shipbuilding Yard. May include building modfication/expansion.	Stage 1	None	$12 Mil	$12 Mil
I3	Beyel Brothers Marine Improvements (Various) and/ or Relocation	Needed site and wharf improvements. Possible relocation to East Wharf.	Various	None	$2.3 Mil	$3.5 Mil
I4	Silo Activation with Trade Enabling Activity	Reuse of existing silos for import/export industries. Silo beautification.	Various	None	$100,000	$250,000
I5	Woods Family Marine Yard Improvements (Various)	Needed site and wharf improvements.	Various	None	$250,000	$500,000
I6	Woods Family Site/Building Improvements (Various)	Needed upgrades to existing structures. May serve as business incubator and light industrial uses.	Various	None	$1.2 Mil	$2.4 Mil
I7	Inlet Fisheries Site/Building Improvements (Various)	Needed upgrades to existing structures. May serve as business incubator and light industrial uses.	Various	None	$230,000	$460,000
I8	Avenue H/Fisherman's Wharf Corridor Enhancement	Upgrade and beautification of Avenue H/Fisherman's Wharf corridor. Improved public and tenant access.	Stage 1	None	TBD	TBD

CODE
PVT
PVT, PPP *(FSTD)*
PVT, PPP *(FSTD)*
PVT, PPP *(Arts grants assoc. with beautification)*
PVT, PPP *(FSTD)*
PVT, PPP *(EDA, FLA JOBS with job training programs)*
PVT, PPP *(EDA, FLA JOBS with job training programs)*
PUB *(FCT WW, FTAP, FCPI)*



5.5

CHARTING A NEW FUTURE

Master Plan advancement will occur over time, with critical studies and initial investments leading to subsequent steps and projects. Plan implementation will occur in stages, while market conditions, design, on-going analysis and availability of financial resources may prolong or accelerate implementation of specific projects.

In the following section, we identify critical components that will support the advancement of the Master Plan.

5.5.1 ALIGNMENT WITH THE ST. LUCIE COUNTY COMPREHENSIVE PLAN

As stated in Goal 2.8 of the adopted St. Lucie County Comprehensive Plan, "St. Lucie County shall continue to implement the Port Master Plan for the Port of Fort Pierce."

The contents and exhibits comprising the 2020 Port of Fort Pierce Master Plan update the existing 2015 Port Master Plan. Recommended adoption of the 2020 Port Master Plan by the St. Lucie County Board of Commissioners is encouraged to allow this work to replace/ inform:

- The responsibility for the Port (Goal 2A.1);
- The land use map for the Port of Fort Pierce (Goal 2A.2);
- Port activities (Goal 2A.3);
- Environmental protection (Goal 2A.4);
- Emergency management (Goal 2A.5);
- Landside infrastructure (Goal 2A.6); and,
- Navigation channels (Goal 2A.7).

A full synopsis of these goals and related objectives/ policies is offered in Section 6 (Appendix).

5.5.2 IMPACTS OF TRAFFIC FROM OPERATIONS

Implementation of the Plan will generate increased traffic from new businesses and users found throughout the Project Study Area. These impacts will likely be greatest along N 2nd Street, Avenue H, and U.S. Highway 1 as well as related intersections. A traffic impact study is recommended to better quantify trip generation and needed improvements throughout the roadway network as a result of Plan implementation.

The Plan supports integration of safe bicycle and pedestrian pathways around and through selected components (Harbour Pointe Park Access Road) of the Project Study Area linked to recreational facilities the proposed SUNTrail and places of business.

5.5.3 UPDATE OF PROJECT STUDY AREA ZONING

As discussed in Section 1.4, the Project Study Area falls within the limits of the City of Fort Pierce and is subject to its land use and zoning regulations. The City's Adopted Future Land Use Plan lists the majority of the Project Study Area as Industrial (I), with Taylor Creek Marina, Cracker Boy Boat Works, and Harbortown as Marine Commercial (MC).

In terms of zoning, the Derecktor site along with Woods Family, Beyel Brothers, and other smaller tracts in the immediate vicinity are zoned Marine Industrial (I2). Marina facilities along Taylor Creek are zoned Marine Commercial (C6) and Marine Industrial (I2). The balance of the Project Study Area, inclusive of the Bell Family tracts and Harbour Pointe Park, fall under the Planned Unit Redevelopment (PUR) zoning classification. The Port's PUR zoning was established in 1999 by Ordinance No. J-504 following planning work at the time.

The concepts and uses underpinning the current PUR zoning are not in alignment with the recommendations of the 2020 Port of Fort Pierce Master Plan.

To address the issue, the Plan recommends a collaborative undertaking by the City and County to update zoning following one of two avenues:

- **APPROACH 1.** Repeal Ordinance No. J-504 and rezone the area as Mixed Use District (MXD) / Planned Development (PD) under the City's Zoning Code. Inform the new MXD District with an overlay exhibit depicting key areas and uses. The exhibit would provide clarity of permitted and conditional uses through use of an overall site plan exhibit. The site plan exhibit would be aligned with the recommendations of the 2020 Port of Fort Pierce Master Plan, with flexibility built into the exhibit to allow the area to adapt to changing market conditions and opportunities.
- **APPROACH 2.** Adjust the current PUR under Ordinance No. J-504 to reflect the 2020 Port of Fort Pierce Master Plan. The norms for PUR modification would be followed, including Planning Review Board review, public hearing(s), and City Commission Adoption by Ordinance.

Under both approaches, new zoning should ensure cohesion between current zoning for parcels south of Taylor Creek and within the Project Study Area. Ideally, the entire zone should allow the same land use and intensity without down zoning the current rights extended to those owners under Marine Industrial (I2).

As a third approach, private property owners can seek a full rezoning to another category that meets their needs, such as Marine Industrial (I2).

5.5.4 ENVIRONMENTAL PROTECTION

The adopted St. Lucie County Comprehensive Plan states "The Indian River Lagoon is recognized as the most biodiverse estuary in North America and as an important component of the local economic base and the overall quality of life in the community. As such, the integrity of the Indian River Lagoon shall be protected by correcting any detrimental effects caused by current operations and ensuring long-term development and improvement activities are consistent with all local, state and federal environmental laws and regulations.

As presented previously, a common theme heard throughout the 2020 Plan-making process was the Port and its lands, harbor, and channel are an untapped resource. Accompanying this sentiment, however, was often a similar caution that harnessing this resource should be done carefully and ensure protection of community quality of life and the ecology and recreational attributes of Fort Pierce Inlet and the Indian River Lagoon.

The 2020 Port Master Plan and its implementors should continue to work with federal, state, and local governmental bodies, the private sector, and other interested parties, to ensure the protection and restoration of the Indian River Lagoon and avoid future degradation of the Lagoon's ecological health. Approaches to this end include:

- Regulate discharges coming from port activities into the Indian River Lagoon to prevent air and water pollution in violation of any adopted federal, state, or local laws or regulations. Berthing, seawall, and drainage infrastructure will actively be pursued to eliminate or reduce and treat existing runoff.
- Work with other governmental bodies, private interests, and other interested parties to preserve and restore seagrass beds and mitigate any permitted losses to existing seagrass beds caused by port activities to the maximum extent possible.
- Work with other governmental bodies, private interests, and other interested parties, to protect endangered and threatened species from port activities in the Indian River Lagoon; including excessive freshwater, suspended materials, nutrient inflows, toxic substances and exotic invasive species.

The Port of Fort Pierce will need to continue to coordinate with the U.S. Army Corps of Engineers (USACE) and the Florida Inland Navigation District to provide for the maintenance of the navigation channels, including location of spoil disposal sites and adequate channel depths. The Plan does not envision pursuit of channel and turning basin deepening. Development of berth pockets (East Wharf), wet berths, and the marine industries vessel slip will need follow USACE permitting norms as well as other federal, state, and local governmental requirements.

The Plan also recommends consideration and advancement of sustainable site solutions, green building initiatives, and best development practices in the construction and operation of in-water and upland development initiatives. Major initiatives, such as renewal of Harbour Pointe Park, should consider integration of principals and possible certification within Leadership in Energy and Environmental Design (LEED), the Institute for Sustainable Infrastructure (Envision), the Blue Flag Program (for marinas and beaches), and/ or others.

5.5.5 EMERGENCY MANAGEMENT

Implementation of Plan projects should also take into account the growing body of guidance and best practices for seaport resiliency. Implementation of specific Master Plan projects should take into account ongoing work and results from St. Lucie County Community Resilience initiatives. The 2019 "Florida Seaports Resiliency Report" prepared by the Florida Seaport Transportation and Economic Development Council (FSTED) provides a number of best practices for consideration by the Port of Fort Pierce associated with Plan implementation. These include:

- Assessment of the future needs of seaport businesses, marine activities, and cargoes as it relates to sea level rise;
- Review of the need to raise current infrastructure heights to meet 20 year plus sea level rise projections while also maintaining operations;
- Ensure the Port of Fort Pierce is deemed critical infrastructure with local and State entities to ensure prompt emergency response and support; and,
- Ensure the flexibility of Port personnel and communications systems to allow for a coordinated response post-hurricane or other impacting event.

Development following the Master Plan will trigger additional demands on various departments, agencies, and entities responsible for fire and spills prevention, emergency management, and disaster response.

A shortlist of groups important for consultation is offered below:

- St. Lucie County and the City of Fort Pierce
- St. Lucie County Fire District
- St. Lucie County Sheriff's Office
- City of Fort Pierce Police Department
- U.S. Coast Guard
- U.S. Customs and Border Protection
- U.S. Fish and Wildlife Service
- Florida Harbor Pilots

Following Plan adoption, the County should formulate a new or engage an existing emergency management working group to review the Master Plan. This group should include individuals from the list above and other intergovernmental coordinating entities.

Review outputs should include identification of related plans, policies, and procedures in need of update based on current Port conditions and featured Plan projects. This group should be encouraged to think through needed additional studies and design assessments necessary due to the specialized nature of Port, yacht MRO, and other operations. The working group should also envision areas of future investment in capital and operational infrastructure and approaches to funding these needs.

5.5.6 STORMWATER FACILITIES

Implementation of projects under the Port Master Plan will require development of new stormwater management facilities to reduce rainwater runoff and improve overall water quality. The Port Study Area currently includes a large storm water retention pond at Harbour Pointe Park as well as several smaller facilities located at the northern end of N 2nd Street and at the entry to the Port.

Estimates prepared by Inwood Consulting suggest implementation of the fully phased Master Plan would trigger a need for between 14 and 17 acres of new stormwater management facilities. This range could vary depending upon the consideration of projects implemented during Stage 2 and the overall impervious area of megayacht MRO and other facilities.

Given the large area required and the intrinsic value of Port Study Area land, approaches to reduce impervious area and to locate new facilities off-site are encouraged. For Harbour Pointe Park, the recommended approach is to retain and expand the existing pond, better incorporating it into the overall park like setting of the area.

For East Wharf and the Fort Pierce Megayacht MRO and Shipbuilding Area, the Plan has reserved +/- 6.35 acres of area south of the Harbour Point Access Road for possible use. Work by Inwood Consulting suggests the potential exists to pump storm water out of the Port Project Study Area to a proposed off-site pond for treatment. This would reduce the need to utilize highly valuable land within the Port to meet stormwater management estimates. The most logical location for off-site treatment are properties west of US Highway 1 along Avenue O. The Bell Family currently owns +/- 7.25 acres of property in this location and could utilize this area for their specific site stormwater management needs as well as that of others.

As offered in Section 4.2.5, the hope is on-site and off-site stormwater management features can be connected to create a greenway linked to the proposed SUNTrail system and the Lincoln Park community.

Megayacht MRO, shipbuilding, import/export trade enabling infrastructure, and other marine activity areas need to follow Best Management Practices (BMPs) to reduce potential stormwater pollution from operations. Source control and stormwater treatment BMP's should focus on keeping stormwater from coming into contact with pollutants as well as involve installing of special devices to treat and manage runoff. Additional study will be required once more detailed planning and design is advanced to properly identify and size source control and stormwater control BMPs for indoor and outdoor maintenance areas and other operational zones.



5.5.7 PROJECT CHAMPIONS

Project champions are individuals and groups that advocate for and ultimately implement the Master Plan. They help maintain momentum and focus on moving initiatives through design, finance, permitting, construction, and operational stages.

The overall responsibility for the management of the Port of Fort Pierce is vested by law with the St. Lucie County Commission, and as such, the Port should be managed in the public interest of all the citizens of St. Lucie County. In this role, the County's Airport/ Seaport Department remains the key champion for continued study and ultimate delivery of the Port Master Plan.

Following the County's Comprehensive Plan, the Airport/ Seaport Department should continue to work collaboratively with the City of Fort Pierce, interested agencies, and private property owners in a way "consistent with the Port enabling laws and the constitutional and statutory protections for the rights of existing private property owners" (Objective 2A.1.1). The Port should ensure that the public interest and quality of life is protected when exercising public control of Port property.

Continued collaboration throughout Plan implementation should occur with:

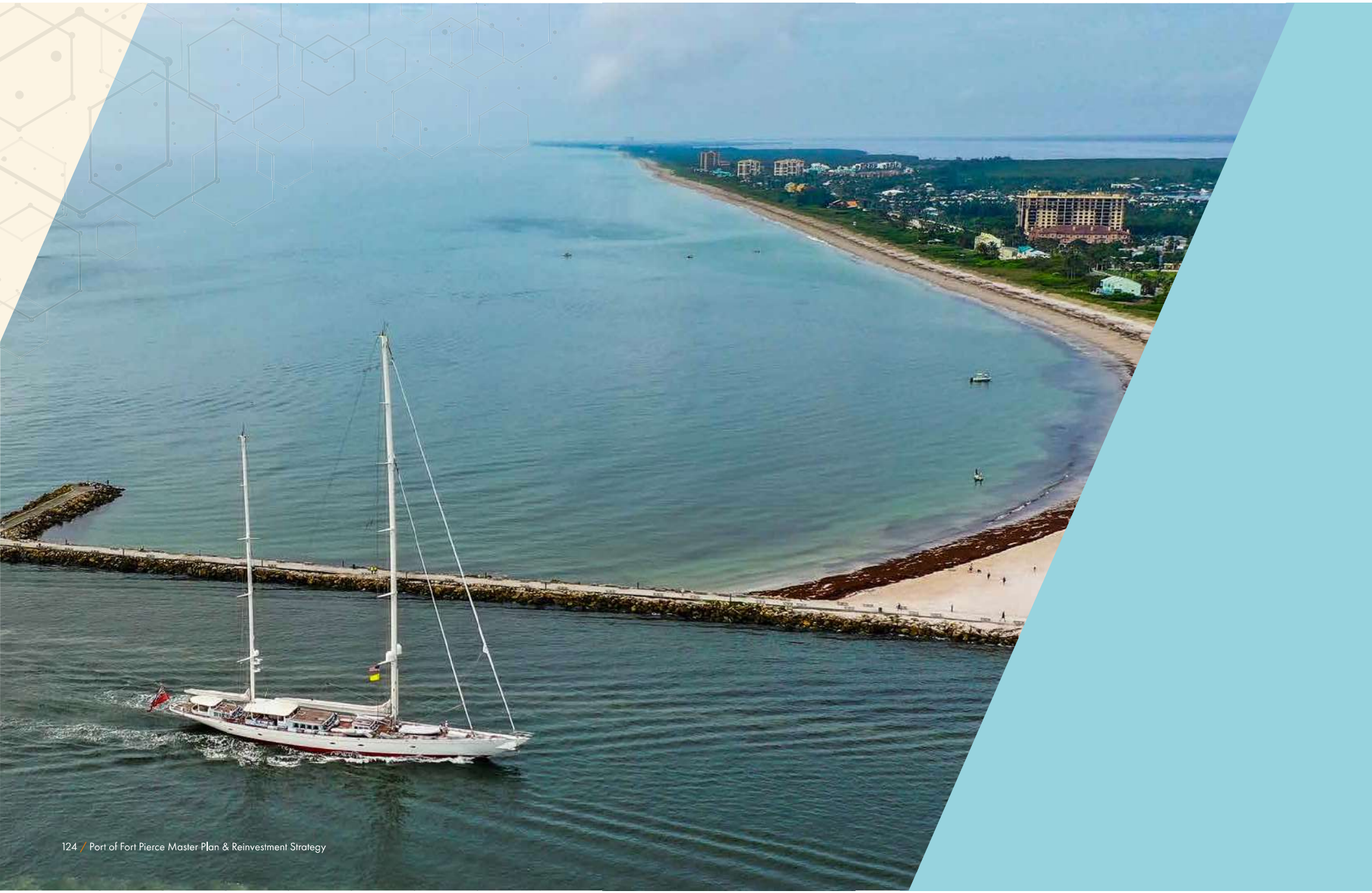
- City of Fort Pierce;
- Other affected local governments;
- St. Lucie Transportation Planning Organization;
- Treasure Coast Regional Planning Council;
- Florida Seaport Transportation and Economic Development Council (FSTED);
- The St. Lucie County Chamber of Commerce; and
- St. Lucie County Economic Development Council.

The Port is an important engine for job creation and training. The Plan recommends continued FPRA and Indian River College coordination to find venues for training, skills development, and apprenticeship positions for industries currently and anticipated to be at the Port.

Aside from the above, we recommend the established Port Advisory Committee take an active role alongside the County in Plan implementation. Tapping into the individual and communal expertise of this group could be useful to steward projects forward.

The community is vested in the overall success of the Port and was involved in every step of Master Plan creation. We recommend continued collaboration with the public through Plan implementation. Approaches for consideration by the County for continued public collaboration include:

- Regularly scheduled "State of the Airport/Seaport" updates;
- Development of a website, social media, and other information platforms to continually keep the community up-to-date on planned events and overall advancement of the Master Plan; and,
- Presentation of Port Master Plan and implementation effort at State and local conferences and civic meetings.



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APPENDIX

ADOPTED ST. LUCIE COUNTY COMPREHENSIVE PLAN HIGHLIGHTS AND REFERENCES TO THE PORT OF FORT PIERCE

GOAL 2.8. St. Lucie County shall continue to implement the Port Master Plan for the Port of Fort Pierce.

- **OBJECTIVE 2.8.1:** Continue to implement the Port Master Plan consistent with Section 163.3178(2)(a-k), Florida Statutes.
    - Policy 2.8.1.1 - The Port Master Plan shall address the environmental conditions of the Indian River Lagoon and its interaction with existing and proposed port activities.
    - Policy 2.8.1.2 - The Port Master Plan shall address all aspects of port management and operation including safety and security of commercial, industrial, recreational, and environmental activities.
    - Policy 2.8.1.3 - Coordinate with the City of Fort Pierce to ensure consistency with the City's Comprehensive Plan including the Port Sub Element and Coastal Management Element.
    - Policy 2.8.1.4 - Coordinate with the St. Lucie TPO and other appropriate local, state, and federal agencies to ensure adequate intermodal access and adequacy of public facilities and infrastructure.
    - Policy 2.8.1.5 - Develop funding mechanisms to implement the Port Master Plan such as a Tax Increment Financing District, Community Development Area, as well as exploring other funding mechanisms such as grants.
    - Policy 2.8.1.6 - Throughout the development of the Port Master Plan, ensure and encourage public participation of all affected parties through a formalized public participation process.
    - Policy 2.8.1.7 - Upon the completion of the Port Master Plan, make any appropriate amendments to the St. Lucie County Comprehensive Plan.

GOAL 2A.1. Responsibility for the Port - The overall responsibility for the management of the Port of Fort Pierce is vested by law with the St. Lucie County Commission and should be managed in the public interest of all the citizens of St. Lucie County.

- **OBJECTIVE 2A.1.1:** St. Lucie County, working with the City of Fort Pierce, interested agencies and private property owners and consistent with the Port enabling laws and the constitutional and statutory protections for the rights of existing private property owners should ensure that the public interest and quality of life is protected when exercising public control of port property.
    - Policy 2A.1.1.1: St. Lucie County shall maintain the necessary oversight of the Port of Fort Pierce to ensure compliance with applicable state law governing deepwater ports and to guarantee the financial feasibility of any publicly funded infrastructure within the port.
    - Policy 2A.1.1.3: St. Lucie County shall cooperate with the City of Fort Pierce, other affected local governments, the St. Lucie Transportation Planning Organization (TPO), the Treasure Coast Regional Planning Council and the Florida Seaport Transportation and Economic Development Council (FSTED).

GOAL 2A.2. Land Use Map for the Port of Fort Pierce - The Port of Fort Pierce shall establish a General Master Development Map for the Port that establishes a general Port Operations Area Boundary to provide elected officials, prospective investors, port facility developers, and the public a clear understanding of the physical location of the activities that could be accommodated in the Port of Fort Pierce. The General Master Development Map for the Port of Fort Pierce is not to be used alone but rather in conjunction with the other development policies found in this plan and the applicable Local Comprehensive Plans for St. Lucie County and the City of Fort Pierce.

- **OBJECTIVE 2A.2.1:** The General Master Development Map for the Port of Fort Pierce shall be as depicted in Figure 2A-1.
    - Policy 2A.2.1.2: The Port of Fort Pierce shall support/ seek development activities such as yacht construction and maintenance, maritime industrial and commercial uses, marine research facilities, maritime academic and vocational uses, depending on market conditions.

GOAL 2A.3: Port Activities - The quality of life for St. Lucie County residents will be strengthened and maintained by enhancing the economic viability, attractiveness, environmental quality, and social benefits associated with activities at the Port of Fort Pierce.

- Policy 2A.3.1.2: Future public infrastructure improvements in the Port Planning Area will be made consistent with the Port Master Plan, to include the following projects: Harbor Pointe shoreline protection, refurbish and/or improve City marina bulkheads, Fisherman's Wharf, improve Terminal Drive, improve Harbor Street, improve Port Avenue, construct a connecting road between 2nd Street to the Harbor Pointe property, construct additional bulkheads at the City Marina, construct pedestrian linkage along 2nd Street to downtown, construct pedestrian linkage to Old Dixie Highway/US 1, develop park infrastructure, develop engineering master stormwater management system for port property including off-site alternatives, and coordinate and install improvements along with corresponding infrastructure element.

- **OBJECTIVE 2A.3.3:** The Port of Fort Pierce, working with federal, state and local governments, the private sector, and other interested parties, shall maintain, increase, and promote marine industry and related scientific and commercial activities at the Port of Fort Pierce so there is no net loss of marine industry.
    - Policy 2A.3.3.1: The Port of Fort Pierce, in cooperation with other governmental bodies, the private sector, and other interested parties, shall accommodate water-related marine activities and related service activities within the Port Planning Area.
    - Policy 2A.3.3.2: The Port of Fort Pierce, in cooperation with other governmental bodies, the private sector, and other interested parties, shall protect, maintain, and promote marine industry activity from encroachment or displacement by incompatible land uses.

- **OBJECTIVE 2A.3.5:** The Port of Fort Pierce, in compliance with federal, state, and local laws, shall work with appropriate public safety entities to improve and maintain the port security management plan for the Port Operations Area.

GOAL 2A.4. Environmental Protection - The Indian River Lagoon is recognized as the most biodiverse estuary in North America and as an important component of the local economic base and the overall quality of life in the community. As such, the integrity of the Indian River Lagoon shall be protected by correcting any detrimental effects caused by current operations and ensuring long-term development and improvement activities are consistent with all local, state and federal environmental laws and regulations.

- **OBJECTIVE 2A.4.1:** The Port of Fort Pierce, working with federal, state, and local governmental bodies, the private sector, and other interested parties, shall ensure the protection and restoration of the Indian River Lagoon and avoid future degradation of the Lagoon's ecological health due to port activities.
    - Policy 2A.4.1.1: The Port of Fort Pierce, working with federal, state and local governmental bodies, the private sector, and other interested parties, will regulate discharges coming from port activities into the Indian River Lagoon to prevent air and water pollution in violation of any adopted federal, state, or local laws or regulations. Berthing, seawall and drainage infrastructure will actively be pursued to eliminate or reduce and treat existing runoff.
    - Policy 2A.4.1.2: The Port of Fort Pierce shall work with other governmental bodies, private interests, and other interested parties to preserve and restore seagrass beds and mitigate any permitted losses to existing seagrass beds caused by port activities to the maximum extent possible.
    - Policy 2A.4.1.3: The Port of Fort Pierce, working with other governmental bodies, private interests, and other interested parties, shall protect endangered and threatened species from port activities in the Indian River Lagoon; including excessive freshwater, suspended materials, nutrient inflows, toxic substances and exotic invasive species.

GOAL 2A.6. Landside Infrastructure - Landside and waterside infrastructure serving the Port of Fort Pierce should meet the Port's future requirements in a manner consistent with the abilities of the appropriate agencies to provide the services needed to support approved port activities.

- **OBJECTIVE 2A.6.1:** The Port of Fort Pierce shall work with other governmental agencies to improve linkages between the Port Facilities and intermodal transportation routes.
    - Policy 2A.6.1.1: The Port of Fort Pierce should enhance and expand activities that tie the Port to the Treasure Coast International Airport and coordinate with the St. Lucie TPO, Florida Department of Economic Opportunity, Florida Department of Transportation (FDOT) and the Florida East Coast (FEC) Railroad, Tri-rail and other possible rail services, in order to encourage multi-modal development, maximize intermodal transportation connections, and facilitate the continued economic growth, development, and vitality of St. Lucie County.

GOAL 2A.78. Navigation Channels - Navigation channels serving the port's maritime and recreational activities shall meet existing and limited future needs as outlined in this plan.

- **OBJECTIVE 2A.7.1:** The Port of Fort Pierce shall coordinate with the U.S. Army Corps of Engineers and the Florida Inland Navigation District to provide for the maintenance of the navigation channels, including location of spoil disposal sites and adequate channel depths.
    - Policy 2A.7.1.1: The Port of Fort Pierce shall coordinate with the U.S. Coast Guard in the placement and maintenance of the navigational aids within the port area.

GOAL 5.1. Balancing growth and coastal resources. All development proposed in the future land use element in the coastal area shall occur in a manner which protects, conserves, and enhances the natural resources of the coastal area and the environmental, social and economic benefits attributed to them and shall comply with the Florida Building Code, floodplain management standards set forth by FEMA, set forth in 44 C.F.R. part 60, and applicable regulations regarding construction seaward of the Coastal Construction Control Line.

- **OBJECTIVE 5.1.1:** Future Development in the Coastal Area. St. Lucie County shall continue to protect the natural resources of the coastal area from adverse impacts caused by future development through the implementation and strengthening of existing environmentally related laws and the assignment of appropriate Future Land Use designations.
    - Policy 5.1.1.7 - St. Lucie County land use and coastal planning area development decisions shall support the preservation of working waterfronts as defined in Section 342.07, F.S., to promote the enhancement of the waterfront/ coastal area with boat hauling and repairing businesses, commercial fishing facilities, coastal research organizations, marine industries, ports harbors, and other similar water-dependent uses, while taking into consideration potential strategies for adaptation and mitigation.

moffatt & nichol

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STATE OF FLORIDA
DEPARTMENT OF COMMUNITY AFFAIRS

"Dedicated to making Florida a better place to call home"

JEB BUSH
Governor

STEVEN M. SEIBERT
Secretary

September 25, 2000

Richard M. Carnell, Jr.
General Counsel
Indian River Terminal Company
Post Office Box 1208
Fort Pierce, Florida 34954

Dear Mr. Carnell:

Subject: Fort Pierce Comprehensive Plan Amendment

I have been asked to reply to your July 19th letter to Roger Wilburn concerning the roles of the City of Fort Pierce and St. Lucie County with regard to the Port Master Plan and the City's Comprehensive Plan. Please accept my apology for the lateness of this reply. As you allude to in your letter, the issues regarding the Port Master Plan are not straightforward.

As you discussed in your letter, the recent history of the port includes the Legislature's enactment of Chapter 88-515, entitled the "St. Lucie Port and Airport Authority Act," which abolished the special taxing district known as the Fort Pierce Port and Airport Authority previously created under Chapter 61-2754, Laws of Florida, and created the St. Lucie County Port and Airport Authority. Chapter 88-515 was then repealed byiChapter,97-377, Laws of Florida, which provided reorganizing, updating and clarifying provisions for the authority. The next year, the Legislature enacted Chapter 98-496,Laws of Florida, which dissolved the St. Lucie County Port and Airport Authority and transferred its assets and liabilities to the Board of County Commissioners of St. Lucie County: Section 4, Chapter 98-496, Laws of Florida states:

> The provisions of this act shall be liberally construed in order that St. Lucie County may effectively carry out the assumption of the authority and powers of the abolished authority and the purposes of this act.

As you are also aware, the City of Fort Pierce is subject to § 163.3178(2)(k), Fla. Stat., which provides that coastal management elements shall contain a component which includes the, comprehensive master plan prepared by each deepwater port listed in Section 311.09(1), Florida (which includes the Port of Ft. Pierce). Further, the section provides that such component shall be submitted to the appropriate local government at least 6 months prior to the due date of the local plan. Also, according to § 163.3178(2)(k), Fla. Stat.

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CRITICAL STATE CONCERN FIELD OFFICE
2796 Overseas Highway, Suite 212
Marathon, FL 33050-1227
(305) 289-2402

COMMUNITY PLANNING
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 488-2356

EMERGENCY MANAGEMENT
2555 Shumard Oak Boulevard
Tallahassee. FL 31399-2100
(850) 413-9969

HOUSING & COMMUNITY DEVELOPMENT
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100
(850) 488-7956

> The 'appropriate local government' means the municipality having the responsibility for the area in which the deepwater port lies...

To add additional insight to this matter, your reference is drawn to Rule 9J-5.012(5), F.A.C. In pertinent part that rule provides as follows:

> (5) ...A port master plan shall be prepared by or for each deepwater port for the purposes of coordinating the activities of the port with the plans of the appropriate local government; determination of compliance does not imply conceptual approval by the State for permitting purposes.
>
> > (a) Deepwater ports shall prepare a port master plan and submit it to the appropriate local government for incorporation as a part of the coastal management element at least six months prior to the due date of the local government's comprehensive plan established pursuant to law. This port master plan shall be incorporated as a part of the coastal management element, and be consistent with the goals, objectives, and policies of the coastal management element ...The failure of a deepwater port which is an agency of a local government to prepare a deepwater port master plan may result in the sanctions in Section 163.3184, Florida Statutes, being applied and the missing deepwater port master plan being prepared. by the regional planning council. Regardless of whether a deepwater port has prepared a port master plan, any port development shall be consistent with the goals, objectives and policies of the coastal management element of the jurisdiction in which the development occurs.

The rule continues in subsections (b) through (d) to direct the deepwater port to: prepare applicable inventories and analyses; develop goals, objectives and policies; and set forth plans for future port expansion; respectively. Subsection (e) then gives guidance on the inclusion of the port master plan into the coastal element of the comprehensive plan of the "appropriate local government."

Therefore, reading together the provisions of Section 163.3178(2)(k), Fla. Stat., and Rule 9J-5.012(3)(c)12, F.A.C., it is clear that the deepwater port shall prepare a port master plan. In this instance, according to Chapter 98-497, Laws of Florida, it is also clear that St. Lucie County has the "authority and powers" of the former St. Lucie County Port and Airport Authority regarding the Port of Fort Pierce. Therefore, it appears that St. Lucie County (as the entity with ownership of the assets of, and responsibility to act for, the former port authority) has the • primary, authority over the port and is the entity responsible for preparation of a port master plan. Once prepared, that port master plan should be submitted to the "appropriate local government" and included in its comprehensive plan. The "appropriate local government," being the one

having the responsibility for the area in which the deepwater port lies, would appear to be the City of Fort Pierce.

Regarding your inquiry about the City's Charette Plan, the Charette Plan is a work effort of the City and is not the port master plan, until such time as the County were to adopt it as such. Thus, the Charette Plan has no legal effect at this time.

I hope that you find this information helpful to you in your understanding of this matter. Should you have additional questions, you may address them to me at the letterhead address or by telephone at (850) 488-0410.

Very truly yours,

Andrew S. Grayson
Assistant General Counsel

ASG/
cc: Roger Wilburn, Department of Community Affairs
Lloyd Bell, Destin Beach Inc.
Honorable John Bruhn, Chairman, St. Lucie County Board of County Commissioners
Julia Shewchuk, Director of Community Development, St. Lucie County
Honorable Edward G. Enns, Mayor, City of Fort Pierce
Ramon Trias, Planning Director, City of Fort Pierce

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01/26/2025, 02/09/2025

Affiant further says that the website or newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.
Subscribed and sworn to before me, by the legal clerk, who is personally known to me, on 02/09/2025

Keegan Doran
Legal Clerk

Notary, State of WI, County of Brown

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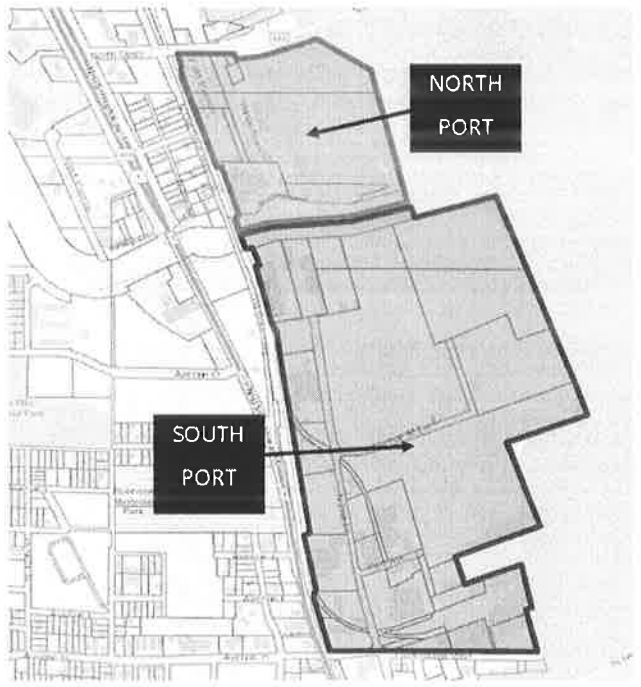
CITY OF FORT PIERCE
NOTICE OF PUBLIC HEARING

The City Commission of the City of Fort Pierce, Florida, pursuant to Section 125-37 of the Code of Ordinances of the City of Fort Pierce, and Sections 166.041 (3)(a) and 163.3187 of Florida State Statutes, will on Monday, March 3rd, 2025, and Monday, March 17th, 2025, at 5.05 p.m., hold Public Hearings on the enactment of the proposed ordinance on first and second readings, respectively, in the City Hall Commission Chambers, 100 North U.S. #1, Fort Pierce, Florida, to consider review and approval of the following:

ORDINANCE 25-003 AN ORDINANCE AMENDING THE CODE OF ORDINANCES OF THE CITY OF FORT PIERCE, FLORIDA, CHAPTER 125 – ZONING, ARTICLE III – ESTABLISHMENT OF ZONES, SECTION 125-157 – DESIGNATION OF OVERLAY DISTRICTS, CREATING SUBSECTION (3) – PORT OVERLAY DISTRICT, TO ESTABLISH THE PORT OVERLAY DISTRICT (POD) AND PORT OVERLAY DISTRICT AREAS (PODA); PROVIDING FOR A SEVERABILITY CLAUSE; REPEALING ALL ORDINANCES IN CONFLICT HEREWITH; PROVIDING FORT A SEVERABILITY CLAUSE; REPEALING ALL ORDINANCES OR PARTS THEREOF IN CONFLICT; PROVIDING FOR AN EFFECTIVE DATE.

The purpose of Ordinance 25-003 is to approve the Port District Overlay. The Port District Overlay introduces a development approval process and sets parameters in order to streamline the development of the City of Fort Pierce Port. The overlay retains property owners' ability to implement the concept illustrative Port Master Plan while expanding the range of uses to comply with the underlying future land use.



All interested parties may appear at the meeting and be heard with respect to the ordinance. Said ordinance will be available for inspection in the City Clerk's Office, City Hall, 100 North U.S. #1, Fort Pierce, Florida. ANY PERSON SEEKING TO APPEAL THE DECISION OF THE CITY COMMISSION AS TO THE FOREGOING IS ADVISED THAT A RECORD OF PROCEEDINGS IS REQUIRED IN ANY SUCH APPEAL AND THAT SUCH PERSON MAY NEED TO INSURE THAT A VERBATIM RECORD OF PROCEEDINGS IS MADE INCLUDING THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this meeting should contact the City Clerk's Office at (772) 467-3065 at least 48 hours prior to the meeting.

/s/ Linda W. Cox Publish: 1/26/2025 & 2/9/2025

TR-41132956

City Commission Regular Meeting **12. b.**

Meeting Date: 03/03/2025

Re: 25-006 Symphony Lakes CDD

Submitted For: Kev Freeman, Planning Director, Planning Department

SUBJECT:

Legislative Hearing - Ordinance 25-006 Establishing the Symphony Lakes Community Development District. SECOND READING

SUMMARY:

This ordinance will create the Symphony Lakes Community Development District (CDD). A Petition to establish the Symphony Lakes Community Development District ("District") was submitted by Welsh Road Land Investments, LLC, to the City Commission of the City of Fort Pierce, Florida ("City") pursuant to the Uniform Community Development District Act of 1980, Chapter 190, Florida Statutes. The proposed CDD is generally located east of Selvitz Road, north of Devine Road, west of South 25th Street and southeast of Glades Cut Off Road, and contains approximately 87 +/- acres.

The proposed CDD is designed to provide a financing mechanism, as well as a long-term operation and maintenance entity, for community infrastructure and services, including but not limited to, the funding and construction of parks and facilities for indoor and outdoor recreational, cultural and educational uses, and security for the site, including but not limited to guardhouses, fences, gates, etc. as authorized and described by Section 190.012(2), Florida Statutes.

RECOMMENDATION:

Adopt Ordinance 25-006

ALTERNATIVES:

Adopt with modifications or do not adopt.

RESPONSIBLE STAFF:

Kev Freeman, Planning Director

COORDINATED WITH:

Sara K. Hedges, City Attorney
Linda W. Cox, City Clerk

Fiscal Impact

Budgeted Y/N: N

OTHER INFORMATION:

None

Attachments

Ordinance 25-06
25-006 Symphony Lakes CDD Staff Presentation
Petition
Symphony Lakes CDD Map
Symphony Lakes CDD Legal Description
Public Notification Certification
Business Impact Form
CAO Memo

Form Review

Inbox	Reviewed By	Date
City Manager	Linda Cox	02/10/2025 03:37 PM

Form Started By: Kev Freeman
Started On: 02/06/2025 01:48 PM
Final Approval Date: 02/19/2025

ORDINANCE NO. 25-006

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA, **ESTABLISHING THE SYMPHONY LAKES COMMUNITY DEVELOPMENT DISTRICT** PURSUANT TO CHAPTER 190, FLORIDA STATUTES; PROVIDING FOR THE NAME, POWERS, AND DUTIES; PROVIDING FOR DESCRIPTION AND BOUNDARIES; DESIGNATING FIVE PERSONS TO SERVE AS THE INITIAL MEMBERS OF THE DISTRICT'S BOARD OF SUPERVISORS; PROVIDING NOTICE OF REQUIREMENTS; PROVIDING FOR A SEVERABILITY CLAUSE; REPEALING ORDINANCES OR PARTS THEREOF IN CONFLICT HEREWITH; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, a Petition to Symphony Lakes Community Development District ("District") was submitted by Selvitz I, LLC, Selvitz II, LLC and Selvitz III, LLC, to the City Commission of the City of Fort Pierce, Florida ("City") pursuant to the Uniform Community Development District Act of 1980, Chapter 190, Florida Statutes, attached hereto as Exhibit 1; and

WHEREAS, the District will constitute a timely, efficient, effective, responsive, and economic method of delivering community development services, in the area described in Exhibit 1, thereby providing a solution to the City's planning, management and financing needs for the delivery of capital infrastructure therein without overburdening the City and its taxpayers; and

WHEREAS, the City finds that the statements contained in the Petition are true and correct; and

WHEREAS, the creation of the District is not inconsistent with any applicable element or portion of the State comprehensive plan or Comprehensive Plan of the City; and

WHEREAS, the area of land within the District is of sufficient size, is sufficiently compact, and is sufficiently contiguous to be developable as one functional interrelated community; and

WHEREAS, the area that will be served by the District is amenable to separate special district government; and

WHEREAS, the creation of the District is the best alternative for delivering community development services and facilities to the area that will be served by the District; and

WHEREAS, that the community development services and facilities of the District will not be incompatible with the capacity and uses of existing local and regional community development services; and

WHEREAS, the establishment of the District shall not act to amend any land development approvals and/or regulations governing the land area to be included within the District; and

WHEREAS, the City has held a public hearing on the Petition in accordance with the requirements and procedures of Section 190.005(2)(b), Florida Statutes; and

WHEREAS, the City has considered the record of the public hearing and the factors set forth in Section 190.005(2)(c).

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA, AS FOLLOWS:

SECTION 1. The foregoing findings, which are expressly set forth herein, are hereby adopted and made a part hereof.

SECTION 2. The "Symphony Lakes Community Development District" ("District") is hereby established for the area of land and with the external boundaries as described in Exhibit 2, attached hereto, said boundaries encompassing approximately 87 acres of land, pursuant to Section 190.005(2), Florida Statutes.

SECTION 3. The District is granted all general powers authorized pursuant to Section 190.011, Florida Statutes, and the special powers authorized pursuant to Section 190.012(1), Florida Statutes, Section 190.012(3), Florida Statutes, and Sections 190.012(2)(a) and (d), Florida Statutes.

SECTION 4. The five persons designated to serve as initial members of the District's Board of Supervisors are: Kimberly Sakuma, Diane Gallagher, Michael Shepherd, Garrett Alan Barnes, Jr., and Kasey Cardoso.

SECTION 5. Non ad valorem special assessments, as defined in Chapter 190, Florida Statutes, shall only be levied by the District on those lands included within the District boundary and in accordance with Chapter 190, Florida Statutes.

SECTION 6. The District shall provide public notice of all meetings pursuant to law.

SECTION 7. In the event that the District established hereunder is terminated for any reason, the City shall in no way be required to accept ownership and/or maintenance responsibility for the road rights of way, stormwater management and drainage systems, street lighting or other improvements that are necessary for the development in the District without the City's express written consent. In the event of termination, the District shall be responsible for ensuring the transfer of such ownership and maintenance responsibilities to an appropriate entity other than the City as authorized by law.

SECTION 8. The provisions of this Ordinance are declared to be severable and if any section, sentence, clause, or phrase of this Ordinance shall, for any reason, be held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining sections, sentences, clauses, and phrases of this Ordinance but shall remain in effect, it being the legislative intent that this Ordinance shall stand notwithstanding the invalidity of any part.

SECTION 9. All Ordinances or parts of Ordinances in conflict herewith are and the same shall be repealed and shall be of no further force or effect whatsoever.

SECTION 10. This Ordinance is and the same shall become effective immediately upon final passage hereof.

APPROVED AS TO FORM
& CORRECTNESS:

_____
Sara K. Hedges, Esq.
City Attorney

STATE OF FLORIDA
COUNTY OF ST. LUCIE

WE, THE UNDERSIGNED, Mayor Commissioner and the City Clerk of the City of Fort Pierce, Florida, do hereby certify that the foregoing and above Ordinance No. 25-006 was duly advertised in the St. Lucie News Tribune on Monday, January 20, 2025, Monday, January 27, 2025, Monday, February 3, 2025, Monday, February 10, 2025, Monday, February 17, 2025, and Monday, February 24, 2025; copy of said Ordinance and the Petition Exhibit was made available at the office of the City Clerk to the public upon request; said Ordinance was duly introduced, read by title only, and passed on first reading by the City Commission of the City of Fort Pierce, Florida, on February 18, 2025; and was duly introduced, read by title only, and passed on second and final reading _____ by the City Commission of the City of Fort Pierce, Florida.

IN WITNESS HEREWITH, we hereunto set our hands and affix the Official Seal of the City of Fort Pierce, Florida, this ____ day of _____, 2025.

_____
Linda Hudson
Mayor Commissioner

_____
Linda W. Cox
City Clerk

(CITY SEAL)

Exhibit 1

Petition to Establish Symphony Lakes Community Development District
{TO BE ATTACHED}

Exhibit 2

Legal Description

LEGAL (PROPOSED SINGLE FAMILY & RECREATION TRACT)

A PARCEL OF LAND LYING IN THE SOUTHWEST QUARTER OF SECTION 32, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 32: THENCE ALONG THE WEST LINE OF SAID SOUTHWEST QUARTER OF SECTION 32, NORTH 00°04'35" EAST, A DISTANCE OF 1327.48 FEET TO THE SOUTH LINE OF THE NORTH HALF OF SAID SOUTHWEST QUARTER OF SECTION 32: THENCE ALONG SAID SOUTH LINE, NORTH 89°57'34" EAST, A DISTANCE OF 50.00 FEET TO THE EAST RIGHT-OF-WAY LINE OF SELVITZ ROAD AS RECORDED IN PLAT BOOK 21, PAGES 11 ANO 11A, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, SAID RIGHT-OF-WAY LINE BEING 50.00 FEET EAST OF, AS MEASURED AT RIGHT ANGLES TO, ANO PARALLEL WITH THE WEST LINE OF SAID SOUTHWEST QUARTER OF SECTION 32: THENCE CONTINUE ALONG SAID SOUTH LINE, NORTH 89°57'34" EAST, A DISTANCE OF 607.47 FEET TO THE WEST LINE OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 32 ANO TO THE POINT OF BEGINNING: THENCE DEPARTING SAID WEST LINE, NORTH OO'D2'26" WEST, A DISTANCE OF 75.95 FEET: THENCE SOUTH 89"56'18" EAST. A DISTANCE OF 657.50 FEET TO THE EAST LINE OF THE WEST HALF Of SAID SOUTHWEST QUARTER Of SECTION 32: THENCE ALONG SAID EAST LINE, NORTH 00'01'02" WEST, A DISTANCE OF 1208.49 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF THE NORTH ST. LUCIE RIVER WATER CONTROL DISTRICT CANAL NO. 101, SAID RIGHT-OF-WAY LINE BEING 42.50 FEET SOUTH OF, AS MEASURED AT RIGHT ANGLES TO, AND PARALLEL WITH THE NORTH LINE OF SAID SOUTHWEST QUARTER OF SECTION 32: THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE: THENCE SOUTH 89"57'58" EAST, A DISTANCE OF 1287.83 FEET, TO THE WEST RIGHTOF-WAY LINE CHRISTENSEN ROAD, SAID RIGHT-OF-WAY LINE BEING 25.00 FEET WEST OF, AS MEASURED AT RIGHT ANGLES TO, ANO PARALLEL WITH THE EAST LINE OF SAID SOUTHWEST QUARTER OF SECTION 32: THENCE ALONG SAID WEST RIGHT-OF-WAY LINE, SOUTH 00'06' 41" EAST, A DISTANCE OF 2559. 70 FEET TO THE NORTH RIGHT-OF-WAY LINE OF THE NORTH ST. LUCIE RIVER WATER CONTROL DISTRICT
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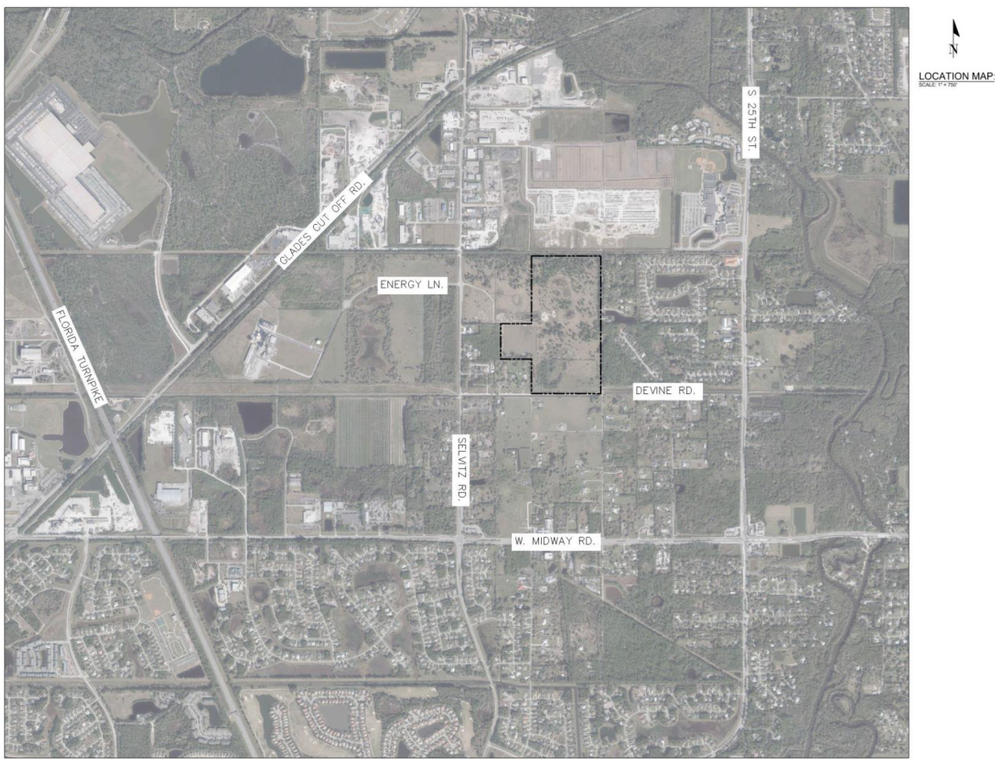
CONTAINING 87.000 ACRES OR 3,789,686 SQUARE FEET MORE OR LESS.

Exhibit 3

Map of Symphony Lakes Community Development District



CITY OF FORT PIERCE

CITY COMMISSION

February 18th, 2025

PETITION TO ESTABLISH THE SYMPHONY LAKES COMMUNITY DEVELOPMENT DISTRICT

SUMMARY

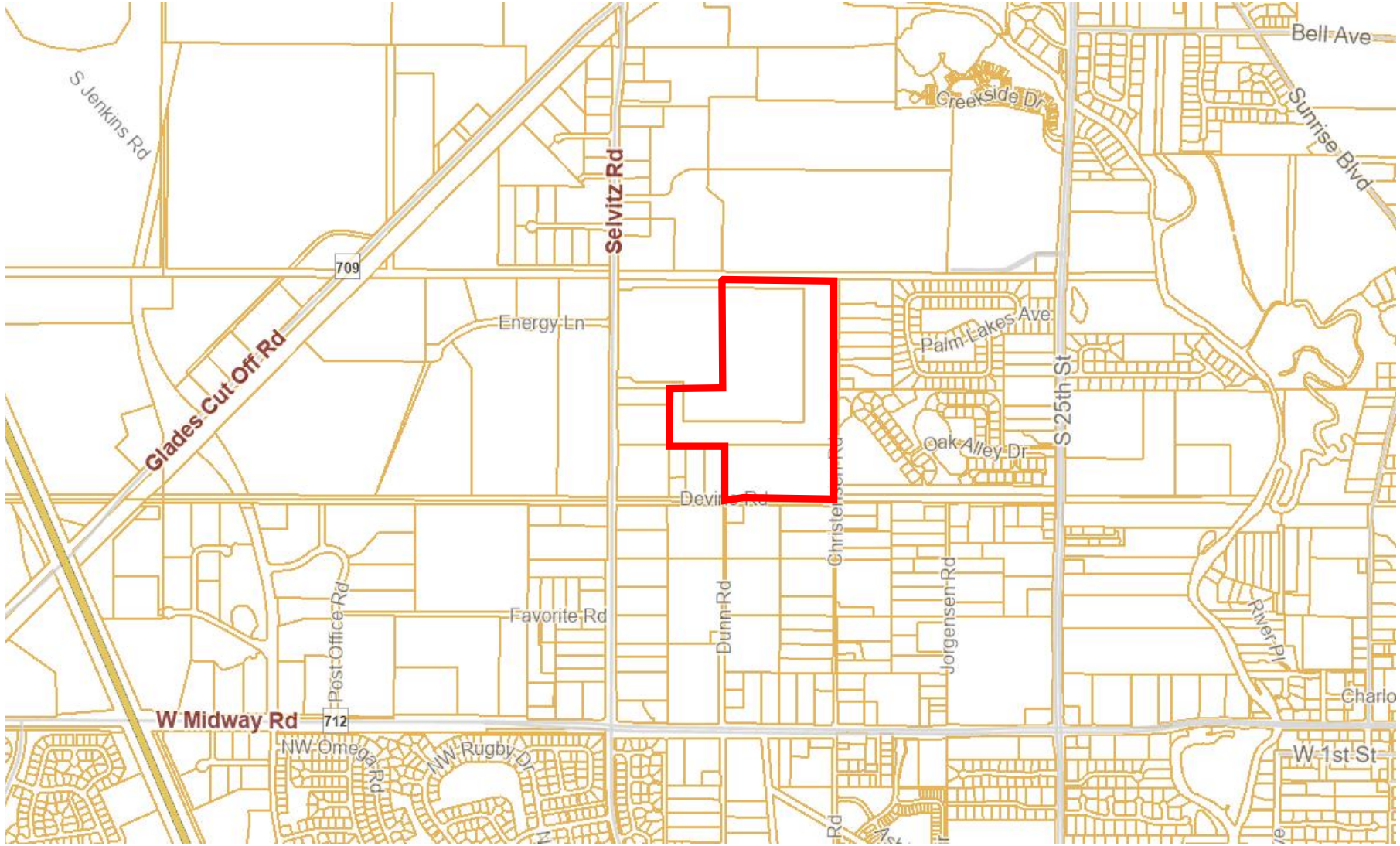
This ordinance will create the Symphony Lakes Community Development District (CDD).

A Petition to establish the Symphony Lakes Community Development District (“District”) was submitted by Welsh Road Land Investments, LLC, to the City Commission of the City of Fort Pierce, Florida (“City”) pursuant to the Uniform Community Development District Act of 1980, Chapter 190, Florida Statutes.

The proposed CDD is designed to provide a financing mechanism, as well as a long-term operation and maintenance entity, for community infrastructure and services, including but not limited to, the funding and construction of parks and facilities for indoor and outdoor recreational, cultural and educational uses, and security for the site, including but not limited to guardhouses, fences, gates, etc. as authorized and described by Section 190.012(2), Florida Statutes.

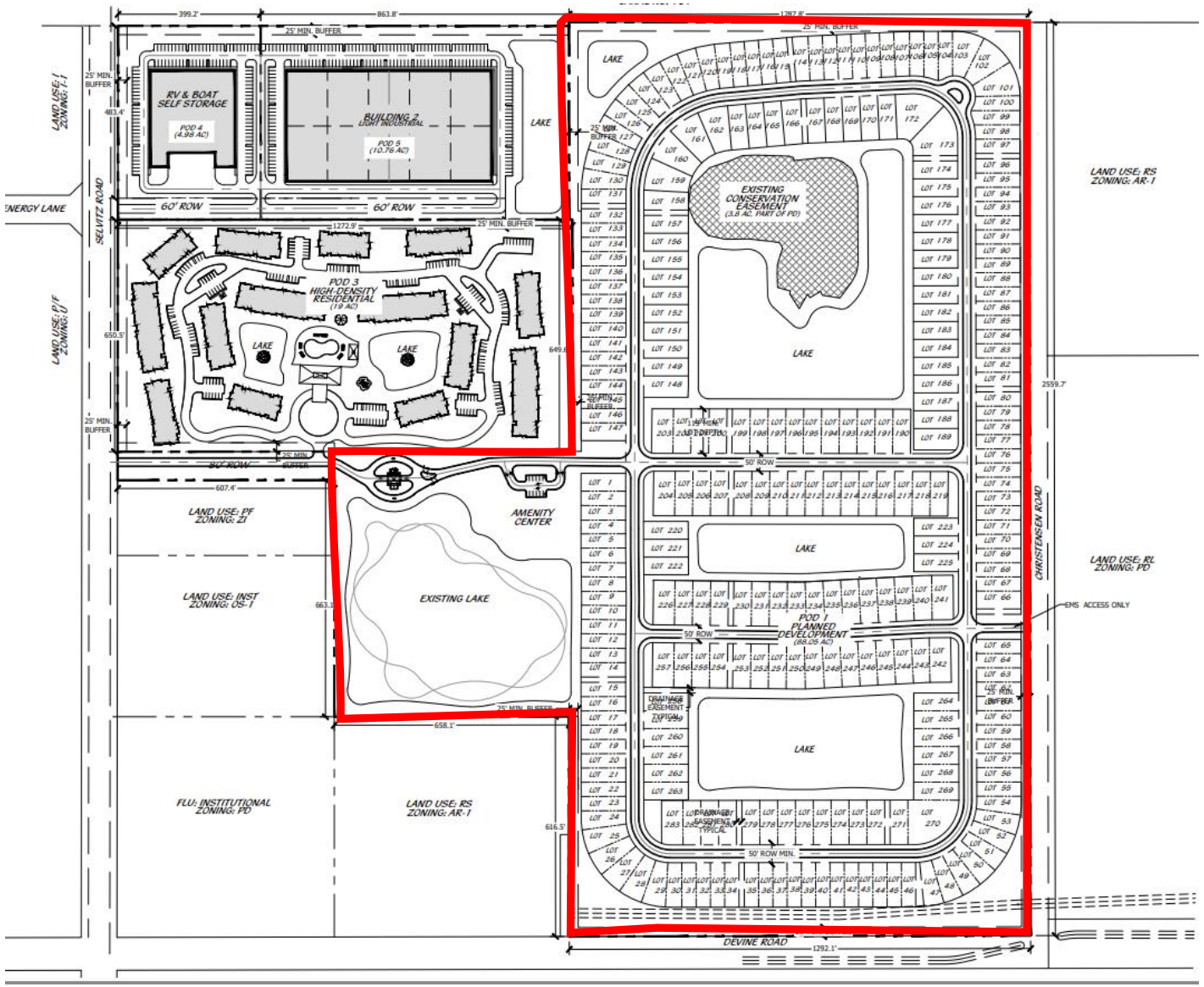
LOCATION

The proposed CDD is generally located east of Selvitz Road, north of Devine Road, west of South 25th Street and southeast of Glades Cut Off Road and contains approximately 87 +/- acres.



LOCATION

The Petition for the Symphony Lakes CDD comprises Pod 1 of an approved Planned Development (PD) Ordinance 23-058 Selvitz Road Mixed Use PD (06/03/2024)



SYMPHONY LAKES CDD

RECOMMENDATION

Staff recommendation is for the City Commission to ADOPT Ordinance 26-006.

ALTERNATIVE RECOMMENDATIONS

Adopt with modifications
or
Do not adopt.

PETITION TO ESTABLISH
SYMPHONY LAKES
COMMUNITY DEVELOPMENT DISTRICT

Submitted by: Jere Earlywine
Florida Bar No. 0155527
Jere.earlywine@kutakrock.com
KUTAK ROCK LLP
107 W. College Ave.
Tallahassee, Florida 32301
850-528-6152

PETITION TO ESTABLISH A COMMUNITY DEVELOPMENT DISTRICT

Petitioner, Selvitz I, LLC, Selvitz II, LLC and Selvitz III, LLC ("**Petitioner**"), hereby petitions the City Commission for the City of Fort Pierce, Florida, pursuant to the "Uniform Community Development District Act of 1980," Chapter 190, Florida Statutes, to establish a Community Development District ("**District**") with respect to the land described herein. In support of this petition, Petitioner states:

1. Location and Size. The proposed District is located entirely within the City of Fort Pierce, Florida, and is comprised of approximately 87 acres of land. **Exhibit 1** depicts the general location of the project. The site is generally located east of Selvitz Road, north of Devine Road, west of Street 25th Street, and south of Glades Cut Off Road. The sketch and metes and bounds descriptions of the external boundary of the proposed District is set forth in **Exhibit 2**.

2. Excluded Parcels. There are no excluded parcels within the boundaries of the District.

3. Landowner Consent and Authorization. Petitioner has provided the written consent of 100% of the landowners to establishment of the District. The consents are attached hereto as **Exhibit 3.**

4. Initial Board Members. The five (5) persons designated to serve as initial members of the Board of Supervisors of the proposed District are as follows: Kimberly Sakuma, Diane Gallagher, Michael Shepherd, Garrett Alan Barnes Jr., and Kasey Cardoso, each with an address of c/o Special District Services, Inc., 2501A Burns Road, Palm Beach Gardens, Florida 33410. All of the above-listed persons are residents of the state of Florida and citizens of the United States of America.

5. Name. The proposed name of the District is the Symphony Lakes Community Development District.

6. Existing and Future Land Uses. The future general distribution, location and extent of the public and private land uses within and adjacent to the proposed District by land use plan element are shown in **Exhibit 4**. These proposed land uses are consistent with the applicable local comprehensive plan.

6. Major Water and Wastewater Facilities. **Exhibit 5** shows the existing and proposed major trunk water mains and sewer connections serving the lands within and around the proposed District.

7. District Facilities and Services. **Exhibit 6** describes the type of facilities Petitioner presently expects the proposed District to finance, fund, construct, acquire and install, as well as the estimated costs of construction. At present, these improvements are estimated to be made, acquired, constructed and installed from 2025 through 2026. Actual construction timetables and

expenditures will likely vary, due in part to the effects of future changes in the economic conditions upon costs such as labor, services, materials, interest rates and market conditions.

9. Statement of Estimated Regulatory Costs. **Exhibit 7** is the statement of estimated regulatory costs ("**SERC**") prepared in accordance with the requirements of Section 120.541, Florida Statutes. The SERC is based upon presently available data. The data and methodology used in preparing the SERC accompany it.

10. Authorized Agents. The Petitioner is authorized to do business in the State of Florida. The Petitioner has designated Jere Earlywine as its authorized agent. See **Exhibit 3**. Copies of all correspondence and official notices should be sent to:

Jere Earlywine
Florida Bar No. 0155527
Jere.earlywine@kutakrock.com
KUTAK ROCK LLP
107 W. College Ave.
Tallahassee, Florida 32301
850-528-6152

11. This petition to establish the District should be granted for the following reasons:

a. Establishment of the proposed District and all land uses and services planned within the proposed District are not inconsistent with applicable elements or portions of the effective State Comprehensive Plan or the applicable local comprehensive plan.

b. The area of land within the proposed District is part of a planned community. It is of sufficient size and is sufficiently compact and contiguous to be developed as one functional and interrelated community.

c. The establishment of the proposed District will prevent the general body of taxpayers in the county from bearing the burden for installation of the infrastructure and the maintenance of certain facilities within the development encompassed by the proposed District. The proposed District is the best alternative for delivering community development services and facilities to the proposed community without imposing an additional burden on the general population of the local general-purpose government. Establishment of the proposed District in conjunction with a comprehensively planned community, as proposed, allows for a more efficient use of resources.

d. The community development services and facilities of the proposed District will not be incompatible with the capacity and use of existing local and regional community development services and facilities. In addition, the establishment of the proposed District will provide a perpetual entity capable of making reasonable provisions for the operation and maintenance of the proposed District's services and facilities.

e. The area to be served by the proposed District is amenable to separate special-district government.

WHEREFORE, Petitioner respectfully requests that:

a. a public hearing be scheduled in accordance with the requirements of Section 190.005(2)(b), Florida Statutes;

b. an ordinance be adopted establishing the District pursuant to Chapter 190, Florida Statutes;

c. the ordinance provide for the District to exercise certain additional powers to finance, plan, establish, acquire, construct, reconstruct, enlarge or extend, equip, operate and maintain systems and facilities for: (1) parks and facilities for indoor and outdoor recreational, cultural and educational uses; and (2) security, including but not limited to, guardhouses, fences and gates, electronic intrusion-detection systems, and patrol cars, each as authorized and described by Section 190.012(2), Florida Statutes; and

d. such other relief be granted as may be necessary or appropriate.

RESPECTFULLY SUBMITTED, this 20 day of November, 2024.

Submitted by: _____

Jere Earlywine
Florida Bar No. 0155527
Jere.earlywine@kutakrock.com
KUTAK ROCK LLP
107 W. College Ave.
Tallahassee, Florida 32301
850-528-6152

EXHIBIT 1



Mills, Short & Associates

Symphony Lakes
Location Map
November 2024

Exhibit 1

EXHIBIT 2

Site Legal Description
Symphony Lakes

LEGAL (PROPOSED SINGLE FAMILY & RECREATION TRACT)

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CONTAINING 87.000 ACRES OR 3,789,686 SQUARE FEET MORE OR LESS.

EXHIBIT 3

Consent to Community Development District Establishment
[*Proposed Symphony Lakes Community Development District*]

The undersigned, on behalf of the landowners (together, "**Landowners**") identified below, represents that the Landowners (collectively) own 100% of certain lands more fully described on Exhibit A attached hereto and made a part hereof ("**Property**").

Pursuant to Section 190.005, Florida Statutes, the Landowners hereby consent to the establishment of the Symphony Lakes Community Development District ("**CDD**") that will include the Property within the lands to be a part of the CDD and agree to further execute any documentation necessary or convenient to evidence this consent and joinder during the application process for the establishment of the CDD.

This document shall also serve as a designation of Jere Earlywine of Kutak Rock LLP, to act as agent for Petitioner with regard to any and all matters pertaining to the *Petition to Establish a Community DevelopmentDistrict* pursuant to the "Uniform Community Development District Act of 1980," Chapter 190, *Florida Statutes*, Section 190.156(1*), Florida Statutes*.

The undersigned hereby represents and warrants that he or she has taken all actions and obtained all consents necessary to duly authorize the execution of this consent and joinder by the officer executing this instrument.

[SIGNATURE PAGE TO FOLLOW]

Consent to Community Development District Establishment
[*Proposed Symphony Lakes Community Development District*]

Executed this 16th day of October, 2024.

Witnessed:

Name: Danielle Duntley

Name: LaQuesha Preston

SELVITZ I, LLC

Donald Stevenson, Authorized Signatory

STATE OF FLORIDA
COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization, this 16 day of October, 2024, by Donald Stevenson, as an authorized representative of **SELVITZ I, LLC**, and who appeared before me this day in person, and who is either personally known to me, or produced driver license as identification.

NOTARY PUBLIC, STATE OF FLORIDA

Name: LaQuesha Preston
(Name of Notary Public, Printed, Stamped or Typed as Commissioned)

La Quesha Preston
Notary Public
State of Florida
My Commission Expires 05/02/2026
Commission No. HH 259956

Consent to Community Development District Establishment
[*Proposed Symphony Lakes Community Development District*]

Executed this 16 day of October, 2024.

Witnessed:

Name: Danielle Yunkley

Name: LaQuesha Preston

SELVITZ II, LLC

Donald Stevenson, Authorized Signatory

STATE OF FLORIDA
COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization, this 16 day of October, 2024, by Donald Stevenson, as an authorized representative of **SELVITZ II, LLC**, and who appeared before me this day in person, and who is either personally known to me, or produced driver license as identification.

NOTARY PUBLIC, STATE OF FLORIDA

Name: LaQuesha Preston
(Name of Notary Public, Printed, Stamped or Typed as Commissioned)

La Quesha Preston
Notary Public
State of Florida
My Commission Expires 05/02/2026
Commission No. HH 259956

Consent to Community Development District Establishment
[*Proposed Symphony Lakes Community Development District*]

Executed this 16 day of October, 2024.

Witnessed:

Name: Danielle Buckley

Name: La Quesha Preston

SELVITZ III, LLC

Donald Stevenson, Authorized Signatory

STATE OF FLORIDA
COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me by means of ☑ physical presence or ☐ online notarization, this 16 day of October, 2024, by Donald Stevenson, as an authorized representative of **SELVITZ III, LLC**, and who appeared before me this day in person, and who is either personally known to me, or produced driver license as identification.

NOTARY PUBLIC, STATE OF FLORIDA

Name: La Quesha Preston
(Name of Notary Public, Printed, Stamped or Typed as Commissioned)

La Quesha Preston
Notary Public
State of Florida
My Commission Expires 05/02/2026
Commission No. HH 259956

Exhibit A:
Legal Description

Site Legal Description
Symphony Lakes

LEGAL (PROPOSED SINGLE FAMILY & RECREATION TRACT)

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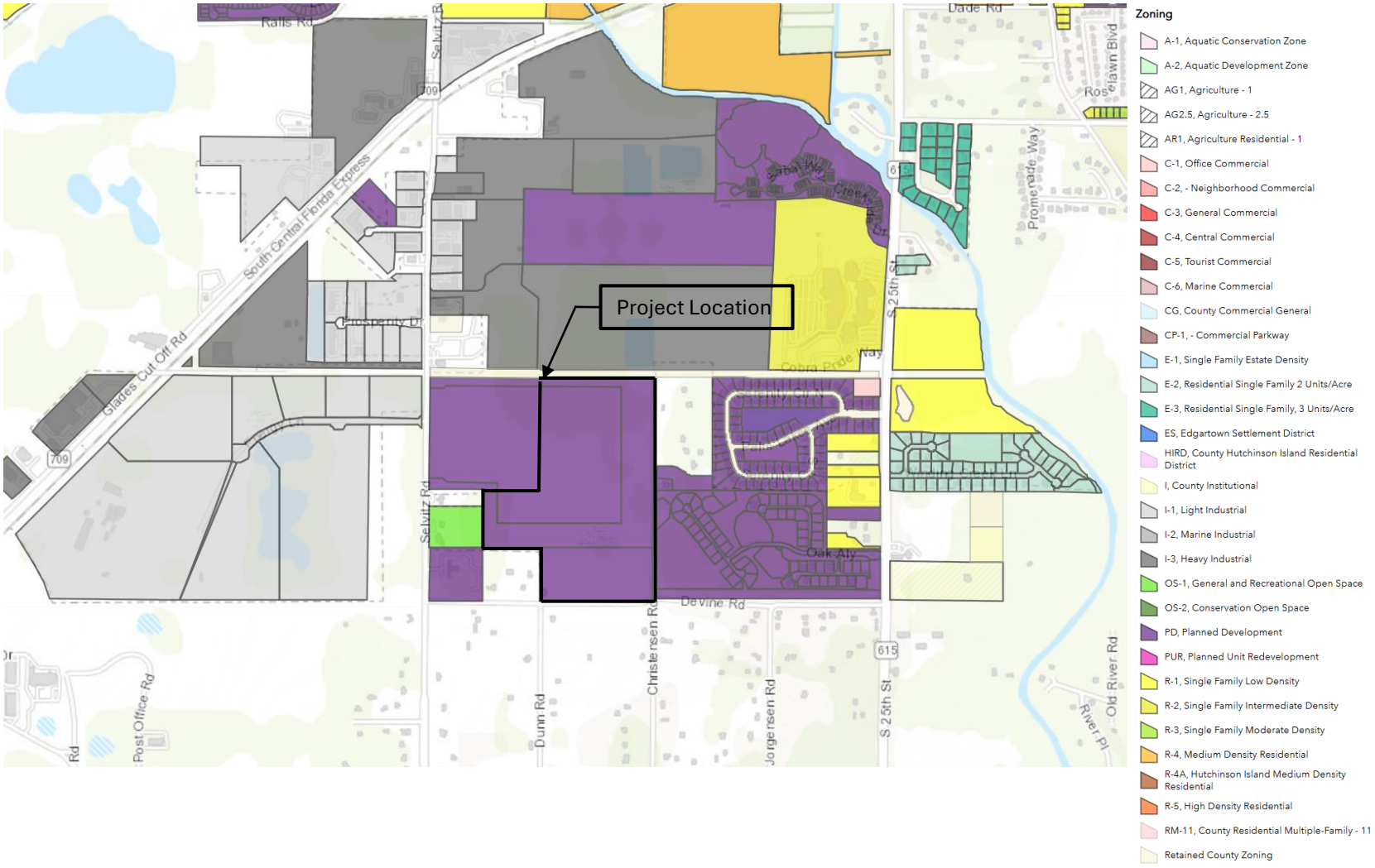

Project Location
Zoning
A-1, Aquatic Conservation Zone
A-2, Aquatic Development Zone
AG1, Agriculture - 1
AG2.5, Agriculture - 2.5
AR1, Agriculture Residential - 1
C-1, Office Commercial
C-2, - Neighborhood Commercial
C-3, General Commercial
C-4, Central Commercial
C-5, Tourist Commercial
C-6, Marine Commercial
CG, County Commercial General
CP-1, - Commercial Parkway
E-1, Single Family Estate Density
E-2, Residential Single Family 2 Units/Acre
E-3, Residential Single Family, 3 Units/Acre
ES, Edgartown Settlement District
HIRD, County Hutchinson Island Residential District
I, County Institutional
I-1, Light Industrial
I-2, Marine Industrial
I-3, Heavy Industrial
OS-1, General and Recreational Open Space
OS-2, Conservation Open Space
PD, Planned Development
PUR, Planned Unit Redevelopment
R-1, Single Family Low Density
R-2, Single Family Intermediate Density
R-3, Single Family Moderate Density
R-4, Medium Density Residential
R-4A, Hutchinson Island Medium Density Residential
R-5, High Density Residential
RM-11, County Residential Multiple-Family - 11
Retained County Zoning
Selvitz Rd
South Central Florida Express
Glades Cut Off Rd
Devine Rd
Christensen Rd
Dunn Rd
Jorgensen Rd
S 25th St
Oak Alv
Cobra Pride Way
Promenade Way
Old River Rd
Post Office Rd
709
615

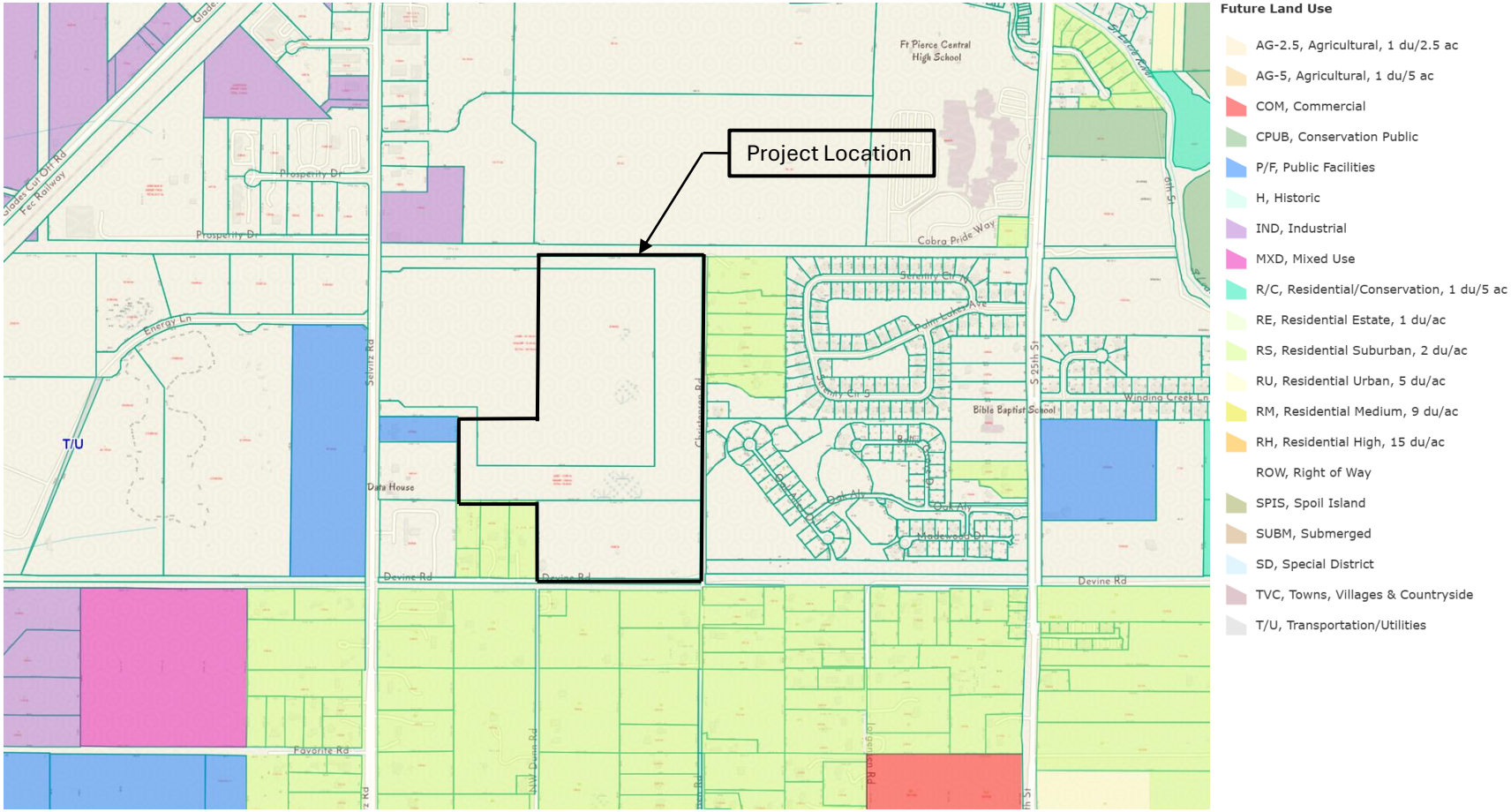

Project Location
Ft Pierce Central High School
Prosperity Dr
Energy Ln
Selvitz Rd
T/U
Data House
Devine Rd
Cobra Pride Way
Bible Baptist School
Winding Creek Ln
S 25th St
Favorite Rd
Future Land Use
AG-2.5, Agricultural, 1 du/2.5 ac
AG-5, Agricultural, 1 du/5 ac
COM, Commercial
CPUB, Conservation Public
P/F, Public Facilities
H, Historic
IND, Industrial
MXD, Mixed Use
R/C, Residential/Conservation, 1 du/5 ac
RE, Residential Estate, 1 du/ac
RS, Residential Suburban, 2 du/ac
RU, Residential Urban, 5 du/ac
RM, Residential Medium, 9 du/ac
RH, Residential High, 15 du/ac
ROW, Right of Way
SPIS, Spoil Island
SUBM, Submerged
SD, Special District
TVC, Towns, Villages & Countryside
T/U, Transportation/Utilities

EXHIBIT 5


Christensen Rd
Devine Rd
Selvitz Rd
Dunn Rd
Legend
Electric Primary Wire
Transmission Wire
Gas Main
Fiber Optic Cable
Potable Water Main
Raw Water Main
Wastewater Force Main
WW Gravity Main
Pole
Fuse
Transformers
Overhead
Pad Mount
Valves
Gas
Water
Raw Water
Waste Water
Fire Hydrant
Well
Lift Station
Disclaimer:
The data contained herein is offered "as is", with no claim or warranty as to its accuracy or completeness. The data is for reference only and should not be considered to be of survey precision. Due to formatting restrictions, the information provided in the map may not be represented in the legend.
811
Know what's below. Call before you dig.
Date: 8/5/2024
FPUA
FPUA Web Map
1 inch = 500 feet
Created By:
Name
(772) 466-1600
FAX (772) 461-1938

EXHIBIT 6

CDD Proposed Facilities and Services

Improvement	Estimated Cost	Final Owner/ Maintenance Entity
Stormwater Management System	$3,015,427	CDD
Roadways	$1,356,942	CDD
Water & Wastewater Systems	$2,713,884	City
Undergrounding of Conduit	$250,000	CDD
Hardscaping, Landscape, Irrigation	$2,629,637	CDD
Amenities	$1,000,000	CDD
Conservation Areas	$500,000	CDD
Offsite Improvements	$1,500,000	County
Professional Services	$1,296,589	NA
Contingency	$1,426,248	NA
Total	***$15,688,727***	

NOTES:

1. The figures above are based on estimates only.
2. Also, the developer reserves the right to privately finance any of the above improvements and transfer them to a homeowners' association upon completion for ownership and maintenance.

EXHIBIT 7

EXHIBIT 7

(SERC)

STATEMENT OF ESTIMATED REGULATORY COSTS

1.0 Introduction

1.1 Purpose and Scope

This Statement of Estimated Regulatory Costs ("SERC") supports the petition to form the **Symphony Lakes Community Development District** (the "District"). The proposed District comprises approximately 87 acres of land located within the City of Fort Pierce, Florida (hereafter "City"). The limitations on the scope of this SERC are explicitly set out in Section 190.002(2)(d), Florida Statutes, as follows:

"That the process of establishing such a district pursuant to uniform general law shall be fair and based only on factors material to managing and financing the service delivery function of the district, so that any matter concerning permitting or planning of the development is not material or relevant."

1.2 Overview of the Community Development District

The District is designed to provide community infrastructure, services, and facilities along with operation and maintenance of such facilities and services to the lands within the District.

The Development plan for the proposed lands within the District includes a residential community with up to the permitted allowable homes. Such uses are authorized for inclusion within the District. A Community Development District ("CDD") is an independent unit of special purpose local government authorized by Chapter 190, Florida Statutes, to plan, finance, construct, operate and maintain community-wide infrastructure in planned community developments. CDD's provide a "solution to the state's planning, management and financing needs for delivery of capital infrastructure in order to service projected growth without overburdening other governments and their taxpayers." Section 190.002(1)(a), Florida Statutes.

A CDD is not a substitute for the local, general purpose, government unit, e.g., the City/County in which the CDD lies. A CDD does not have the permitting, zoning or general police powers possessed by general purpose governments. A CDD is an alternative means of financing,

constructing, operating, and maintaining community infrastructure for planned developments. The scope of this SERC is limited to evaluating the consequences of approving the petition to establish the District.

1.3 Requirements for Statement of Estimated Regulatory Costs

According to Section 120.541(2), Florida Statutes, a statement of estimated regulatory costs must contain:

(a) An economic analysis showing whether the rule[1] directly or indirectly: is likely to have an adverse impact on economic growth, private sector job creation or employment, or private sector investment in excess of $1 million in the aggregate within 5 years after the implementation of the rule; is likely to have an adverse impact on business competitiveness, including the ability of persons doing business in the state to compete with persons doing business in other states or domestic markets, productivity, or innovation in excess of $1 million in the aggregate within 5 years after the implementation of the rule; or is likely to increase regulatory costs, including any transactional costs, in excess of $1 million in the aggregate within 5 years after the implementation of the rule.

(b) A good faith estimate of the number of individuals and entities likely to be required to comply with the rule, together with a general description of the types of individuals likely to be affected by the rule.

(c) A good faith estimate of the cost to the agency, and to any other state and local government entities, of implementing and enforcing the proposed rule, and any anticipated effect on state and local revenues.

(d) A good faith estimate of the transactional costs likely to be incurred by individuals and entities, including local governmental entities, required to comply with the requirements of the rule. As used in this paragraph, "transactional costs" are direct costs that are readily ascertainable based upon standard business practices, and include filing fees, the cost of obtaining a license, the cost of equipment required to be installed or used or procedures required to be employed in complying with the rule, additional operating costs incurred, and the cost of monitoring and reporting, and any other costs necessary to comply with the rule.

(e) An analysis of the impact on small businesses as defined by Section 288.703, Florida Statutes, and an analysis of the impact on small counties and small cities defined by Section 120.52, Florida Statutes. The impact analysis for small businesses must include the basis for the agency's decision not to implement alternatives that would reduce adverse impacts on small businesses.

[1] For the purposes of this SERC, the term "agency" means the City, the term "state" or "State" means State of Florida and the term "rule" means the ordinance(s) which the City would enact in connection with the creation of the District.

(f) Any additional information that the agency determines may be useful.

(g) In the statement or revised statement, whichever applies, a description of any good faith written proposal submitted under Section 120.541(1)(a), Florida Statutes, and either a statement adopting the alternative or a statement of the reasons for rejecting the alternative in favor of the proposed rule.

2.0 Adverse impact on economic growth, business competitiveness or increased regulatory costs, in excess of $1 million.

The creation of the District will not meet any of the triggers in Section 120.541(2)(a), Florida Statutes. The basis for this determination is provided in the discussions in Section 3.0 through Section 6.0 of this SERC.

3.0 A good faith estimate of the number of individuals and entities likely to be required to comply with the rule, together with a general description of the types of individuals likely to be affected by the rule.

Formation of the District would put all of the planned residential units under the jurisdiction of the District. Prior to sale of any units, all of the owners of land within the proposed boundaries will also be under the jurisdiction of the District. Initially, the project developer will be the primary developer and sole landowner of property within the proposed District boundaries.

4.0 Good faith estimate of the cost to state and local government entities of implementing and enforcing the proposed rule, and any anticipated effect on state and local revenues.

4.1 Costs of Governmental Agencies of Implementing and Enforcing Rule

State Government Entities

There will be only modest costs to various State governmental entities to implement and enforce the proposed formation of the District. The District as proposed will encompass under 2,500 acres, therefore the City is the establishing entity under sections 190.005(2), (2)(e), Florida Statutes. The modest costs to various State entities to implement and enforce the proposed rule relate strictly to the receipt and processing of various reports that the proposed District is required to file with the State and its various entities. The costs to those State agencies that will receive and process the District's reports are very small, because the District is only one of many governmental units that are required to submit such reports. Therefore, the marginal cost of processing one additional set of reports is inconsequential. Additionally, pursuant to section 189.018, Florida Statutes, the proposed District must pay an annual fee to the State of Florida's Department of Economic Opportunity, which offsets such costs.

City

The City and its staff will process and analyze the petition, conduct a public hearing with respect to the petition, and vote upon the petition to establish the District. These activities will absorb

some resources. However, the filing fee required by Chapter 190, Florida Statutes, is anticipated to cover the costs for review of the petition for establishment.

These costs to the City are modest for a number of reasons. First, review of the petition to establish the District does not include analysis of the project itself. Second, the petition itself provides much of the information needed for a staff review. Third, local governments already possess the staff needed to conduct the review without the need for new or additional staff. Fourth, there is no capital required to review the petition. Finally, local governments routinely process similar petitions for land uses and zoning charges that are far more complex than the petition to establish a CDD.

The annual costs to the City because of the establishment of the District are minimal. The proposed District is an independent unit of local government. The only annual costs the City faces are the minimal costs of receiving and reviewing the various reports that the District is required to provide to the City. Furthermore, the City will not incur any quantifiable on-going costs resulting from the on-going administration of the District. As previously stated, the District operates independently from the City, and all administrative and operating costs incurred by the District relating to the financing and construction of infrastructure are borne entirely by the District and its landowners.

4.2 Impact on State and Local Revenues

Adoption of the proposed rule will have no negative impact on State and local revenues. The District is an independent unit of local government. It is designed to provide community facilities and services to serve the development. It has its own sources of revenue. No State or local subsidies are required or expected.

In this regard it is important to note that any debt obligations incurred by the District to construct infrastructure or facilities, or for any other reason, are not debts of the State or the City. In accordance with State law, debts of the District are strictly the District's own responsibility.

5.0 A good faith estimate of the transactional costs that are likely to be incurred by individuals and entities required to comply with the requirements of the ordinance.

Table 1 provides an outline of the various facilities and services the proposed District may provide. It is anticipated that the potable water, sanitary sewer and reclaimed utility systems; master stormwater system; electrical undergrounding; gas; conservation/mitigation areas; and onsite and offsite roadway improvements may be financed by the District.

The petitioner has estimated the design and development costs for providing the capital facilities. The cost estimates are also shown in Table 1 below. The District may issue special assessments or other revenue bonds to fund the development of these facilities. These bonds would be repaid through non-ad valorem assessments levied on all developable properties in the District that may benefit from the District's capital improvement program.

Table 1.
CDD Proposed Facilities and Services

Improvement	Estimated Cost	Final Owner/ Maintenance Entity
Stormwater Management System	$3,015,427	CDD
Roadways	$1,356,942	CDD
Water & Wastewater Systems	$2,713,884	City
Undergrounding of Conduit	$250,000	CDD
Hardscaping, Landscape, Irrigation	$2,629,637	CDD
Amenities	$1,000,000	CDD
Conservation Areas	$500,000	CDD
Offsite Improvements	$1,500,000	County
Professional Services	$1,296,589	NA
Contingency	$1,426,248	NA
Total	***$15,688,727***	

Landowners in the District may be required to pay non-ad valorem assessments levied by the District to secure the debt incurred through bond issuance. In addition to the levy of non-ad valorem assessments for debt service, the District may also impose non-ad valorem assessments to fund the operation and maintenance of the District and its facilities and services.

It is important to recognize that buying property in the District is completely voluntary. Ultimately, all owners and users of property within the District choose to accept the non-ad valorem assessments as a tradeoff for the numerous benefits and facilities that the District provides.

A CDD provides property owners with the option of having a higher level of facilities and services financed through self-imposed charges. The District is an alternative means to finance necessary community facilities and services. District financing is no more expensive, and often less expensive, than the alternatives of a municipal service taxing unit (MSTU), a neighborhood association, or through developer equity and/or bank loans.

In considering these costs it shall be noted that occupants of the lands to be included within the District will receive four major classes of benefits.

First, those property owners and businesses in the District will receive a higher level of public services sooner than would otherwise be the case.

Second, a District is a mechanism for assuring that the community services and amenities will be completed concurrently with development of lands within the District. This satisfies the revised

growth management legislation, and it assures that growth pays for itself without undue burden on other consumers. Establishment of the District will ensure that these landowners pay for the provision of facilities, services and improvements to these lands.

Third, a CDD is the sole form of governance which allows District landowners, through landowner voting and ultimately electoral voting for resident elected boards, to determine the type, quality and expense of the District services they receive, provided they meet the City's overall requirements.

Fourth, the District has the ability to maintain infrastructure better than a Homeowners' Association because it is able to offer a more secure funding source for maintenance and repair costs through assessments collected on the county tax bill pursuant to section 197.3632, Florida Statutes.

The cost impact on the ultimate landowners in the District is not the total cost for the District to provide infrastructure services and facilities. Instead, it is the incremental costs above what the landowners would have paid to install infrastructure via an alternative financing mechanism. Given the low cost of capital for a CDD, the cost impact to landowners is negligible. This incremental cost of the high-quality infrastructure provided by the District is likely to be fairly low.

6.0 An analysis of the impact on small businesses as defined by Section 288.703, Florida Statutes, and an analysis of the impact on small counties and small cities as defined by Section 120.52, Florida Statutes.

There will be no impact on small businesses because of the formation of the District. If anything, the impact may be positive. This is because the District must competitively bid many of its contracts, affording small businesses the opportunity to bid on District work, and may also result in a need for additional retail and commercial services that afford small businesses and opportunity for growth.

The City of Fort Pierce has an estimated un-incarcerated population that is greater than 10,000 according to the 2020 U.S. Census. Therefore, the City is not defined as a "small city" according to section 120.52(19), Florida Statutes. For the reasons expressed in the preceding paragraph, the City will not be negatively affected by the District, and instead the establishment of the District will help the City by, among other things, ensuring that the costs of the District's project are paid for by the landowners of the District, and not by the City. Further, as compared to an HOA, the District will be a much more reliable operation and maintenance entity, which will place less burden on the City.

7.0 Any additional useful information.

The analysis provided above is based on a straightforward application of economic theory, especially as it relates to tracking the incidence of regulatory costs and benefits. Inputs were received from the Developer's Engineer and other professionals associated with the Developer.

8.0 In the statement or revised statement, whichever applies, a description of any good faith written proposal submitted under Section 120.541(1)(a), Florida Statutes, and either a statement adopting the alternative or a statement of the reasons for rejecting the alternative in favor of the proposed rule.

There have been no good faith written proposals submitted to the agency.



Mills, Short & Associates

Symphony Lakes
Location Map
November 2024

Exhibit 1

Site Legal Description
Symphony Lakes

LEGAL (PROPOSED SINGLE FAMILY & RECREATION TRACT)

A PARCEL OF LAND LYING IN THE SOUTHWEST QUARTER OF SECTION 32, TOWNSHIP 35 SOUTH, RANGE 40 EAST, ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 32: THENCE ALONG THE WEST **LINE** OF SAID SOUTHWEST QUARTER OF SECTION 32, NORTH 00°04'35" EAST, A DISTANCE OF 1327.48 FEET TO THE SOUTH LINE OF THE NORTH HALF OF SAID SOUTHWEST QUARTER OF SECTION 32: THENCE ALONG SAID SOUTH **LINE,** NORTH 89°57'34" EAST, A DISTANCE OF 50.00 FEET TO THE EAST RIGHT-OF-WAY LINE OF SELVITZ ROAD AS RECORDED IN PLAT BOOK 21, PAGES 11 ANO 11A, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, SAID RIGHT-OF-WAY LINE BEING 50.00 FEET EAST OF, AS MEASURED AT RIGHT ANGLES TO, ANO PARALLEL WITH THE WEST LINE OF SAID SOUTHWEST QUARTER OF SECTION 32: THENCE CONTINUE ALONG SAID SOUTH LINE, NORTH 89°57'34" EAST, A DISTANCE OF 607.47 FEET TO THE WEST LINE OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 32 ANO TO THE POINT OF BEGINNING: THENCE DEPARTING SAID WEST LINE, NORTH OO'D2'26" WEST, A DISTANCE OF 75.95 FEET: THENCE SOUTH 89"56'18" EAST. A DISTANCE OF 657.50 FEET TO THE EAST **LINE** OF THE WEST HALF Of SAID SOUTHWEST QUARTER Of SECTION 32: THENCE ALONG SAID EAST LINE, NORTH 00'01'02" WEST, A DISTANCE OF 1208.49 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF THE NORTH ST. LUCIE RIVER WATER CONTROL DISTRICT CANAL NO. 101, SAID RIGHT-OF-WAY LINE BEING 42.50 FEET SOUTH OF, AS MEASURED AT RIGHT ANGLES TO, ANO PARALLEL WITH THE NORTH LINE OF SAID SOUTHWEST QUARTER OF SECTION 32: THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE: THENCE SOUTH 89"57'58" EAST, A DISTANCE OF 1287.83 FEET, TO THE WEST RIGHT-OF-WAY LINE CHRISTENSEN ROAD, SAID RIGHT-OF-WAY LINE BEING 25.00 FEET WEST OF, AS MEASURED AT RIGHT ANGLES TO, ANO PARALLEL WITH THE EAST LINE OF SAID SOUTHWEST QUARTER OF SECTION 32: THENCE ALONG SAID **WEST** RIGHT-OF-WAY L !NE, SOUTH 00'06' 41" EAST, A DISTANCE OF 2559. 70 FEET TO THE NORTH RIGHT-OF-WAY LINE OF THE NORTH ST. LUCIE RIVER **WATER** CONTROL DISTRICT CANAL NO. 102, SAID RIGHT-OF-WAY LINE BEING 46,00 FEET NORTH Of, AS MEASURED AT RIGHT ANGLES TO, AND PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST QUARTER OF SECTION 32: THENCE ALONG SAID NORTH RIGHT-OF-WAY **LINE,** SOUTH 89°53'07" WEST, A DISTANCE OF 1292.03 FEET TO THE WEST LINE OF THE SOUTHEAST QUARTER OF SAID SOUTHWEST QUARTER OF SECTION 32: THENCE ALONG SAID WEST **LINE,** NORTH 00°01'02" WEST, A DISTANCE OF 616.88 FEET TO THE SOUTH LINE OF THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER Of SAID SOUTHWEST QUARTER Of SECTION 32: THENCE ALONG SAID SOUTH LINE, SOUTH 89"55'21" WEST, A DISTANCE OF 658.01 FEET TO THE WEST LINE OF SAID NORTHEAST QUARTER Of THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 32: THENCE ALONG SAID WEST LINE, NORTH 00'01'46" EAST, A DISTANCE OF 663.31 FEET TO THE POINT OF BEGINNING.

CONTAINING 87.000 ACRES OR 3,789,686 SQUARE FEET MORE OR LESS.

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

PUBLIC NOTIFICATION CERTIFICATION

PROJECT NAME: 25-006 Symphony Lakes CDD

NOTICES PROVIDED PURSUANT TO: FL State Statues Section 190.005 (1)(d), and FL State Statues Section 50.0211(5), and FL and City Code Section 125-37.

NOTICE BY NEWSPAPER:
Monday, January 20, 2025
Monday, January 27, 2025
Monday, February 3, 2025
Monday, February 10, 2025
Monday, February 17, 2025
Monday, February 24, 2025

NOTICE BY MAIL: N/A

NOTICE BY SIGNS: N/A

VERIFIED BY: Kev Freeman **TITLE:** Planning Director

SIGNATURE:  **DATE:** February 6th, 2025

BUSINESS IMPACT ESTIMATE

SUBMITTED BY:

SUBJECT:

---

1. Summary of the proposed ordinance, including a statement of the public purpose to be served by the proposed ordinance, such as serving the public health, safety, morals, and welfare of the municipality.

2. Estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the City:

   a. Estimate of direct compliance costs that businesses may reasonably incur if the ordinance is enacted.

   b. Identification of any new charge or fee on businesses subject to the proposed ordinance or for which businesses will be financially responsible.

   c. An estimate of the City's regulatory costs, including an estimate of revenues from any new charges or fees that will be imposed on businesses to cover such costs.

3. A good faith estimate of the number of businesses likely to be impacted by the ordinance.

4. Any additional information the Commission may find useful.

As approved as part of SB170 and effective October 1, 2023, pursuant to Section 166.041(4), Florida Statutes, the City is required to prepare a business impact estimate prior to enacting an ordinance, subject to exemptions noted in the Law.

This does not apply to the following types of ordinances:

1. Ordinances required for compliance with federal or state law or regulation;
2. Ordinances relating to the issuance or refinancing of debt;
3. Ordinances relating to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
4. Ordinances required to implement a contract or an agreement, including, but not limited to, any federal, state, local, or private grant, or other financial assistance accepted by a municipal government;
5. Emergency ordinances;
6. Ordinances relating to procurement; or
7. Ordinances enacted to implement the following:
    a. Part II of chapter 163, relating to growth policy, county and municipal planning, and land development regulation, including zoning, development orders, development agreements, and development permits;
    b. Sections 190.005 and 190.046; 351
    c. Section 553.73, relating to the Florida Building Code; or
    d. Section 633.202, relating to the Florida Fire Prevention Code.

THE SUNRISE CITY
FORT PIERCE
CITY ATTORNEY'S OFFICE Florida

TO: KEV FREEMAN, PLANNING DIRECTOR

FROM: SARA HEDGES, CITY ATTORNEY SH

RE: ORD - PETITION TO ESTABLISH SYMPHONY LAKES CDD

CAO RLS FILE: RLS 25-12

DATE: FEBRUARY 6, 2025

I have reviewed the above Request for Legal Services (RLS) related to the establishment of the Symphony Lakes CDD through an Ordinance. The Ordinance is approved as to form and correctness. Exhibits A and B will need to be attached to the Ordinance when presented to the City Commission.

Please note, I have not conducted a review of the Petition for legal sufficiency, as it is my understanding you have done so and the RLS did not specifically ask for legal review of the Petition.

If you have any questions, please do not hesitate to contact this Office via phone or e-mail.

Thank you.
SH

City Commission Regular Meeting **12. c.**

Meeting Date: 03/03/2025

Re: Annexation - S. Market Ave. - Parcel ID: 2434-601-0062-000-6

Submitted For: Kev Freeman, Planning Director, Planning Department

SUBJECT:

Legislative Hearing - Ordinance 25-012 - Review and approval for a Voluntary Annexation by applicant Transamerica Construction Company and Culpepper & Terpening, Inc, to extend the territorial limits of the City of Fort Pierce, Florida, to include one (1) parcel at or near the intersection of South Market Ave and Oleander Avenue; Parcel ID: 2434-601-0062-000-6. - SECOND READING

SUMMARY:

PROJECT #: PZANN2024-00004

A voluntary application for annexation was submitted by applicant Cesar Borja, Transamerica Construction Company and Dennis Murphy, Culpepper & Terpening, Inc. The owner is Emerson Peraza, Transamerica Construction Company. The request is to annex Parcel ID: 2434-601-0062-000-6, located at or near the intersection of S. Market Avenue and Oleander Avenue. The subject property has a County Future Land Use designation of Industrial (IND) and a St. Lucie County Zoning classification of Industrial, Light (IL). The proposed City Future Land Use designation is Industrial (I) and Zoning classification of Light Industrial (I-1).

RECOMMENDATION:

As proposed, the annexation meets the standards of the City's Comprehensive Plan, specifically Policy Section 1.11 regarding annexations. Therefore, the Planning Staff recommends approval of the proposed voluntary annexation, along with the associated Future Land Use designation to I and Zoning classification to I-1.

ALTERNATIVES:

1. Recommend approval with conditions
2. Recommend disapproval

RESPONSIBLE STAFF:

Kerry C. Driver - Planner

COORDINATED WITH:

1. Technical Review Committee
2. Planning Board

Fiscal Impact

OTHER INFORMATION:

N/A

Attachments

Ordinance 25-012
Staff Presentation
Staff Report
Applicant File
Staff Supporting Documents
Legal Memo
Public Notice
Business Impact Form
Proof of Publication

Form Review

Inbox	Reviewed By	Date
City Manager	Linda Cox	01/17/2025 02:50 PM

Form Started By: Kerry Driver
Started On: 01/15/2025 01:14 PM
Final Approval Date: 02/19/2025

ORDINANCE NO. 25-012

AN **ORDINANCE EXTENDING THE TERRITORIAL LIMITS OF THE CITY OF FORT PIERCE, FLORIDA, TO INCLUDE ONE (1) PARCEL AT OR NEAR THE INTERSECTION OF SOUTH MARKET AVENUE AND OLEANDER AVENUE AND SHOWN ON EXHIBIT A**; DIRECTING THE ST. LUCIE COUNTY PROPERTY APPRAISER TO ASSESS SAID PROPERTY AND PLACE IT ON THE CITY TAX ROLLS AS OF JANUARY 1, 2025; DIRECTING THE ST. LUCIE COUNTY TAX COLLECTOR TO COLLECT TAXES ON THE HEREIN DESCRIBED PROPERTY; ESTABLISHING ZONING CLASSIFICATION; ESTABLISHING LAND USE DESIGNATION; DIRECTING FILING OF THE ORDINANCE WITH THE CLERK OF THE CIRCUIT COURT AND CHIEF ADMINISTRATIVE OFFICER OF ST. LUCIE COUNTY; DIRECTING REVISION OF THE CHARTER BOUNDARY ARTICLE TO BE FILED WITH THE DEPARTMENT OF STATE AND SUBMITTED TO THE OFFICE OF ECONOMIC AND DEMOGRAPHIC RESEARCH; PROVIDING FOR A SEVERABILITY CLAUSE; REPEALING ALL ORDINANCES OR PARTS THEREOF IN CONFILICT HEREWITH; AND PROVIDING FOR AN EFFECTIVE DATE.

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

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

WHEREAS, the property is contiguous to the municipality of the City of Fort Pierce; and

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

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

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

WHEREAS, the City of Fort Pierce Planning Board, at their January 13th, 2025, meeting voted 6 to 6 recommend approval of the annexation; and

WHEREAS, in accordance with Policy Section 4.1.1 of the Joint Planning Agreement between the City of Fort Pierce and St. Lucie County, the City Planning Department has provided notice of this annexation via certified mail to the St. Lucie County Administrator's Office on January 17, 2025, no fewer than thirty (30) days prior to the first reading of this annexation Ordinance by the City Commission of the City of Fort Pierce, Florida; and

WHEREAS, in accordance with Section 171.044(6) of the Florida Statutes, the City Planning Department has provided notice of this annexation, via certified mail, to the St. Lucie County Board of County Commissioners on January 17, 2025, no fewer than ten (10) days prior to publishing or posting the ordinance notice.

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

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

a) Parcel ID: 2434-601-0062-000-6

LEGAL DESCRIPTION:

KELLEM'S S/D W 145 FT OF N 1/2 OF LOT 14-LESS E 104.5 FT OF N 200 FT-AND E 60 FT OF N 1/2 OF LOT 15-LESS N 12 FT AS IN OR 384-202- (2.60 AC)

Containing 2.6 acres (more or less)

Said property containing approximately 2.6 acres and being generally located at or near the intersection of South Market Avenue and Oleander Avenue, Fort Pierce, FL.

SECTION 2. That the St. Lucie County Property Appraiser and the St. Lucie County Tax Collector are directed to place upon and add to the assessment roll, and to collect taxes on the land described in Exhibit "A" hereof as of January 1, 2025, and subsequent years, and to enter the same at such valuation that it will bear an equal and just proportion of taxes as of that date and subsequent years. The property tax classifications and exemptions currently in effect upon and applied to the land described in Exhibit "A" shall not be affected by this Ordinance, so long as the classifications and exemptions are consistent with the standards set forth by the Saint Lucie County Property Appraiser. Nothing in this Ordinance is intended to, or shall be construed as, a revocation of abrogation of the land's current Saint Lucie County Property Appraiser's tax classifications and exemptions.

SECTION 3. That upon this Ordinance becoming effective, the land herein described on Exhibit "A" and annexed into the territorial limits of the City of Fort Pierce shall be zoned Light Industrial (I-1) and assigned a Future Land Use Designation of Industrial (I), as depicted on Exhibit "B" attached hereto and incorporated herein.

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

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

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

SECTION 7. All Ordinances or parts thereof that may be determined to be in conflict herewith are hereby repealed.

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

APPROVED AS TO FORM & CORRECTNESS:

_____
Sara Hedges, Esq.
City Attorney

STATE OF FLORIDA

COUNTY OF ST. LUCIE

WE, THE UNDERSIGNED, Mayor Commissioner and the City Clerk of the City of Fort Pierce, Florida, do hereby certify that the foregoing and above Ordinance No. **25-012** was duly advertised accordance with Section 171.044(2) of the Florida Statues by display advertising St. Lucie News Tribune on Sunday, February 2, 2025 and Sunday, February 16, 2025; copy of said Ordinance was made available at the office of the City Clerk to the public upon request; said Ordinance was duly introduced, read by title only, and passed on first reading by the City Commission of the City of Fort Pierce, Florida, on February 18, 2025; and was duly introduced, read by title only, and passed on second and final reading March 3, 2025, by the City Commission of the City of Fort Pierce, Florida.

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

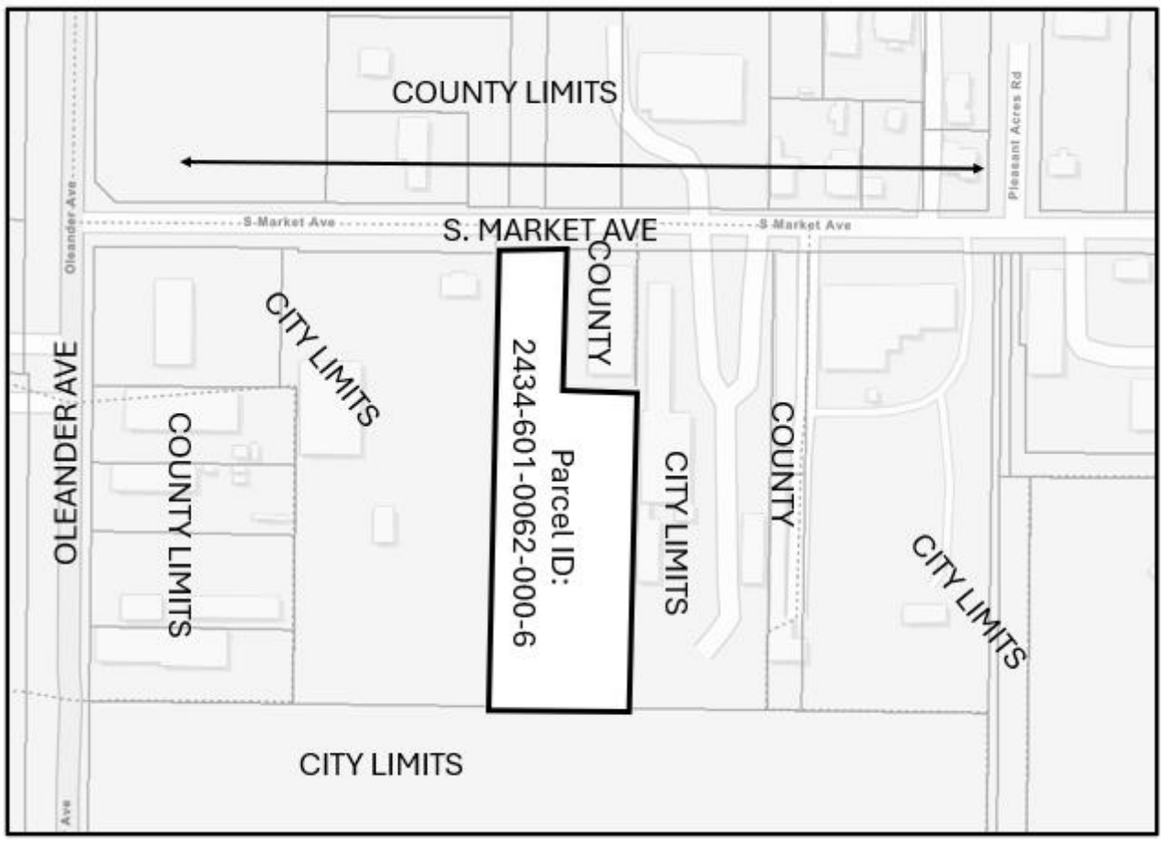
_____
Linda Hudson
Mayor Commissioner

ATTEST:

_____
City Clerk

(CITY SEAL)

EXHIBIT A
Territorial Limits Extension

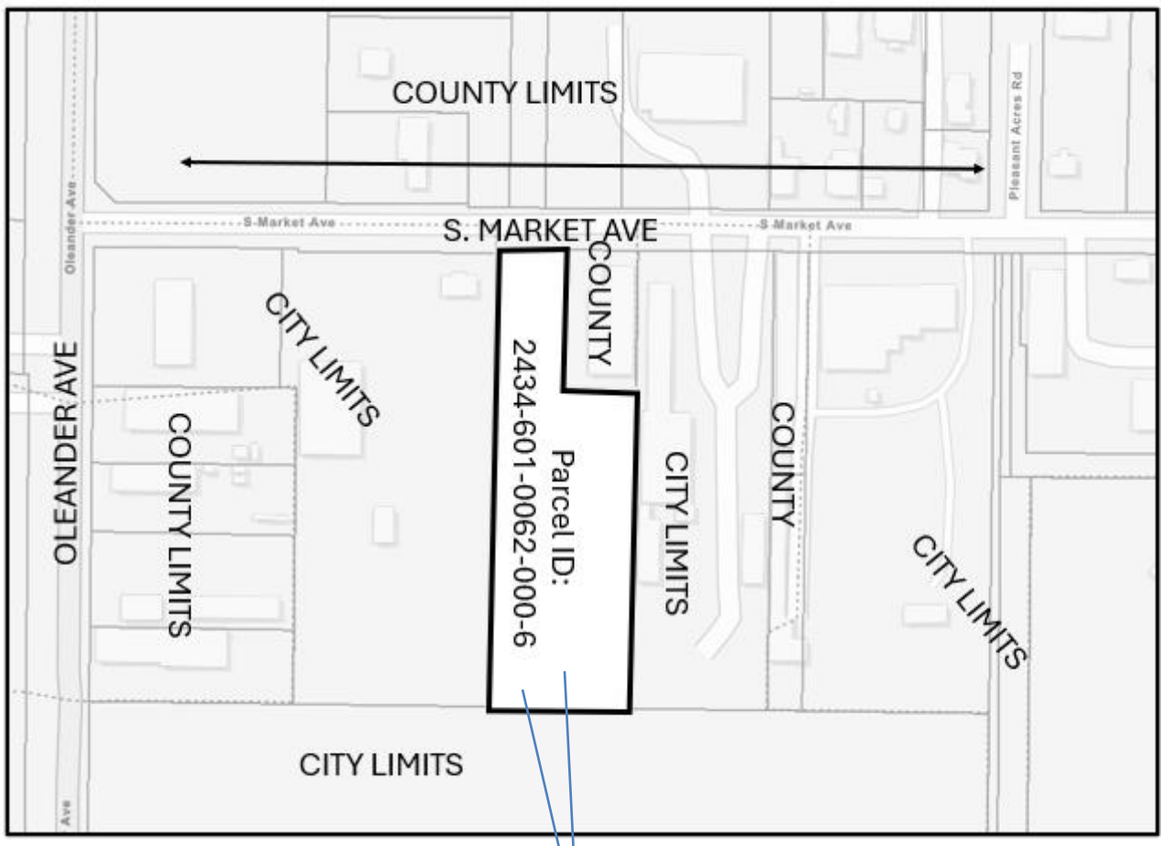


PARCEL: 2434-601-0062-000-6

KELLEM'S S/D W 145 FT OF N 1/2 OF LOT 14-LESS E 104.5 FT OF N 200 FT-AND E 60 FT OF N 1/2 OF LOT 15-LESS N 12 FT AS IN OR 384-202- (2.60 AC)

Said property containing 2.6 acres, more or less

EXHIBIT B
Zoning & Future Land Use Designation Assignment



ZONING DESIGNATION OF **LIGHT INDUSTRIAL (I-1)** AND
LAND USE DESIGNATION OF **INDUSTRIAL (I)**

CITY OF FORT PIERCE

CITY COMMISSION

February 18th, 2025

Annexation

Parcel ID: 2434-601-0062-000-6

APPLICANT

Cesar Borja, Transamerica Construction Company

Dennis Murphy, Culpepper & Terpening, Inc.

PROPERTY OWNER(S)

Emerson Peraza, Transamerica Construction Company

PARCEL ID:
2434-601-0062-000-6

CITY LIMIT VIEW



S. Market Ave. ANNEXATION

SITE LOCATION



SITE AREA= 2.60 +/- Acres

S. Market Ave. ANNEXATION

COMPREHENSIVE PLAN

Pursuant to Comprehensive Plan policy 1.11.5 “properties annexed shall receive a land use designation compatible with the County land use designation, unless otherwise approved by the City Commission.” Staff has confirmed that the property is located within unincorporated St. Lucie County and is contiguous to the Fort Pierce City municipal boundary and within the FPUA service area.

The current value of the property is $411,400. Should the Application for Annexation be approved it could create a new source of ad-valorem tax revenue annually to the City of Fort Pierce if developed, depending on the millage rate per year, which currently is 6.9000.

SUMMARY

Request to review a Voluntary Application for Annexation for one (1) parcel of land at or near the intersection of South Market Avenue and Oleander Avenue.

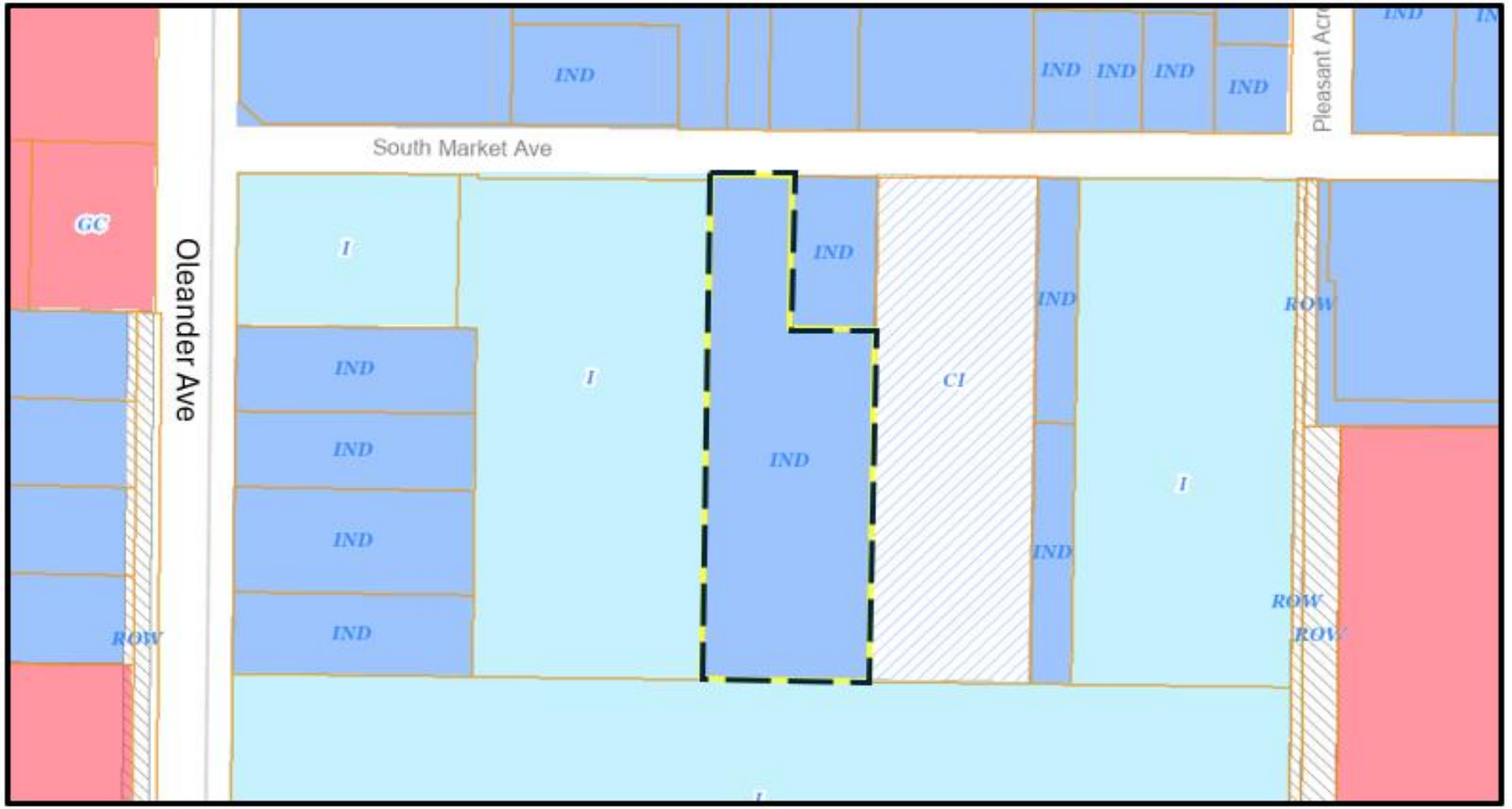
BACKGROUND

The applicant is requesting a voluntary annexation of one (1) parcel at or near the intersection of S. Market Ave. and Oleander Ave., in Fort Pierce, Florida. The parcel ID is 2434-601-0062-000-6.

The subject property has St. Lucie County Future Land Use designation of Industrial (IND) and a St. Lucie County Zoning classification of Industrial, Light (IL). The proposed City Future Land Use designation is Industrial (I) and Zoning classification of Light Industrial (I-1).

EXISTING FUTURE LAND USE: County

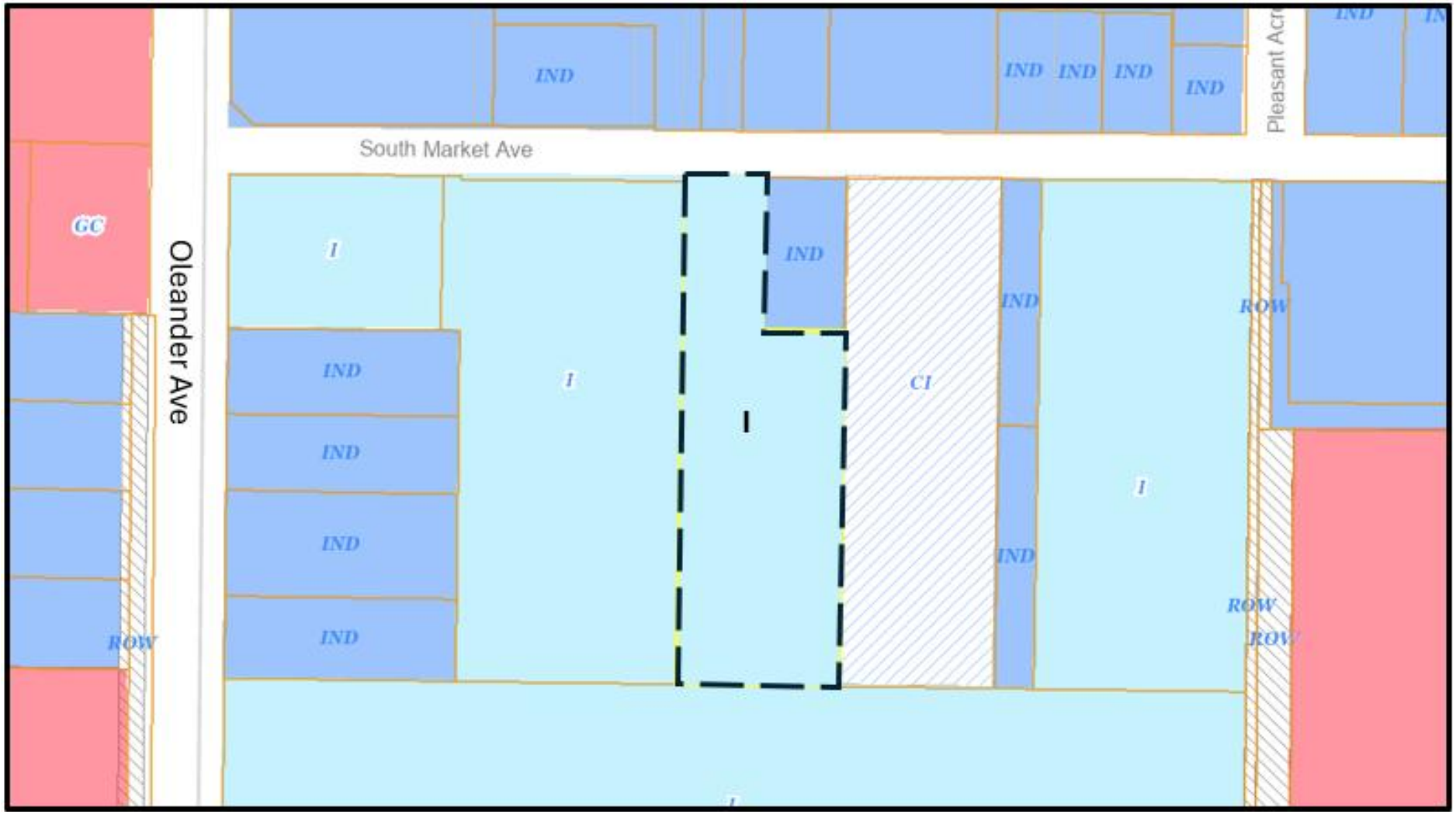
Current FLU: IND
Industrial–
(County)



S. Market Ave. ANNEXATION

PROPOSED FUTURE LAND USE: City

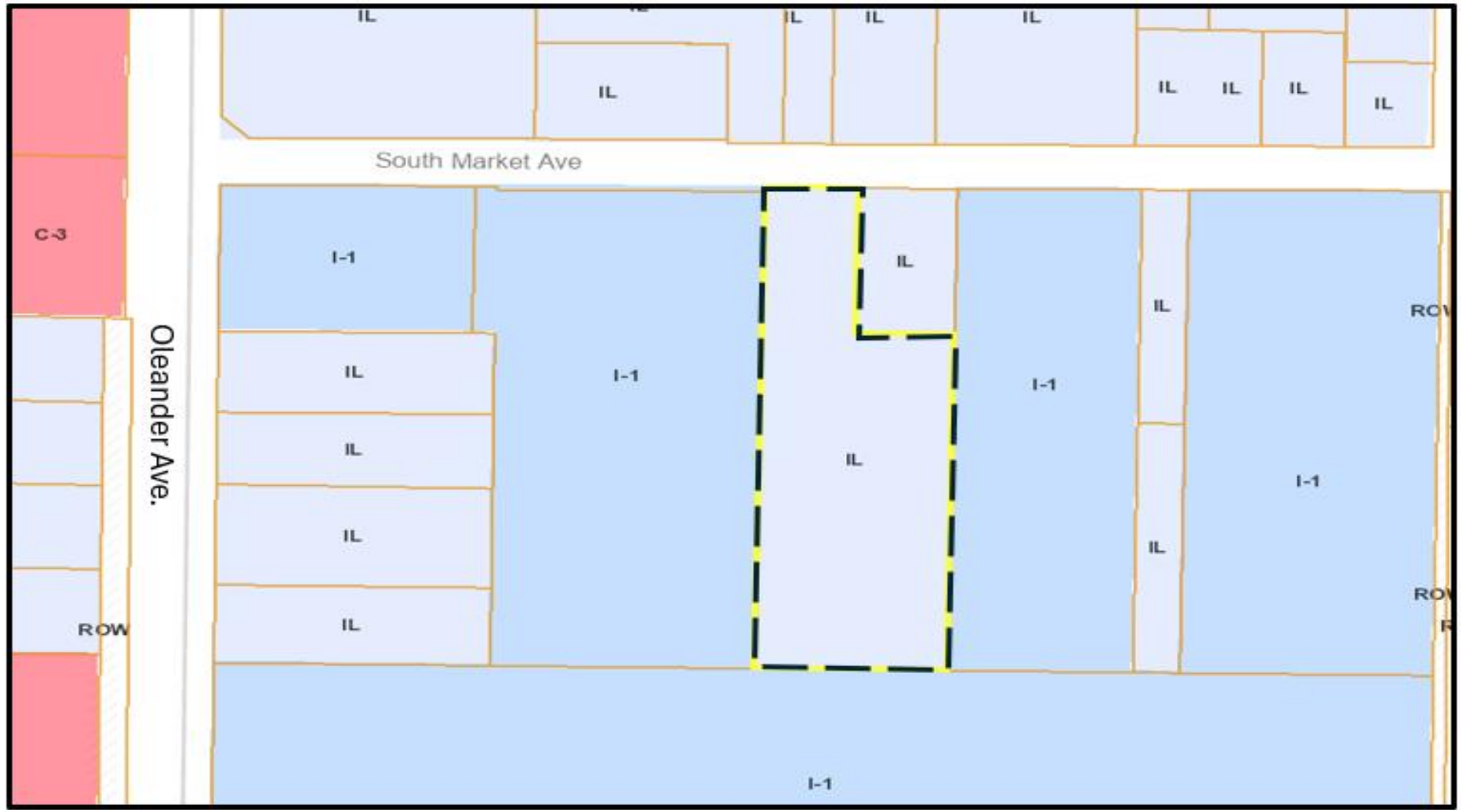
Proposed FLU: I
(Industrial–COFP)



S. Market Ave. ANNEXATION

EXISTING ZONING: County

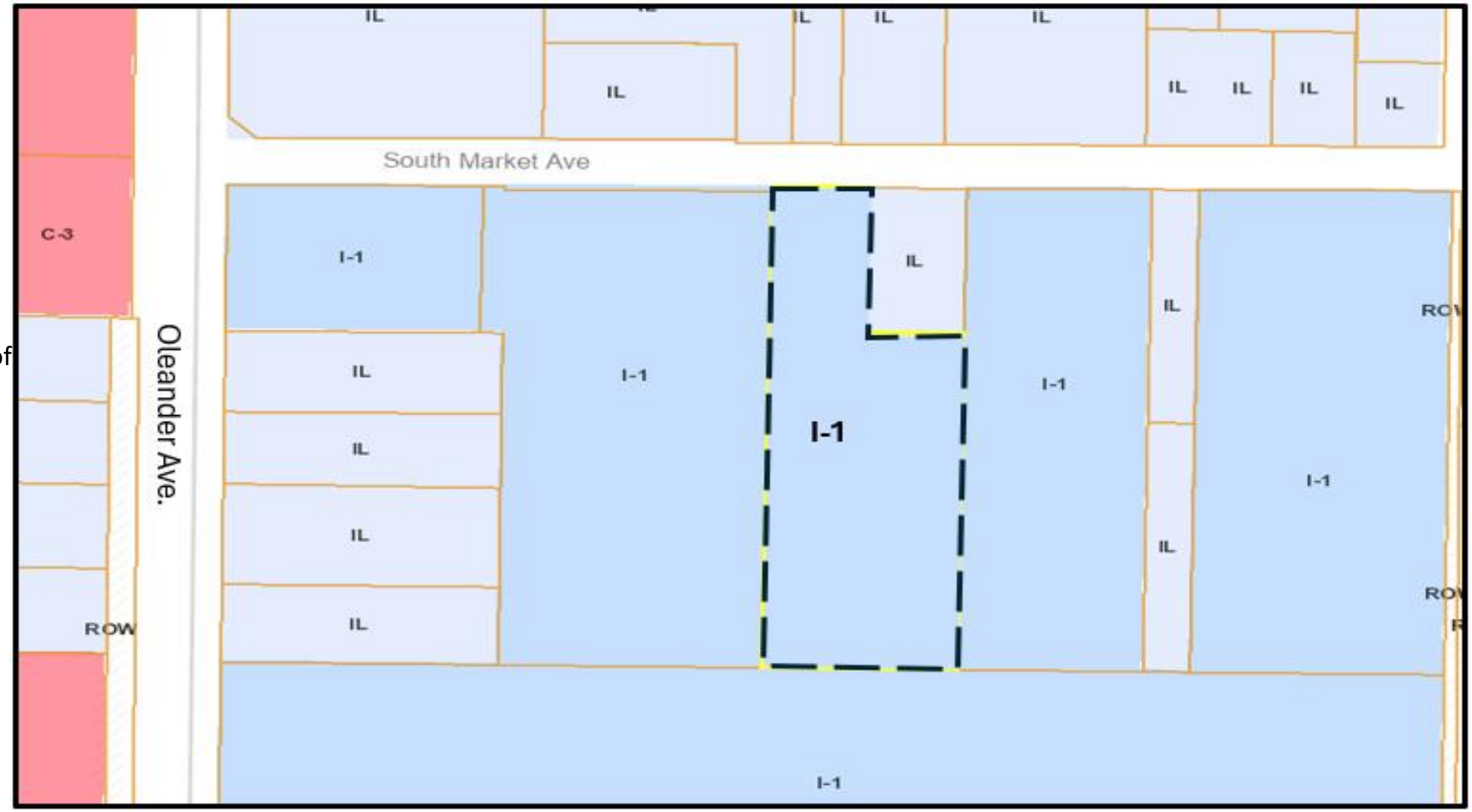
Currently Zoned: IL (Industrial, Light–(St. Lucie County)



S.Market Ave. ANNEXATION

PROPOSED ZONING: City

Proposed Zoning: I-1 (Light Industrial–City of Fort Pierce)



S. Market Ave. ANNEXATION

RECOMMENDATION

At the January 13th meeting, the Planning Board voted unanimously to approve the annexation.

Staff recommendation is for City Commission to **Approve** the submitted application for annexation.

ALTERNATIVE RECOMMENDATIONS

1. Recommend Approval with conditions.

2. Recommend Disapproval.

CITY OF FORT PIERCE

CITY COMMISSION

February 18th, 2025

Annexation

Parcel ID: 2434-601-0062-000-6

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT Florida

TO:	Linda Cox, Acting City Manager
FROM:	Kerry C. Driver, Planner
RE:	**Application for Voluntary Annexation for Parcel ID: 2434-601-0062-000-6**
BOARD DATE:	February 18, 2025

STAFF REPORT

Property Owner/ Applicants	Emerson Peraza
Representative	Dennis Murphy, Culpepper & Terpening
Requested Action:	Approval of a Voluntary Application for Annexation
Site Locations:	N/A
Parcel ID:	2434-601-0062-000-6
Parcel Area:	**2.6** acres
Current Future Land Use:	Industrial (IND)
Current Zoning:	Industrial, Light (IL)
Proposed Future Land Use:	Industrial (I)
Proposed Zoning:	Light Industrial (I-1)

Utilities: FPUA

	North	East	South	West
Surrounding FLU:	Industrial (IND) **county**	Industrial (I)	Industrial (I)	Industrial (I)
Surrounding Zoning:	Industrial, Light (IL) **county**	Light Industrial (I-1)	Light Industrial (I -1)	Light Industrial (I-1)

Staff Analysis:

Request

This is a voluntary annexation on parcel ID: 2434-601-0062-000-6

INSERT LOCATION MAP



The subject property has a St. Lucie County Future Land Use Designation Industrial (IND) and a zoning classification of Industrial, Light (IL). To ensure consistency with Policy 1.11.5 of the City's Comprehensive Plan, the proposed City Future Land Use designation for the parcels will be changed to Industrial (I) and the Zoning classification of Light Industrial (I-1).

Pursuant to Comprehensive Plan policy 1.11.5 "properties annexed shall receive a land use designation compatible with the County land use designation, unless otherwise approved by the City Commission." Staff has confirmed that the property is located within unincorporated St. Lucie County and are contiguous to the Fort Pierce City municipal boundary and within the FPUA service area.

The current taxable value of the property is $411,400. Should the Application for Annexation be approved, it could create a new source of ad-valorem tax revenue annually to the City of Fort Pierce, depending on the millage rate per year, which currently is 6.9000. Currently the property has a dwelling structure.

Comprehensive Plan
Staff has reviewed the Comprehensive Plan and finds the proposed annexation is consistent with the following Objectives and Policies:

Objective 1.11 of the Comprehensive Plan: "Annex properties within the Fort Pierce Utilities Authority Boundary in an orderly manner that promotes efficiency of public service provision and economic vitality of the City."

The property is within the FPUA service boundary. Policy, 1.11.1 of the City Comprehensive Plan: "The City shall evaluate proposed annexation within the urban service boundary based upon the following criteria:

1. The ability of the City to provide public services at a level equal to or better than that available from the current service providers;
2. The ability of the City to provide public services at the City's adopted levels of service;
3. Whether the annexation would eliminate an unincorporated island or could be expanded to eliminate an unincorporated island; and
4. Whether the annexation would eliminate an irregularity or irregularities in the City's boundaries, thereby improving service delivery."

The subject property is in an area that consists of properties that are within both the St. Lucie County and the City of Fort Pierce jurisdictions. The parcel abuts properties that are within the City limits. The annexation of the property would assist in the City's effort to eliminate jurisdictional irregularities along the City's boundary and provide more efficient public services. Staff is requesting that the City of Fort Pierce Future Land Use and Zoning be modified to Industrial (I) and Light Industrial (I-1), respectively, and the City's Comprehensive Plan. Therefore, the requested Future Land Use and Zoning Classifications of I and I-1, respectively, would be consistent with Policy 1.11.5 and the City's Comprehensive Plan. Pursuant to the Future Land Use Element of the Comprehensive Plan, annexations are reviewed for fiscal impacts, the effect upon adopted level of service standards for public facilities, and the elimination of the municipal boundary irregularities to improve service delivery.

Public Notification

In accordance with Policy Section 4.1.1 of the Joint Planning Agreement between the City of Fort Pierce and St. Lucie County, the City Planning Department provided notice of the annexation by mail to the St. Lucie County Administrator's and Attorney's office on January 17, 2025, no fewer than thirty (30) days prior to the first reading of these annexations by the City Commission. Notice by newspaper was submitted for Sunday's February 2 and 16, 2025 publication.

Technical Review Committee

All affected Departments have reviewed the submittals and have no objections regarding the proposed voluntary annexation applications based on compliance with the requirements of the City Code and Comprehensive Plan.

Planning Board

The City of Fort Pierce Planning Board, at their January 13, 2025 meeting, voted 6 to 6 to recommend Approval of the annexation.

Staff Recommendation

As proposed, the annexation meets the standards of the City's Comprehensive Plan, specifically Policy Section 1.11 regarding annexations. Therefore, the Planning Staff recommends approval of the proposed voluntary annexation, along with the associated Future Land Use designation of I and the Zoning classification of I-1.

MICHELLE R. MILLER, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
FILE # 5102303 OR BOOK 4894 PAGE 176, Recorded 09/27/2022 01:56:06 PM Doc Tax: $5075.00

Prepared by and return to:
Raul G. Mendoza, Esq.
RAUL G. MENDOZA, P.A.
2525 Ponce De Leon Blvd Suite 300
Coral Gables, FL 33134
305-448-9002
File Number: **222-0703**
Will Call No.: **3054451818**

[Space Above This Line For Recording Data]

Warranty Deed

This Warranty Deed made this 26 day of **September, 2022** between **S MARKET AVE LLC, a Florida limited liability company** whose post office address is **3804 SW 84th Avenue, Miami, FL 33155**, grantor, and **MIR TRANSAMERICA LLC, a Florida limited liability company** whose post office address is **2600 S. Douglas Road Suite 801, Coral Gables, FL 33134**, grantee:

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

Witnesseth, that said grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS ($10.00) and other good and valuable considerations to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said grantee, and grantee's heirs and assigns forever, the following described land, situate, lying and being in **Saint Lucie County, Florida** to-wit:

A portion of the North 1/2 of Lots 14 and 15 of J.I. KELLEM'S SUBDIVISION of the Northwest 1/4 of Section 34, Township 35 South, Range 40 East, as recorded in Plat Book 3, Page 85, of the Public Records of St. Lucie County, Florida, being more particularly described as follows:

Commence at the Northwest corner of the Southwest 1/4 of the Northwest 1/4 of Section 34, Township 35 South, Range 40 East, thence on an assumed bearing of South 89°53'04" East along the centerline of the platted 36.00 foot road, according to said plat of J.I. KELLEM'S SUBDIVISION, as recorded in Plat Book 3, Page 85, of the Public Records of St. Lucie County, Florida, and along the North line of the South 1/2 of the Northwest 1/4 of said Section 34 a distance of 818.20 feet; thence South 00°33'46" West a distance of 30.00 feet to the South right-of-way of South Market Avenue and the POINT OF BEGINNING; thence continue South 00°33'46" West along a line being parallel with and 1.00 foot West of an existing 6.00 foot chainlink fence and Southerly extension thereof to the South line of the North 1/2 of Lots 14 and 15 of said J.I. KELLEM'S SUBDIVISION; thence Westerly along the South line of the North 1/2 of Lots 14 and 15 of said J.I. KELLEM'S SUBDIVISION 205.00 feet; thence North 00°33'46" East to the South right-of-way of said South Market Avenue, said point being 205.00 feet Westerly from the East line of the herein-described parcel; thence South 89°53'04" East along the South right-of-way of said South Market Avenue a distance of 205.00 feet to the POINT OF BEGINNING, LESS the East 104.50 feet of the North 188.00 feet thereof.

Also described as:

The West 205 feet of the East 720 feet of the North 1/2 of Lots 13, 14, and 15 of J.I. KELLEM'S SUBDIVISION, according to the Plat thereof, as recorded in Plat Book 3, Page 85, of the Public Records of St. Lucie County, Florida, LESS AND EXCEPTING THEREFROM the East 104.5 feet of the North 200 feet thereof, and LESS AND

EXCEPTING THEREFROM the 12 feet lying immediately South of and adjacent to the right-of-way of South Market Avenue, St. Lucie County, Florida.

Parcel Identification Number: 2434-601-0062-000-6

Subject to restrictions, reservations, easements and limitations of record, if any, provided that this shall not serve to reimpose same, zoning ordinance and taxes for the current year.

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

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

And the grantor hereby covenants with said grantee that the grantor is lawfully seized of said land in fee simple; that the grantor has good right and lawful authority to sell and convey said land; that the grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances, except taxes accruing subsequent to **December 31, 2021**.

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

Signed, sealed and delivered in our presence:

Witness Name: RAUL G MENDOZA

Witness Name: Wanda de Mendoza

S MARKET AVE LLC, a Florida limited liability company

By: _____
Rina Byer, Authorized Member

State of Florida
County of Miami-Dade

The foregoing instrument was acknowledged before me by means of [X] physical presence or [_] online notarization, this 26 day of September, 2022 by Rina Byer, Authorized Member of S MARKET AVE LLC, a Florida limited liability company, on behalf of the company, who [_] is personally known to me or [X] has produced a driver's license as identification.

[Notary Seal]

RAUL G. MENDOZA
MY COMMISSION EXPIRES JUNE 17, 2023
#GG 303964
Bonded Thru Troy Fain-Insurance
NOTARY PUBLIC, STATE OF FLORIDA

Notary Public

Printed Name: Raul G. Mendoza

My Commission Expires: 6-17-2023

BOUNDARY SURVEY



LOCATION MAP
NOT TO SCALE

PROPERTY ADDRESS:

PARCEL ID. No. 2434-601-0062-000-6

LEGAL DESCRIPTION:

A PORTION OF THE NORTH 1/2 OF LOTS 14 AND 15 OF J.I. KELLEM'S SUBDIVISION OF THE NORTHWEST 1/4 OF SECTION 34, TOWNSHIP 35 SOUTH, RANGE 40 EAST, AS RECORD IN PLAT BOOK 3, PAGE 85, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, BEING MORE PARTICULARY DESCRIBED AS FOLLOWS:
COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 34, TOWNSHIP 35 SOUTH, RANGE 40 EAST, THENCE ON AN ASSUMED BEARING OF SOUTH 89°53'04" EAST ALONG THE CENTERLINE OF THE PLATTED 36.00 FOOT ROAD, ACCORDING TO SAID PLAT J.I. KELLEM'S SUBDIVISION, AS RECORDED IN PLAT BOOK 3, PAGE 85, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, AND ALONG THE NORTH LINE OF THE SOUTH 1/2 OF THE NORTHWEST 1/4 OF SAID SECTION 34 A DISTANCE OF 818.20 FEET; THENCE SOUTH 00°33'46" WEST A DISTANCE OF 30.00 FEET TO THE SOUTH RIGHT-OF-WAY- OF SOUTH MARKET AVENUE AND THE POINT OF BEGINNING; THENCE CONTINUE SOUTH 00°33'46" WEST ALONG A LINE BEING PARALLEL WITH AND 1.00 FOOT WEST OF AN EXISTING 6.00 FOOT CHAINLINK FENCE AND SOUTHERLY EXTENSION THEREOF TO THE SOUTH LINE OF THE NORTH 1/2 OF LOTS 14 AND 15 OF SAID J.I. KELLEM'S SUBDIVISION; THENCE WESTERLY ALONG THE SOUTH LINE OF THE NORTH 1/2 OF LOTS 14 AND 15 OF SAID J.I. KELLEM'S SUBDIVISION 205.00 FEET; THENCE NORTH 00°33'46" EAST TO THE SOUTH RIGHT-OF-WAY OF SAID SOUTH MARKET AVENUE, SAID POINT BEING 205.00 FEET WESTERLY FROM THE EAST LINE OF THE HEREIN-DESCRIBED PARCEL; THENCE SOUTH 89°53'04" EAST ALONG THE SOUTH RIGHT-OF-WAY OF SAID SOUTH MARKET AVENUE A DISTANCE OF 205.00 FEET TO THE POINT OF BEGINNING, LESS THE EAST 104.50 FEET OF THE NORTH 188.00 FEET THEREOF.

ALSO DESCRIBED AS:
THE WEST 205 FEET OF THE EAST 720 FEET OF THE NORTH 1/2 OF LOTS 13, 14, AND 15, OF J.I. KELLEM'S SUBDIVISION, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 3, PAGE 85, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA, LESS AND EXCEPTING THEREOF THE EAST 104.50 FEET OF THE NORTH 200 FEET THEREOF, AND LESS AND EXCEPTING THEREOF THE 12 FEET LYING INMEDIATELY SOUTH OF AND ADJACENT TO THE RIGHT-OF-WAY OF SOUTH MARKET AVENUE, ST. LUCIE COUNTY, FLORIDA.

CERTIFIED TO:

MIR TRANSAMERICA LLC, a Florida Limited Liability Company
PONCE DE LEON TITLE SERVICES, INC
FIDELITY NATIONAL TITLE INSURANCE COMPANY

LEGEND

℄	CENTER LINE	PB.	PLAT BOOK
(D)	DEED	PG.	PAGE
E	EAST	P.O.C.	POINT OF COMMENCEMENT
ENC.	ENCROACHMENT	P.O.B.	POINT OF BEGINNING
F.N.&D.	FOUND NAIL AND DISC	P.S.M.	PROFESSIONAL SURVEYOR AND MAPPER
(M)	MEASURED	———	PROPERTY LINE
N	NORTH	S	SOUTH
N.G.S	NATIONAL GEODETIC SURVEY	SET I.P.	SET IRON PIPE
N.A.V.D.	NATIONAL AMERICAN VERTICAK DATUM	W	WEST

GENERAL NOTES:

-LEGAL DESCRIPTION USED TO PERFORM THIS SURVEY WAS SUPPLIED BY OTHERS.
THIS SURVEY DOES NOT DETERMINE OR IS NOT TO IMPLY OWNERSHIP.
-THIS SURVEY ONLY SHOWS ABOVE GROUND IMPROVEMENTS.
UNDERGROUND UTILITIES, FOOTINGS, OR ENCROACHMENTS ARE NOT LOCATED ON THIS SURVEY MAP.
-IF THERE IS A SEPTIC TANK, WELL OR DRAIN FIELD ON THIS SURVEY, THE LOCATION OF SUCH ITEMS WAS SHOWN TO US BY OTHERS AND THE INFORMATION WAS NOT VERIFIED.
-EXAMINATION OF THE ABSTRACT OF TITLE WILL HAVE TO BE MADE TO DETERMINE RECORDED INSTRUMENTS, IF ANY, AFFECT THIS PROPERTY.
-THE LANDS SHOWN HEREIN WERE NOT ABSTRACTED FOR EASEMENT OR OTHER RECORDED ENCUMBRANCES NOT SHOWN ON THE PLAT.
-WALL TIES ARE TO THE FACE OF THE WALL.
-FENCE OWNERSHIP NOT DETERMINED.
-BASIS OF BEARING (ASSUMED) ALONG THE CENTER LINE OF S. MARKET AVENUE.
-DIMENSIONS SHOWN ARE PLATTED AND MEASURED UNLESS OTHERWISE SHOWN.
-NO IDENTIFICATION FOUND ON PROPERTY CORNERS UNLESS NOTED.
-NOT VALID UNLESS SEALED WITH THE SIGNING SURVEYOR'S EMBOSSED SEAL.
-BOUNDARY SURVEY MEANS A DRAWING AND/OR GRAPHIC REPRESENTATION OF THE SURVEY WORK PERFORMED IN THE FIELD, COULD BE DRAWN AT A SHOWN SCALE AND/OR NOT TO SCALE.
-N.G.S. BENCHMARKS Y-403 ELEVATION 13.45' N.A.V.D. 88, X-403 ELEVATION 12.71' N.A.V.D. 88.
-THIS IS A BOUNDARY SURVEY UNLESS OTHERWISE NOTED.
-THIS BOUNDARY SURVEY IS EXCLUSIVE FOR THE USE PARTIES TO WHOM IT IS CERTIFIED. THE CERTIFICATIONS DO NOT EXTEND TO ANY UNNAMED PARTIES.
-THIS SURVEY SHALL NOT BE USED FOR CONSTRUCTION/PERMITTING PURPOSES WITHOUT WRITTEN CONSENT FROM THE LAND SURVEYOR WHO HAS SIGNED AND SEAL THIS SURVEY.

THIS SURVEY MEETS THE "STANDARDS OF PRACTICE" AS REQUIRED BY CHAPTER 5J-17 FLORIDA BOARD OF LAND SURVEYORS, PURSUANT TO SECTION 472.027 OF THE FLORIDA STATUTES.

SIGNED_____ FOR THE FIRM
EFRAIN LOPEZ P.S.M. No.6792 STATE OF FLORIDA
NOT VALID WITHOUT AN AUTHENTIC ELECTRONIC SIGNATURE AND AUTHENTICATED ELECTRONIC SEAL AND/OR THIS MAP IS NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A LICENSED SURVEYOR AND MAPPER.

NW CORNER OF SECTION 34-T35S-R40E.
Found Boat Spike in Cut-Out
F.N.&D. (No Id)
1343.64'(M) N00°12'43"E
NORHT LINE OF THE SOUTH 1/2 OF THE NW 1/4 OF SECTION 34-T35S-R40E.
(ASSUMED BEARING) S89°53'04"E 818.20'
S. MARKET AVENUE
21'± ASPHALT PAVEMENT
NORTH LINE OF LOTS 14 AND 15
P.O.C.
SET I.P.1/2" P.S.M. #6792
DITCH
S89°53'04"E 205.50'(D)
30.00'
30.00'
12.00'
P.O.B.
SET N.&D. P.S.M. #6792
S89°53'04"E 100.50'(D)
1"=50'
209.00'
ZONE X
ASPHALT DRIVEWAY
S00°33'46"W 188.00'(D)
1.55' ENC.
LESS OUT
14.08'
14.70' ENC.
1.02' ENC.
0.21'
SET I.P.1/2" P.S.M. #6792
N89°53'04"W 104.50'(D)
1.68'
NO ACCESS
PARCEL AREA = 113752± square feet
"VACANT LAND"
PARCEL ID. No. 2434-601-0062-000-6
N00°12'35"E 1343.42'(M)
WEST LINE OF SECTION 34-T35S-R40E.
NW CORNER OF THE SW 1/4 OF OF THE NW 1/4 OF SECTION 34-T35S-R40E.
OLEANDER AVENUE
WEST LINE OF LOT 15
REMAINDER OF LOT 15 "J.I. KELLEM'S SUBDIVISION" P.B.3-PG.85
S00°33'46"W 650.72'(C)(M)
648.00'(D)
PORTION OF LOT 15 "J.I. KELLEM'S SUBDIVISION" P.B.3-PG.85
WEST LINE OF THE NORTH 1/2 LOT 14
PORTION OF LOT 14 "J.I. KELLEM'S SUBDIVISION" P.B.3-PG.85
S00°33'46"W 460.00'(D) 462.77'(M)
S00°33'46"W 648.00'(D) 650.78'(C)
REMAINDER OF LOT 14 "J.I. KELLEM'S SUBDIVISION" P.B.3-PG.85
HEAVY VEGETATION
ZONE X
6' CHAIN LINK FENCE
Found 1" ROUND BOLT IN CUT-OUT
WEST 1/4 CORNER OF SECTION 34-T35S-R40E.
SOUTH LINE OF THE NORTH 1/2 OF LOTS 14 AND 15 OF "J.I. KELLEM'S SUBDIVISION" P.B.3-PG.85
4.29' ENC.
SET I.P.1/2" P.S.M. #6792
N89°53'04"W 205.00'(D)
SET I.P.1/2" P.S.M. #6792
REMAINDER OF LOTS 14 AND 15

SHEET 1 OFF 1	COMMUNITY NUMBER: 120285	PANEL NUMBER: 0189	DATE OF FIRM: 02/19/2020	
	SUFFIX: K	FIRM ZONE: X	BASE FLOOD ELEVATION: N/A	SCALE: 1"=50'
	DRAWN BY: LISSY	DATE: 11/19/2022	REVISED: E.L.	JOB No.B-61621

E. LOPEZ
SURVEYORS AND MAPPERS CORP.
ADRESS: 13801 SW 10th TERRACE
MIAMI, FLORIDA 33184
PHONE: (786) 416-4026
lopez-efrain@live.com

Property Identification

Site Address: S MARKET AVE
Use Type: 4000

Parcel ID: 2434-601-0062-000-6
Jurisdiction: Saint Lucie County

Account #: 33465
Map ID: 24/34N

Sec/Town/Range: 34/35S/40E
Zoning: Industrial

Ownership

Mir Transamerica LLC

2600 S Douglas RD Ste 801
Coral Gables, FL 33134-6149

Legal Description

KELLEM`S S/D W 145 FT OF N 1/2 OF LOT 14-LESS E 104.5 FT OF N 200 FT- AND E 60 FT OF N 1/2 OF LOT 15-LESS N 12 FT AS IN OR 384-202- (2.60 AC)

Current Values

Just/Market:	$411,400	Assessed:	$411,400
Exemptions:	$0	Taxable:	$411,400

Historical Values 3-year

Year	Just/Market	Assessed	Exemptions	Taxable
2024	$411,400	$411,400	$0	$411,400
2023	$411,400	$411,400	$0	$411,400
2022	$229,200	$229,200	$0	$229,200

Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price
09-26-2022	4894 / 0176	0001	WD	S Market Ave LLC	$725,000
10-25-2021	4715 / 0470	0002	WD	Baker Carolyn	$320,000
09-21-1987	0686 / 0035	XX01	QC	Baker Christopher J	$100

Primary Building Information

Finished Area of this building: 0 SF
Gross Sketched Area: 0 SF

Exterior Data

View:	Roof Cover:	Roof Structure:	Building Type:
Year Built: N/A	Frame:	Grade:	Effective Year: N/A
Primary Wall:	Story Height:	No. Units: 0	Secondary Wall:

Interior Data

Bedrooms: 0	A/C %: 0%	Electric:	Primary Int Wall:
Full Baths: 0	Heated %: N/A%	Heat Type:	Avg Hgt/Floor: 0
Half Baths: 0	Sprinkled %: 0%	Heat Fuel:	Primary Floors:



Image or Sketch unavailable for display

Total Areas

Finished/Under Air (SF):	0
Gross Sketched Area (SF):	0
Land Size (acres):	2.6
Land Size (SF):	113,194
Total Building Count:	1

Special Features and Yard Items

Type	Qty	Units	Year Blt

All information is believed to be correct at this time, but is subject to change and is provided without any warranty.
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THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

Dennis Murphy
Culpepper & Terpening, Inc.
2980 S. 25th Street
Fort Pierce, FL 34981

Project #: PZANN2024-00004: Annexation– Voluntary Application for Annexation
Parcel ID: 2434-601-0062-000-6
Technical Review Committee Comments for December 19, 2024, TRC Meeting

City of Fort Pierce Planning Department
Annexation: Recommend

Fort Pierce Engineering Department
Annexation: Recommend Approval

Fort Pierce Building Department
No comments at this time.

Fort Pierce Police Department

No comments at this time.

St. Lucie County Planning Department
No comments at this time.

St. Lucie County PW/Engineering
No comments at this time.

City Clerk Office
No comments at this time.

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

Code Enforcement

No comments at this time.

Fort Pierce Utilities Authority

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

St. Lucie County Fire District

No comments at this time.

Florida Department of Transportation

No comments at this time.

St. Lucie County School Board

No comments at this time.

THE SUNRISE CITY
FORT PIERCE
BUILDING DEPARTMENT Florida

BUILDING DEPARTMENT
TECHNICAL REVIEW COMMITTEE (TRC)
COMMENT FORM

Meeting Date: 12.19.24
Property Address: Annexation - 2434-601-0062-000-6

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

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

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

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

☐ 4. Building Permit required.

☐ 5. Signed and sealed construction drawings required.

☐ 6. Must meet the following Accessibility requirements:

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

☐ 7. Change of Use required

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

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

☐ 9. Flood Development Permit required.

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

☐ 11. Open permits, requiring attention exist.

☐ 12. Shall meet the Fire Prevention Code:

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

☐ 15. Other

Additional Comments/Requirements:

Building Official's or Representative's Signature _____ Date: 12/12/24

THE SUNRISE CITY
FORT PIERCE
Florida
ENGINEERING
DEPARTMENT

TO: Kerry Driver - Planner

FROM: Tracy Telle, Assistant City Engineer TST

RE: Trans America Annexation – Oleander Ave. & S. Market Ave.
TRC No. PZANN-2024-00004

DATE: December 17, 2024

This is to advise you that we have completed the review of the following documents as received by this office on December 9, 2024:

- ☐ Development Permit Compliance Review
- ☒ Annexation
- ☐ Executed Construction Contract
- ☐ Permits
- ☐ Construction Drawings
- ☐ Test Reports & Related Documents
- ☐ Record Drawings
- ☐ Other

Based on our reviews and appropriate site final inspection, we

- ☒ Recommend
- ☐ Do Not Recommend
- ☐ Variance Approval
- ☒ Approval
- ☐ C/O

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

☐ See Attached for comments

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

Technical Review Committee meeting

December 19, 2024

Case #: PZANN-2024-00004

Planner: City of Ft. Pierce Planning Department.

Annexation

South Market Avenue., Ft. Pierce, (Parcel ID 2434-601-0062-000-6)

Comments:

No comments at this time.

Fort Pierce Utilities Authority
Water/Wastewater Engineering
1701 South 37th Street
Fort Pierce, FL 34947
772.466.1600 Ext 3473

Technical Review Committee Meeting

TECHNICAL REVIEW PROJECT: PZANN-2024-00004
Annexation - 2434-601-0062-000-6 (6 S Market Ave)

Comments

W/WW Engineering: Approved.

Electric Engineering: This submission is outside of the FPUA electric service ave.

Gas: Approved.

FPUAnet Fiber: FPUAnet **Approves.**

Project #: PZANN-2024-00004

JA

Jesse Almand<jalmand@slcfd.org>

Reply Reply all Forward

To: Kerry Driver

Thu 12/12/2024 2:31 PM

SECURITY WARNING: This email has been generated from external sources and is not affiliated with the City of Fort Pierce systems. Exercise caution while clicking on links or opening attachments. If you have any questions or concerns, please reach out to the IT department promptly.

Good afternoon,

SLCFD has no comments for this portion of the project.

Respectfully,

Jesse Almand~736

Lieutenant, Fire Plans Examiner/Investigator

Saint Lucie County Fire District

Community Risk Reduction

(772) 621-3385

BUSINESS IMPACT ESTIMATE

SUBMITTED BY:

SUBJECT:

---

1. Summary of the proposed ordinance, including a statement of the public purpose to be served by the proposed ordinance, such as serving the public health, safety, morals, and welfare of the municipality.

2. Estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the City:

   a. Estimate of direct compliance costs that businesses may reasonably incur if the ordinance is enacted.

   b. Identification of any new charge or fee on businesses subject to the proposed ordinance or for which businesses will be financially responsible.

   c. An estimate of the City's regulatory costs, including an estimate of revenues from any new charges or fees that will be imposed on businesses to cover such costs.

3. A good faith estimate of the number of businesses likely to be impacted by the ordinance.

4. Any additional information the Commission may find useful.

D R A F T

CITY OF FORT PIERCE

PLANNING BOARD

Planning Board Minutes

OF THE REGULAR MEETING OF THE FORT PIERCE CITY PLANNING BOARD HELD ON MONDAY, JANUARY 13, 2025, IN FORT PIERCE CITY HALL, COMMISSION CHAMBERS, 100 NORTH US HIGHWAY 1, FORT PIERCE, FLORIDA.

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

The new Planning Board member, Christopher Widing, introduced himself to the Board.

Present: Alexander Edwards; Christopher Widing; Nichelle Clemons; Justine Carter; Clayton Johnson; Anton Kreisl, Chairman

Absent: Gloria Baxevanis

Staff Present: Kev Freeman, Planning Director
Kerry Driver, Planner
Alicia Rosenthal, Planning and Development Organizer

4. CONSIDERATION OF ABSENCES

Ms. Baxevanis was excused.

5. APPROVAL OF MINUTES

a. Minutes from the December 9, 2024 meeting

Motion was made by Nichelle Clemons, and seconded by Alexander Edwards to approve the minutes from the December 9, 2024 meeting.

AYE: Nichelle Clemons, Justine Carter, Clayton Johnson, Alexander Edwards, Christopher Widing, Chairman Anton Kreisl

Passed

6. NEW BUSINESS

a. Annexation - S. Market Ave - Parcel ID: 2434-601-0062-000-6

Ms. Driver gave an overview of the requested voluntary annexation of one (1) parcel at or near the intersection of S. Market Ave. and Oleander Avenue. The subject property has a St. Lucie County Future Land Use designation of Industrial (IND) and a St. Lucie County Zoning classification of Industrial, Light (IL). The proposed City Future Land Use designation is Industrial (I) and Zoning classification of Light Industrial (I-1). The site area is approximately 2.60 acres and the current value of the property is $411,400.

Dennis Murphy, Applicant Representative, stated they plan to make the best use of the property within the city regulations.

Motion was made by Nichelle Clemons, and seconded by Justine Carter to forward a recommendation of approval of the annexation of Parcel ID: 2434-601-0062-000-6 to the City Commission.

AYE: Justine Carter, Clayton Johnson, Alexander Edwards, Christopher Widing, Nichelle Clemons, Chairman Anton Kreisl

Passed

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

Mr. Freeman provided the background of the Port of Fort Pierce Overlay Text Amendment. He explained the overlay district will take precedence over the current zoning. He highlighted that the Port of Fort Pierce is one of the 15 deep water seaports in Florida, which has immense economic value. Mr. Freeman highlighted that the illustrative Port of Fort Pierce Master Plan shows one of the potential scenarios of development in the port. It is important to know that what is being done today does not affect the implementation of the uses of the port as it stands. The city is enabling the development of the Master Plan and also broadening it to maintain the property rights of the property owners in the area.

Mr. Freeman stated several initiatives are underway near the Port, including major transportation improvements such as North Causeway Reconstruction, implementation of the SUNTrail Greenway, Fisherman's Wharf redevelopment and the Kings Landing development. He said that staff had been working on moving the port forward for four years. Mr. Freeman stated future development within the Port of Fort Pierce Overlay District will be processed either through a minor site plan or by the conditional use procedure. He noted the current Zoning and Future Land Use of the properties will not be amended at this time and the overlay will provide the framework for allowed uses and for the application/approval process.

Mr. Freeman stated that based on discussions with the property owners, ownership and connectivity between properties on both sides of N. 2nd Street, the whole track down the west side of the port has been included to be part of the overlay district. Mr. Freeman explained that four (4) lots have boundary discrepancies of what is actually recorded and will require a subdivision application to be submitted by St. Lucie County. Mr. Freeman showed the current Future Land Use and Zoning. He said to better organize the overlay district and for discussions with the property owners, the overlay was split into two sections, north port

and south port. The north port and south port areas will be similar in the ultimate development patterns. Mr. Freeman reviewed the use table changes, and he stated Conditional Uses will require additional approval.

Johua Revord, Director of Port, Inland Beaches for St. Lucie County, commented that future development needs to focus on how to take advantage of the deep water access. If everything in the use table is by right it limits the ability of the Port Authority to engage in those elements. Different types of lodging mixed with heavy, intense industrial uses could ultimately impact how the port is developed later on. If there is no opportunity for Conditional Use on higher industrial uses and everything is by right, the port authority has their hands tied. Mr. Revord answered questions from the Board on the lodging concerns and how he sees the port differently than how it looks today. Mr. Revord stated the county will be developing Harbour Pointe Park.

Ken Pruitt, Representing Safe Harbor Marinas, Harbortown, spoke in favor of the overlay district. He stated Harbortown, located in the North Port portion of the port, is undergoing a 10 million dollar renovation, and he said there is no lodging in the foreseeable future. Mr. Pruitt noted the north portion of the port is primarily already developed. He said the overlay district will provide protection for the city and the county.

Paul Sinnott, St. Lucie Village resident, asked the city and county to protect Harbour Pointe Park for public use, recreation, open space and passive use.

Harold Smyth, from Causeway Cove Marina, mentioned that lodging in the port is needed for yacht maintenance crews coming in from all over the country and for yacht owners' guests that are not staying on a boat. He mentioned that one boat can take 10,000 gallons of fuel, and he suggested looking at the capacity for fuel storage. The port makes a better seaplane base than the shuffleboard courts. He wanted to know if high and dry boat storage is included under 'Other Water - Dependent Use'. Mr. Smyth applauded the Port Overlay District, and he highlighted the overlay can support both the ecological and economic value of the port.

Carmela Bell, President of Destin Beach, Inc., stated she is speaking on behalf of the properties owned in the South Port area by Destin Beach, which is the largest landowner in the south port area. She stated she appreciated Mr. Revord's comment about the land being put to the highest and best use. She suggested two of the Conditional Use categories, greater than 30,000 gallons of fuel storage and a heliport be put in the permitted use category. She also suggested adding a seaplane base and manufacturing as a conditional use.

Kris Einstein, Downtown Business Owner, said the port is a much better place for a seaplane than downtown Fort Pierce.

Mr. Widing stated getting an overlay done is wise and is a long process. He is very supportive of the overlay district.

Ms. Clemons asked Mr. Freeman the overall feeling of the community on the heliport and seaplane. Mr. Freeman said he had heard the heliport should be a permitted use. He stated he has concerns about unintended consequences of development in other areas of the port. Ms. Clemons asked if a seaport could be added to the use table.

Mr. Kreisl said he liked that the Planning Board and City Commission could work with the property owner on how the conditional uses are implemented.

Ms. Carter asked how the city is going to balance industrial use with lodging and retail use

regarding the overall placement of certain facilities. Mr. Freeman explained that without a master plan designating the area for certain uses, there is no way to do that unless you make everything a Conditional Use. The city does not want to take away property owners' rights. Ms. Carter stated she has some concerns about freedom of use and property rights and how to deal with issues that arise. Mr. Freeman compared the freedom of permitted uses with straight zoning. He said initiative has to be taken to move the port forward, and he highlighted that whatever is proposed in the master plan can still happen.

Chair Kreisl said getting the city out of the way may be the path forward, but the broad uses could limit what others could build on their property and also knowing what their neighbors could build on their property. He concluded by saying, we have to start somewhere.

Mr. Widing said he is very positive about an overlay district being created. The overlay district helps frame everything that is trying to be done in a proper and professional way. It is a collective move on the use table to make things more understandable for everybody.

Motion was made by Nichelle Clemons, and seconded by Christopher Widing to forward the proposed Port of Fort Pierce Overlay Zoning District Text Amendment to the City Commission with a recommendation of approval with the following addition to the use table:

1. Add Seaports as a Conditional Use

AYE: Clayton Johnson, Alexander Edwards, Christopher Widing, Nichelle Clemons, Justine Carter, Chairman Anton Kreisl

Passed

c. **Comprehensive Plan Text Amendment - Fort Pierce Utilities Authority - Water Supply Facilities Work Plan**

Mr. Freeman said the Proposed Comprehensive Plan Text Amendment is required to adopt the Fort Pierce Utilities Authority (FPUA) Water Supply Facilities Work Plan by reference. The purpose of the Fort Pierce Utilities Authority (FPUA) Water Supply Facilities Work Plan (Work Plan) is to identify and plan for the water supply sources and facilities needed to serve existing and new development within the local government’s jurisdiction. The Florida Statutes require local governments to prepare and adopt Work Plans into their comprehensive plans within 18 months after the South Florida Water Management District (District) approves a regional water supply plan or its update.

Mr. Freeman stated, the residents of the City of Fort Pierce obtain their water from the FPUA, which is responsible for ensuring enough capacity is available for existing and future customers. The Work Plan will reference the initiatives to ensure adequate water supply for the City of Fort Pierce.

Mr. Freeman explained that once the City adopts, by reference, the current 2024-2034 FPUA Ten-Year Water Supply Facilities Work Plan, it will be sent to the state for their review and ultimate adoption.

No one spoke for or against the Comprehensive Plan Text Amendment.

Motion was made by Justine Carter, and seconded by Alexander Edwards to forward the proposed Comprehensive Plan amendment to the City Commission with a recommendation for approval.

AYE: Clayton Johnson, Alexander Edwards, Christopher Widing, Nichelle Clemons, Justine Carter, Chairman Anton Kreisl

Passed

7. **COMMENTS FROM THE PUBLIC**

There were no comments from the public.

8. **DIRECTOR'S REPORT**

Mr. Freeman said 2025 will be an interesting year. He said there was discussion at the January 13, 2025, City Commission day meeting about Kings Landing movement with the hotel. He said staff has been negotiating with the developer on reconfiguring the site components and incorporating as much parking as they can into the development. The project will come back to the Planning Board as a Major Amendment to the Site Plan and will also go to the Historic Preservation Board.

Mr. Freeman said at the end of last year, staff met with the Property Appraiser's office because they were hearing difficulties with the plat process and obtaining a building permit. An amendment to the process will be on the next City Commission agenda.

Mr. Freeman said landscaping is a big issue and the city has a very qualified member of the Planning Board to help out. Staff will be bringing some code changes to provide a better look at landscaping and make it more flexible and beneficial for the city, as far as what is seen at the sites.

Mr. Freeman noted the department is getting a lot of inquiries about having development discussions.

Mr. Freeman said he met with Chair Kreisl about better describing the city limits on annexations coming forward to the Planning Board.

Mr. Freeman said staff is meeting internally to hopefully move forward with the City Commission on an annexation agreement or boundary limitation. This will give the Planning department a strategy on parameters that will be used to further judge if the annexation is in the best interest of the city. The purpose is to cure the enclaves in the city, which will make servicing the areas more efficient and, to look at the impact of service levels in the city with annexations moving westward.

Mr. Freeman said staff is moving forward with a Law Enforcement Impact Fee discussion with the City Commission in February 2025. Currently, there is no Law Enforcement Impact Fee.

In conclusion, Mr. Freeman said he is talking with the parking committee regarding code ideas for downtown.

9. BOARD COMMENTS

Chair Kreisl said he is happy Kings Landing is moving forward and parking is being addressed.

Mr. Widing asked for an explanation of the dates on the Water Supply Plan.

10. ADJOURNMENT

THE SUNRISE CITY
FORT PIERCE
CITY ATTORNEY'S OFFICE Florida

TO: KERRY DRIVER, PLANNER

FROM: SARA HEDGES, CITY ATTORNEY SH

RE: S. MARKET AVE. ANNEXATION - PARCEL ID: 2434-601-0062-000-6

CAO RLS FILE: RLS 24-470

DATE: JANUARY 2, 2025

I have reviewed the above Request for Legal Services. Please correct the first clause in the title block to read as follows:

> AN ORDINANCE EXTENDING THE TERRITORIAL LIMITS OF THE CITY OF FORT PIERCE, FLORIDA, TO INCLUDE ONE (1) PARCEL AT OR NEAR THE INTERSECTION OF SOUTH MARKET AVENUE AND OLEANDER AVENUE AND SHOWN ON EXHIBIT A;

With the above correction, the draft Ordinance is approved as to form and correctness.

Please note, I would suggest consideration be given to using more specificity for the location of the property in the title blocks for annexations, for example: direction and/or approximate feet from the intersection, block of the property on the road, etc. to more clearly explain where the property is in comparison to the intersection. See Ordinance Numbers 23-028 and 24-005 as examples.

If you have any questions, please do not hesitate to contact this Office via phone or e-mail.

Thank you.
SH

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

PUBLIC NOTIFICATION CERTIFICATION

PROJECT NAME: Annexation – Parcel ID: 2434-601-0062-000-6

NOTICES PROVIDED PURSUANT TO: City Code Section 125-37

NOTICE BY NEWSPAPER: February 2, 2025
February 16, 2025

NOTICE BY MAIL: N / A

NOTICE BY SIGNS: N/A

VERIFIED BY: Kerry C. Driver **TITLE:** Planner

SIGNATURE: **DATE:** January 27, 2025

BUSINESS IMPACT ESTIMATE

SUBMITTED BY:

SUBJECT:

---

1. Summary of the proposed ordinance, including a statement of the public purpose to be served by the proposed ordinance, such as serving the public health, safety, morals, and welfare of the municipality.

2. Estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the City:

   a. Estimate of direct compliance costs that businesses may reasonably incur if the ordinance is enacted.

   b. Identification of any new charge or fee on businesses subject to the proposed ordinance or for which businesses will be financially responsible.

   c. An estimate of the City's regulatory costs, including an estimate of revenues from any new charges or fees that will be imposed on businesses to cover such costs.

3. A good faith estimate of the number of businesses likely to be impacted by the ordinance.

4. Any additional information the Commission may find useful.

LocaliQ
Florida
GANNETT

PO Box 631244 Cincinnati, OH 45263-1244

AFFIDAVIT OF PUBLICATION

Tina Rel
Accounts Payable Dept
City Of Fort Pierce Legals
Po Box 1480
Fort Pierce FL 34954-1480

Received
FEB 25 2025
City Clerk's Office

STATE OF WISCONSIN, COUNTY OF BROWN

Before the undersigned authority personally appeared, who on oath says that he or she is the Legal Advertising Representative of the Indian River Press Journal/St Lucie News Tribune/Stuart News, newspapers published in Indian River/St Lucie/Martin Counties, Florida; that the attached copy of advertisement, being a Legal Ad in the matter of Main Legal CLEGL, was published on the publicly accessible websites of Indian River/St Lucie/Martin Counties, Florida, or in a newspaper by print in the issues of, on:

02/02/2025, 02/16/2025

Affiant further says that the website or newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.
Subscribed and sworn to before me, by the legal clerk, who is personally known to me, on 02/16/2025

Legal Clerk

Notary, State of WI, County of Brown

3.7.27
My commission expires

Publication Cost:	$846.80	
Tax Amount:	$0.00	
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Customer No:	1126026	1
PO #:	Ordinance 25-012	

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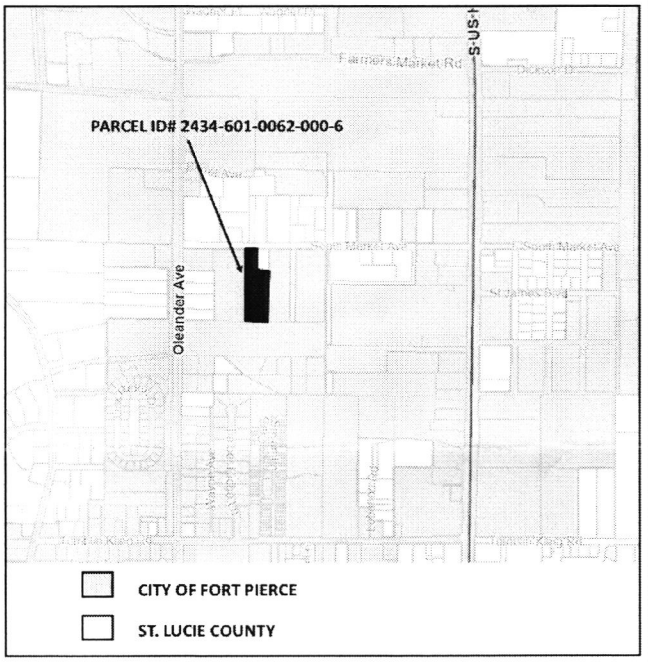
KAITLYN FELTY
Notary Public
State of Wisconsin

CITY OF FORT PIERCE
NOTICE OF PROPOSED
ANNEXATION

The City Commission of the City of Fort Pierce, Florida, pursuant to Chapter 171 of Florida State Statutes and Section 125-37 of the Code of Ordinances of the City of Fort Pierce, will on Tuesday, February 18, 2025 and Monday, March 3, 2025, hold a Public Hearing on the enactment of the following proposed annexation ordinance on first and second readings, respectively, in the City Hall Commission Chambers, 100 North U.S. Highway 1, Fort Pierce, Florida, at their meeting which begins at 5:05 p.m., to consider review and approval of the following:

ORDINANCE 25-012 - AN ORDINANCE EXTENDING THE TERRITORIAL LIMITS OF THE CITY OF FORT PIERCE, FLORIDA, TO INCLUDE ONE (1) PARCEL AT OR NEAR THE INTERSECTION OF SOUTH MARKET AVENUE AND OLEANDER AVENUE AND SHOWN ON EXHIBIT A; DIRECTING THE ST. LUCIE COUNTY PROPERTY APPRAISER TO ASSESS SAID PROPERTY AND PLACE IT ON THE CITY TAX ROLLS AS OF JANUARY 1, 2025; DIRECTING THE ST. LUCIE COUNTY TAX COLLECTOR TO COLLECT TAXES ON THE HEREIN DESCRIBED PROPERTY; ESTABLISHING ZONING CLASSIFICATION; ESTABLISHING LAND USE DESIGNATION; DIRECTING FILING OF THE ORDINANCE WITH THE CLERK OF THE CIRCUIT COURT AND CHIEF ADMINISTRATIVE OFFICER OF ST. LUCIE COUNTY; DIRECTING REVISION OF THE CHARTER BOUNDARY ARTICLE TO BE FILED WITH THE DEPARTMENT OF STATE AND SUBMITTED TO THE OFFICE OF ECONOMIC AND DEMOGRAPHIC RESEARCH; PROVIDING FOR A SEVERABILITY CLAUSE; REPEALING ALL ORDINANCES OR PARTS THEREOF IN CONFILICT HEREWITH; AND PROVIDING FOR AN EFFECTIVE DATE.



All interested parties may appear at the meeting and be heard with respect to the Applications. Said applications will be available for inspection in the City Clerk's Office, City Hall, 100 North U.S. Highway 1, Fort Pierce, Florida.

ANY PERSON SEEKING TO APPEAL THE DECISION OF THE CITY COMMISSION AS TO THE FOREGOING IS ADVISED THAT A RECORD OF PROCEEDINGS IS REQUIRED IN ANY SUCH APPEAL AND THAT SUCH PERSON MAY NEED TO ENSURE THAT A VERBATIM RECORD OF PROCEEDINGS IS MADE INCLUDING THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this meeting should contact the City Clerk's Office at (772) 467-3065 at least 48 hours prior to the meeting.

/s/ Linda W. Cox, City Clerk Publish: 02/02/2025 & 02/16/2025

City Commission Regular Meeting **12. d.**

Meeting Date: 03/03/2025

Re: 25-013 St. Lucie Commerce PD

Submitted For: Kev Freeman, Planning Director, Planning Department

---

SUBJECT:

Legislative Hearing - Ordinance 25-013: Review and approval of an amendment to the City's Zoning Atlas to rezone six (6) parcels generally located on Energy Lane and containing approximately 108.78-acres from Light Industrial (I-1) to Planned Development (PD). SECOND READING.

SUMMARY:

History:

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

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

Proposal:

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

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

RECOMMENDATION:

Staff recommend that City Commission APPROVE the Zoning Atlas Map Amendment from LIGHT INDUSTRIAL to PLANNED DEVELOPMENT subject to the Site Plan, Development Agreement and Associated Conditions.

ALTERNATIVES:

•MOTION TO APPROVE the proposed ZONING ATLAS MAP AMENDMENT with the associated site plan and Development Agreement with alternative/additional conditions.

OR

•MOTION TO DENY the proposed ZONING ATLAS MAP AMENDMENT

RESPONSIBLE STAFF:
Kev Freeman, Planning Director.

COORDINATED WITH:
Technical Review Committee
Planning Board
City Attorney's Office

Fiscal Impact

Budgeted Y/N: N
OTHER INFORMATION:
N/A

Attachments

25-013 Staff Report
25-013 Staff Presentation
Ordinance 25-013
PD Development Agreement
Application Packet
Applicant Resubmittal Letter
CA Memo PD
CA Memo DA
Mailout list
Public Notification Certification
25-013 Mailout Buffer
Business Impact Form
Proof of Publication

Form Review

Inbox	Reviewed By	Date
City Manager	Linda Cox	02/04/2025 04:31 PM

Form Started By: Kev Freeman
Started On: 01/31/2025 09:33 AM
Final Approval Date: 02/19/2025

CITY OF FORT PIERCE

PLANNING DEPARTMENT

PROJECT: 25-003 St. LUCIE COMMERCE CENTER, ENERGY LANE

REVIEWER: KEV FREEMAN, PLANNING DIRECTOR

Date: FEBRUARY 4th, 2025

STAFF REPORT

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

Representative: Leslie Olsen, District Planning Group.

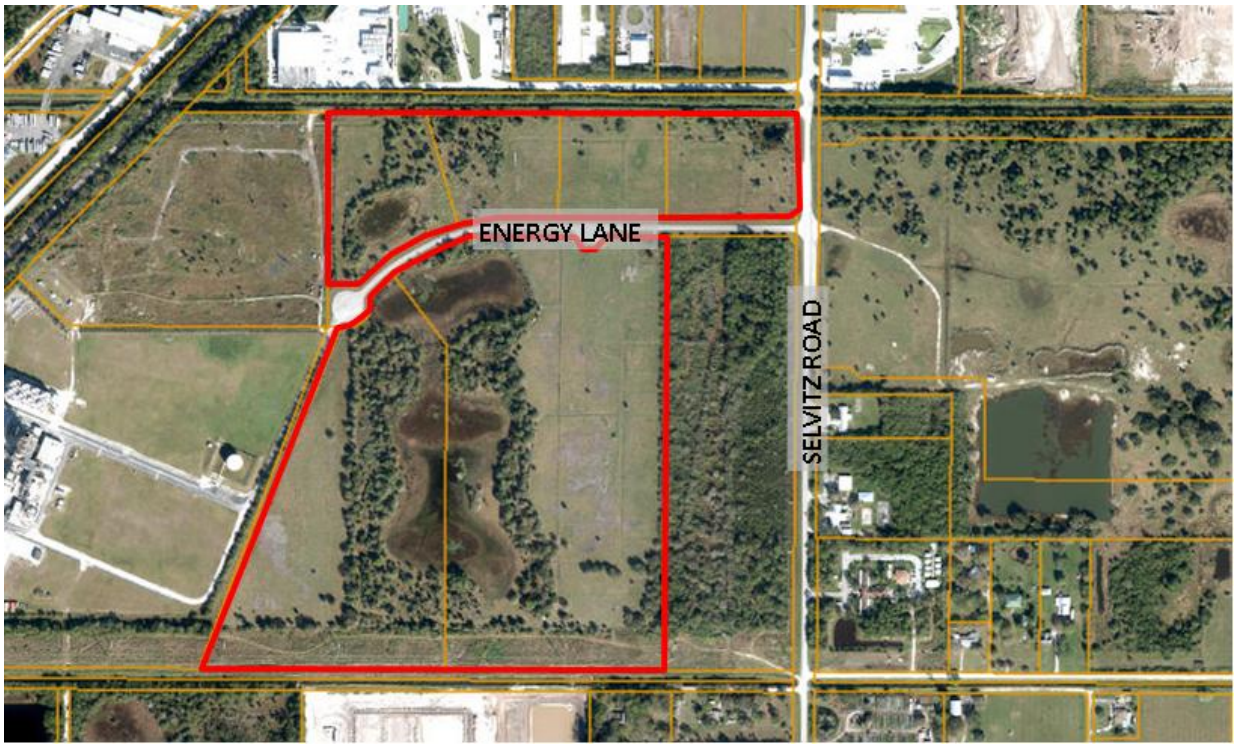
Applicant's Request: Rezoning of six (6) parcels generally located at or near Energy Lane in the City, containing approximately 108.38 Acres from Light Industrial to Planned Development (PD).

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

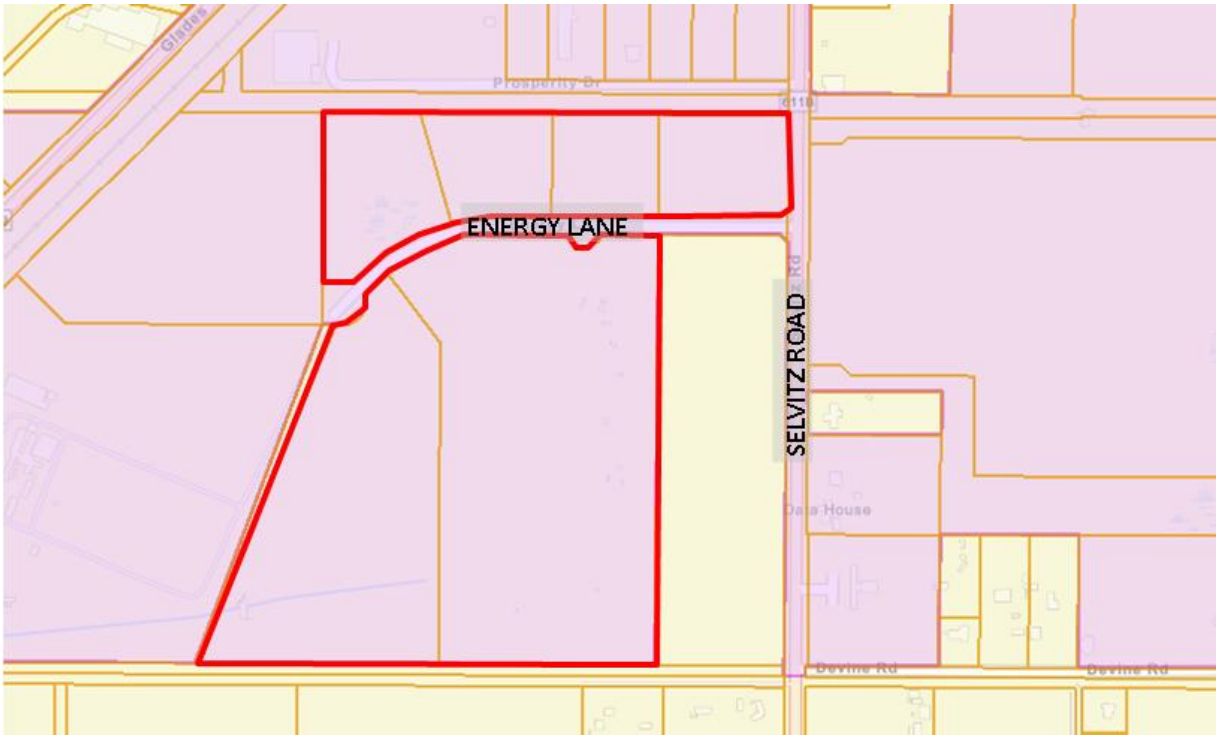
Size: 108.78 +/- acres

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

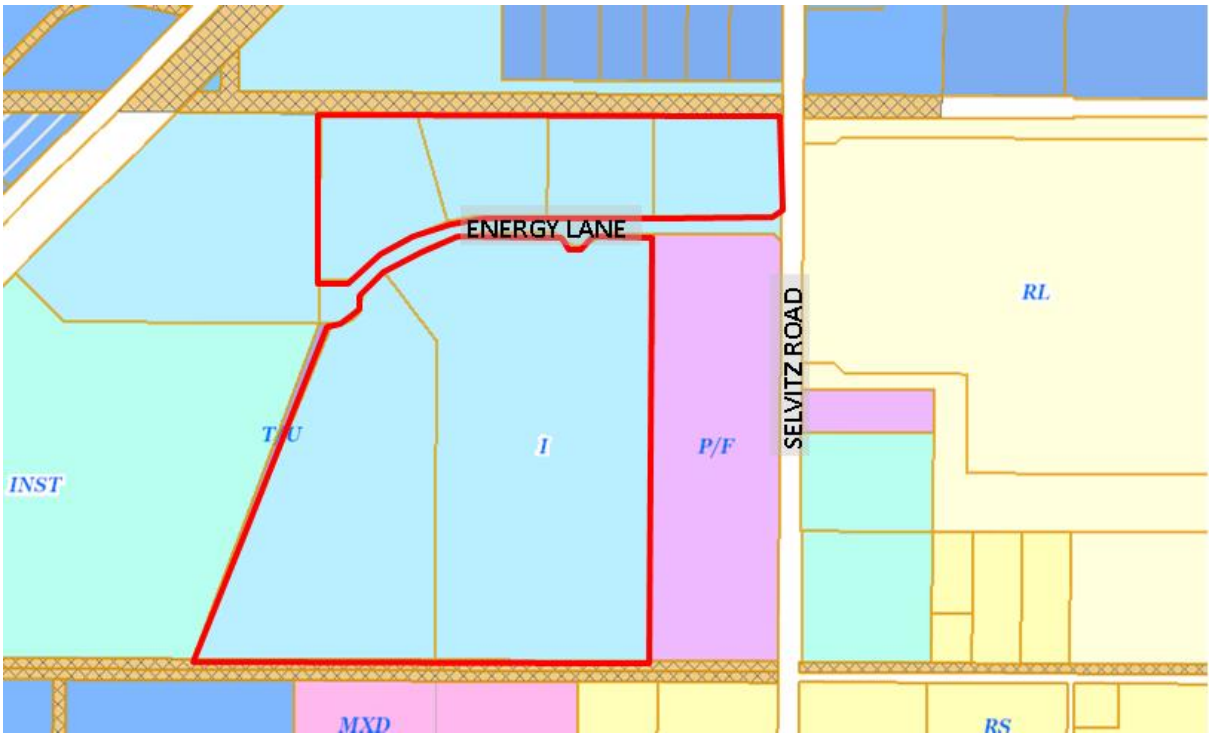
Location:



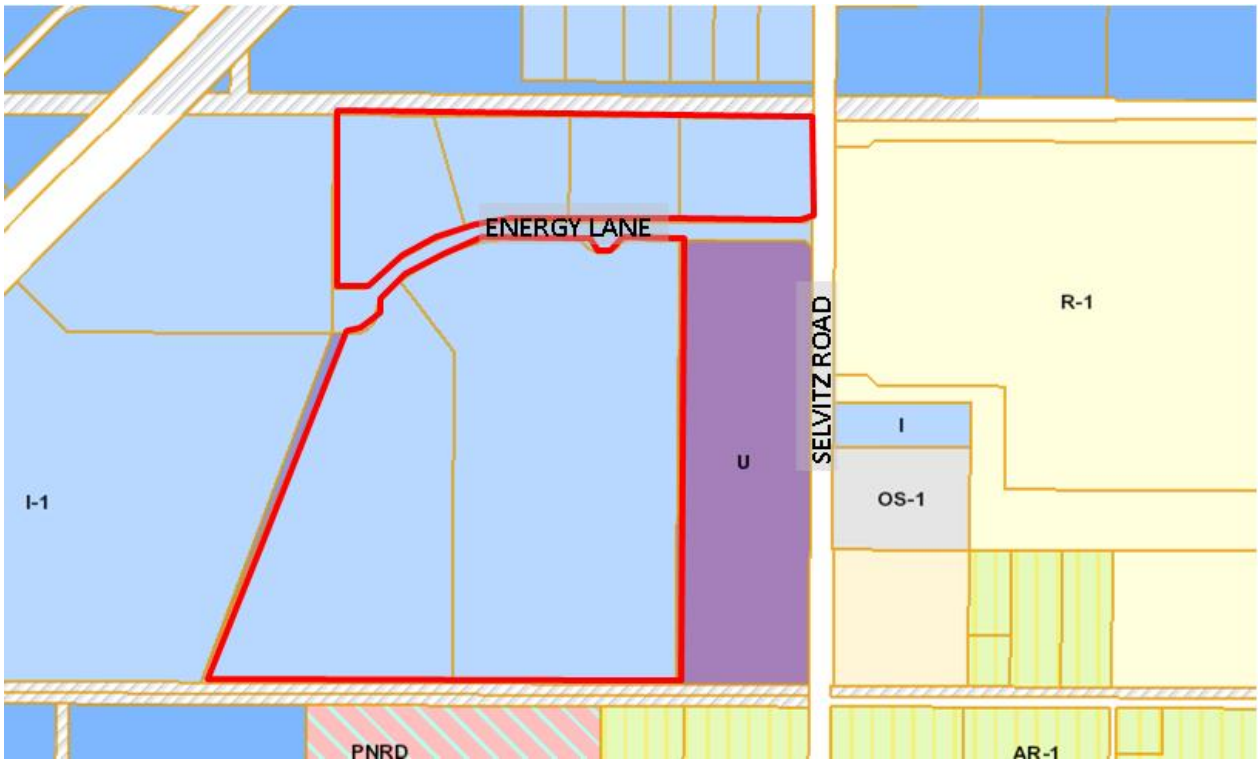
City Limits:



Future Land Use: Industrial (I)



Current Zoning: Light Industrial (IL)



Surrounding Zoning:

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

Site Area: +/-108.38 acres

Utilities: Located within the FPUA Service Area

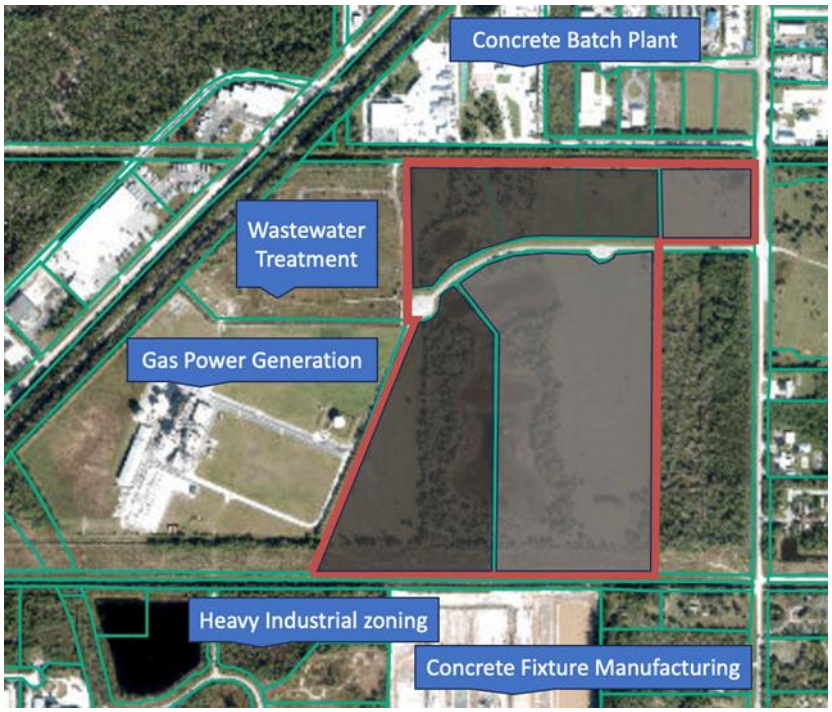
Staff Analysis:

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

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

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

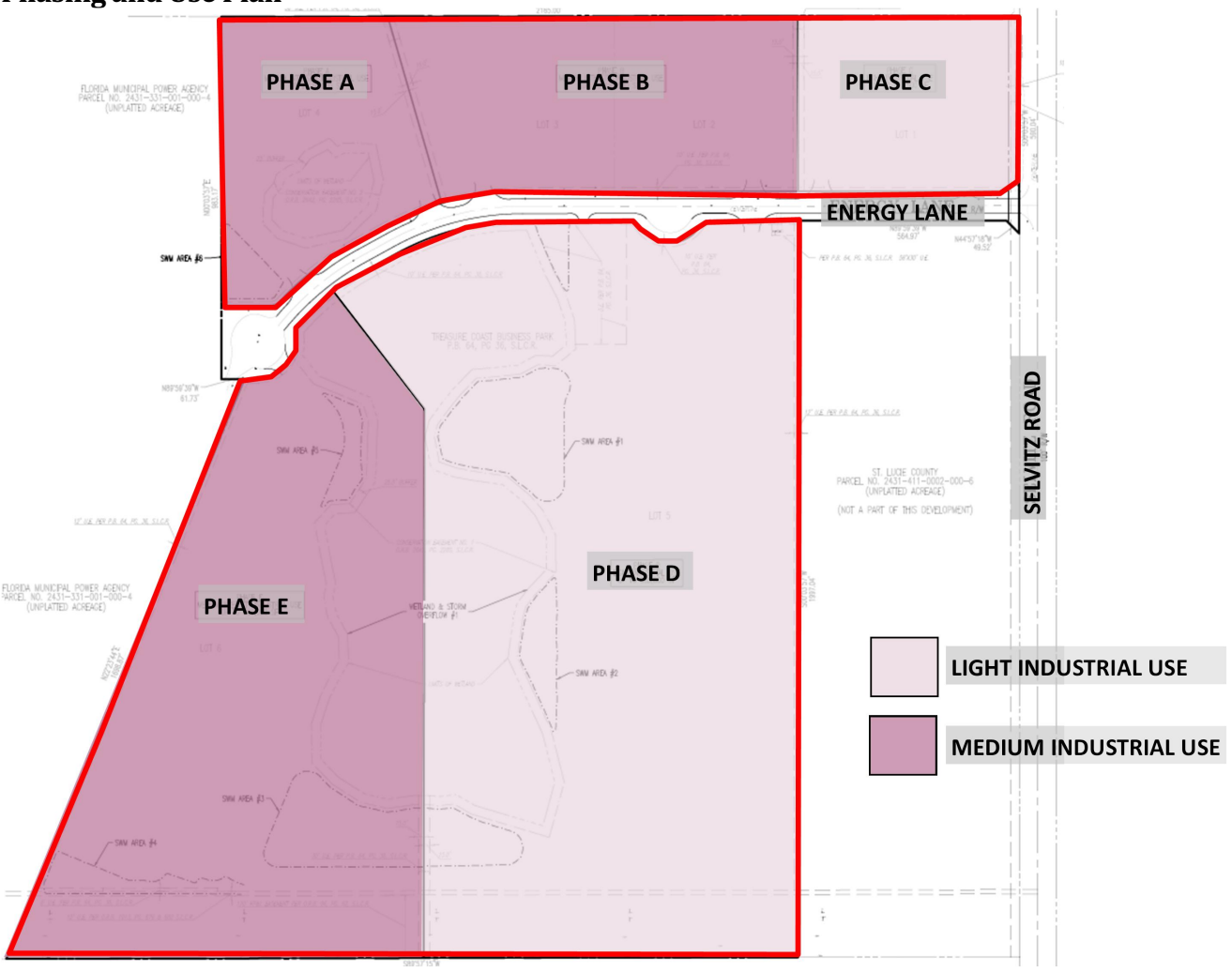
The PD District is intended to provide a process for the evaluation of individually planned developments, which are not otherwise permitted in the underlying zoning district. The PD District is a voluntary process commenced by an applicant for such zoning designation. The standards and procedures of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



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

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

Phasing and Use Plan



Phasing Table

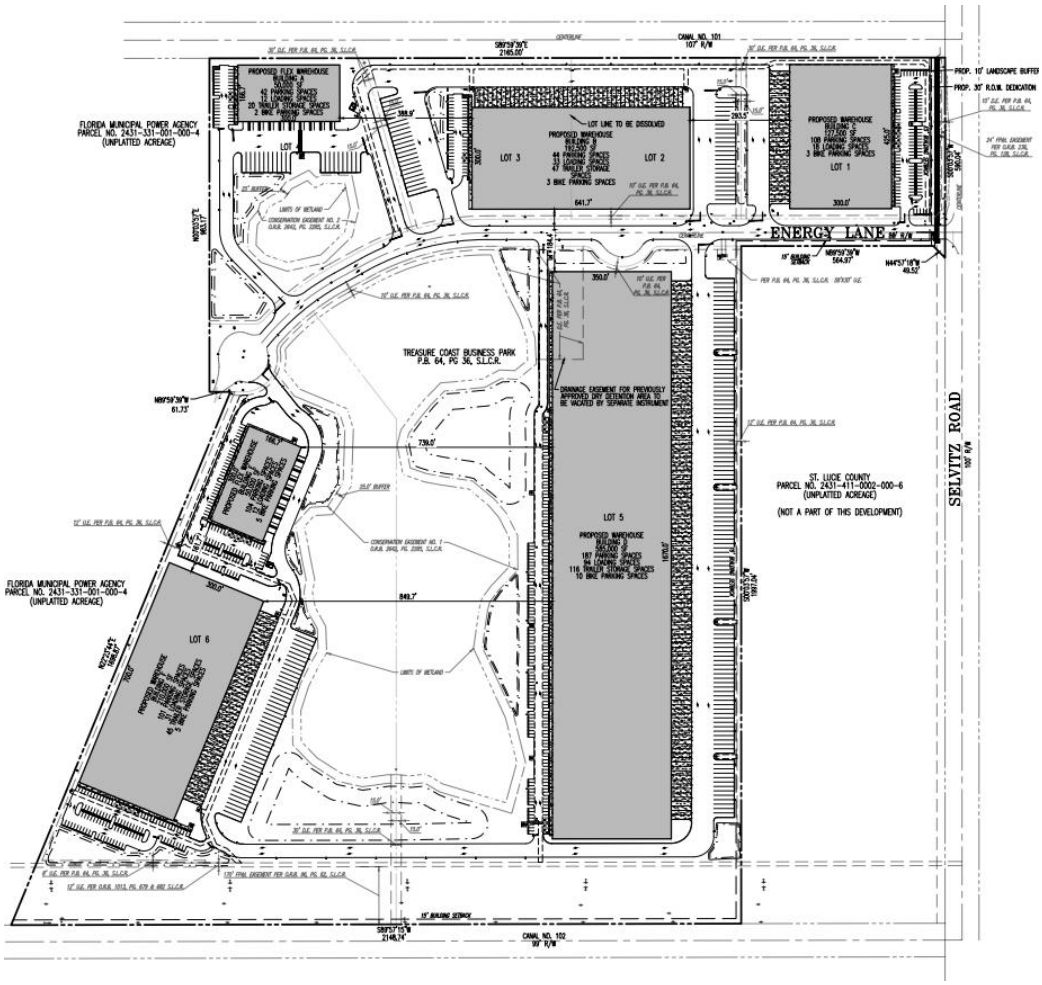
PHASE	USE	MAXIMUM SQ.FT.
A	MEDIUM INDUSTRIAL	50,000
B	MEDIUM INDUSTRIAL	192,000
C	LIGHT INDUSTRIAL	127,500
D	LIGHT INDUSTRIAL	585,000
E	MEDIUM INDUSTRIAL	260,000

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

Street View



Previously Approved Site Plan



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

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

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

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

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

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

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

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

Staff Recommendation
Staff's recommendation is for the City Commission to motion to APPROVE the zoning atlas amendment, site plan, and Planned Development Zoning Agreement, subject to the

SPECIAL CONDITIONS OF DEVELOPMENT
1. The development of the Subject Property and maximum buildout shall be based on the preliminary development plan by Dynamic Engineering C1.00a Rev. 4 dated 10/28/2024 and the following Table 1:

PARCEL:	USE:	MAXIMUM SQ.FT.
A	MEDIUM INDUSTRIAL	50,000
B	MEDIUM INDUSTRIAL	192,000
C	LIGHT INDUSTRIAL	127,500
D	LIGHT INDUSTRIAL	85,000
E	MEDIUM INDUSTRIAL	260,000

Table 1. Use and Maximum Buildout

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

The Master PD Plan will allow the following uses as described in table 1 attached to this condition, 'P' indicates a permitted use. Uses indicated in table 1 with an 'A' will require a major amendment to the Master PD Plan as a conditional use and '-' indicates not a permitted use:

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

Table 2. Permitted, Conditional, and Not-Permitted Uses.

6. Prior to the submittal of the Final PD plan an updated Environmental Survey shall be carried out to confirm whether the species listed in the Environmental report by Atwell LLC, dated September 29, 2021, are present or in the vicinity of the site.
7. The Final PD plan shall conform to the requirements of the City Code of Ordinances and be subject to the general standards for approval of Planned Development Zoning.
8. Prior to submittal of Final PD plan, a Gopher Tortoise Survey shall be carried out on site.
9. Prior to submittal of Final PD plan, if required by the USFWS (US Fish and Wildlife Service), a Wood Stork foraging Habitat Assessment shall be carried out on site.
10. A detailed stormwater and drainage plan and statement shall be submitted at the time of Final PD plan application.
11. The Final PD plan shall be in unified control and property ownership. All land intended to be included in the planned development shall be under the legal control of the applicable lot owner.
12. The Final PD plan shall include a general description of the buildings and streetscapes including standards for height, building coverage, parking areas, and public improvements proposed for the development.
13. The Final PD plan shall include quantitative data for the parcel sizes; proposed lot coverage of buildings and structures; total amount of open space.
14. The Final PD plan shall include all agreements, provisions and covenants which govern the use, maintenance, and continued protection of the planned development and any of its common open space or other shared areas. This material shall include material which binds successors in title to any commitments concerning completion of the project and its maintenance and operation.
15. The Final PD plan shall contain the following information, at minimum:
i. A Landscape and irrigation plan per section 125-314. c. of the City Ordinance.
ii. Proposed lot lines and other divisions of land for management, use, or allocation purposes.
iii. The location, size and height of present and proposed buildings and structures.
iv. The existing and proposed vehicular circulation system, including off-street parking, and loading areas.
v. The pedestrian circulation system, including its interrelationships with the vehicular circulation system, within the development to adjacent streets, showing all curb cuts and sidewalks.
vi. The existing and proposed utility systems, including sanitary sewers, storm sewers and water, electric and gas lines.
vii. The proposed buffering treatment of the perimeter of the planned development, refuse stations, storage areas, or loading areas, including materials and techniques used such as screens, fences, and walls.
16. A Unity of Title with the St. Lucie County Clerk of Courts and a Parcel Combination with the St. Lucie County Property Appraiser shall be completed prior to the issuance of any Building Permit for a lot.
17. The Master PD Plan is currently entitled for trips associated with 1.2M s.f. of light industrial uses, which will vest with this approval. An updated, signed and sealed Traffic Impact Report performed by O'Rourke Engineering and Planning, dated June 26, 2024, finds the proposed uses and intensity in the subject Planned Development will be equal to or less than the trips generated by the site plan dated 12/3/2021. No additional concurrency analysis will be required at the time of Final PD plan unless the permitted uses are amended or the permitted uses exceed the total square footage as approved pursuant to this Agreement.

18. Any required sidewalk or roadway improvements to Selvitz RD shall be identified through the Final PD plan process.
19. A dust control mitigation plan shall be submitted and approved prior to any Final PD plan approval.

CITY OF FORT PIERCE

CITY COMMISSION

February 18th 2024

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

Owner: St. Lucie Commerce Center, LLC

Representative: Leslie Olsen, District Planning Group.

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

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

Size: 108.78 +/- acres

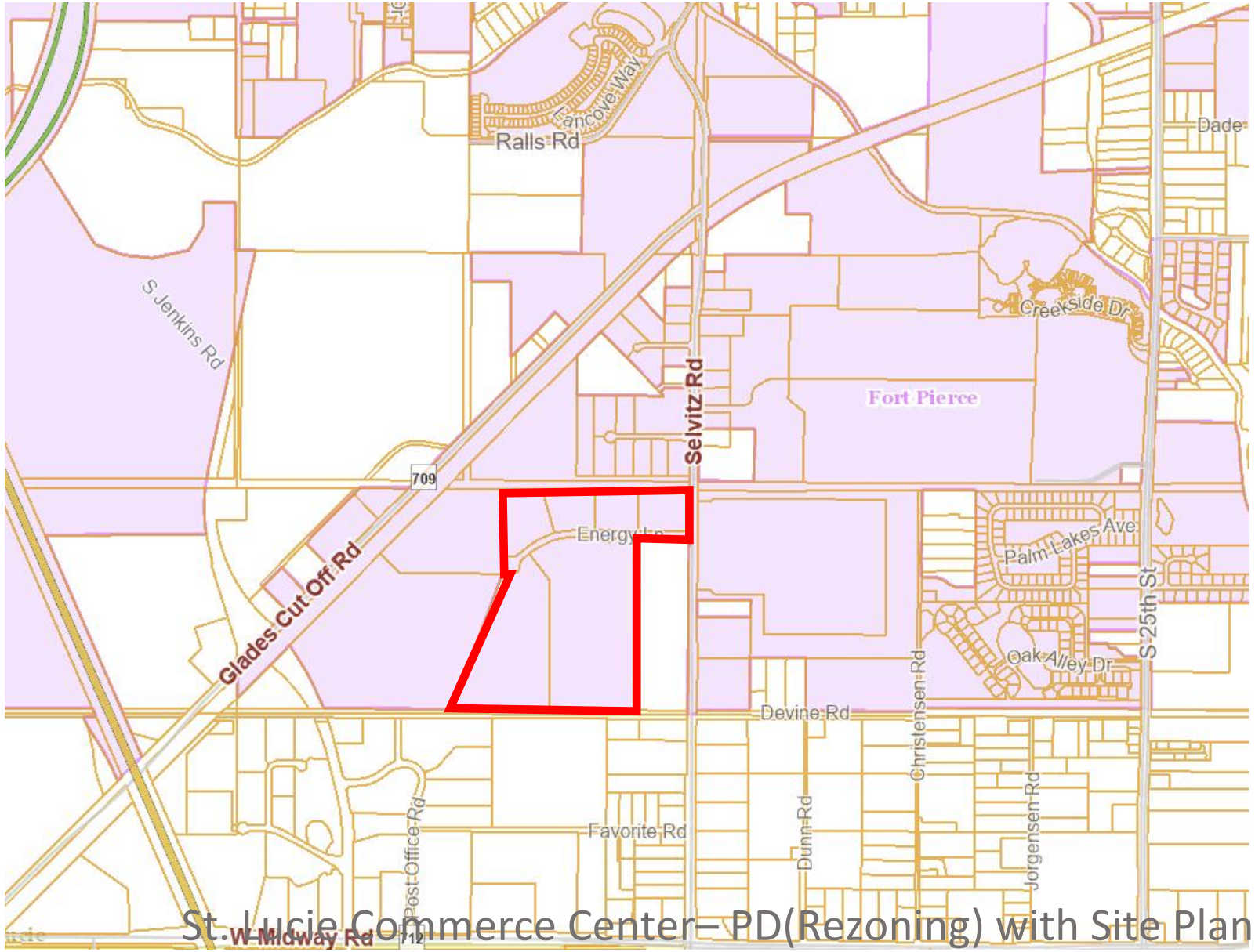
Parcel ID(s): 2431-800-0002-000-0, 2431-800-0003-000-7, 2431-800-0004-000-4, 2431-800-0005-000-1, 2431-800-0007-000-5, 2431-800-0006-000-8.

SUMMARY

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

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

SITE LOCATION

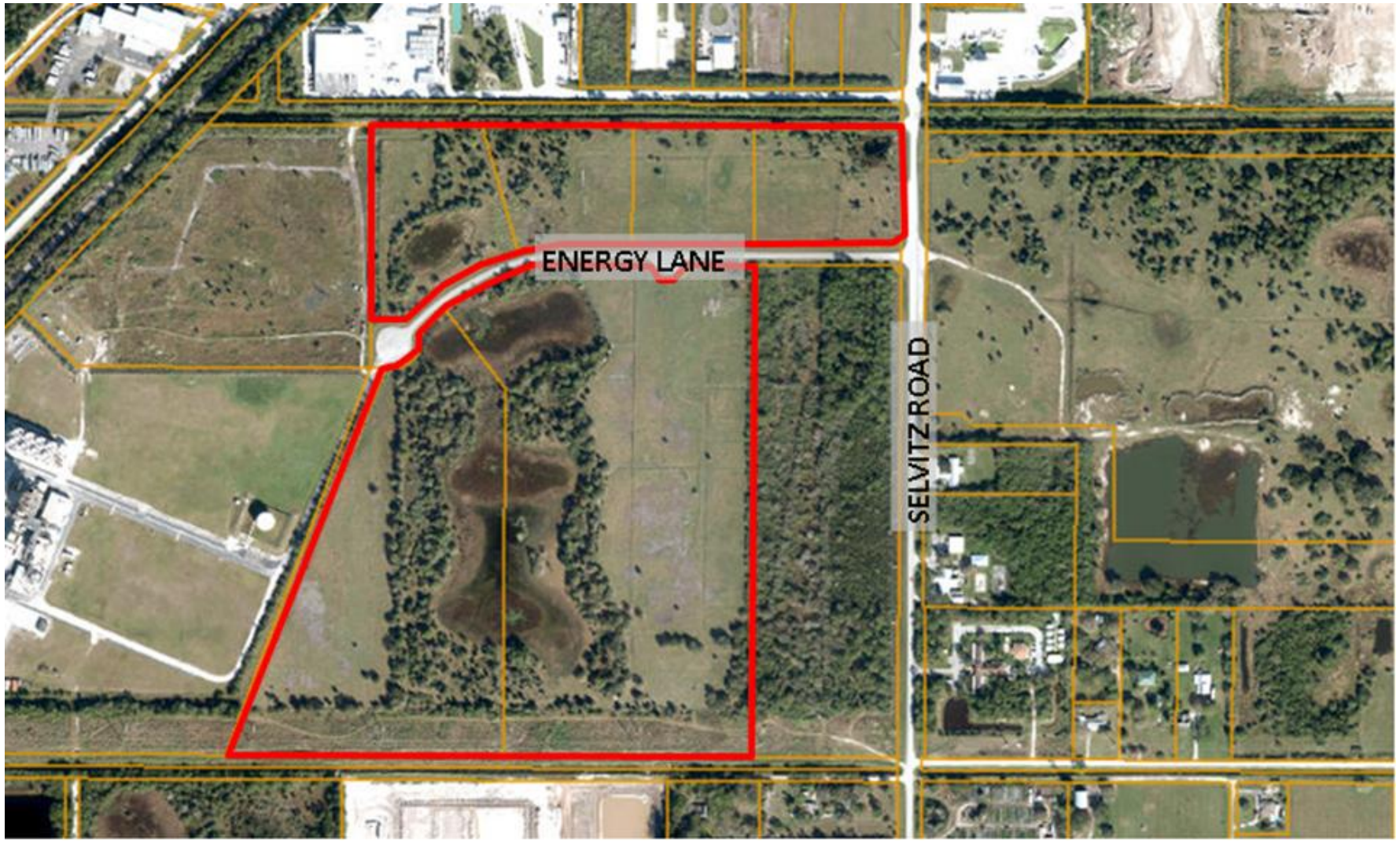


St. Lucie Commerce Center– PD(Rezoning) with Site Plan

SITE LOCATION

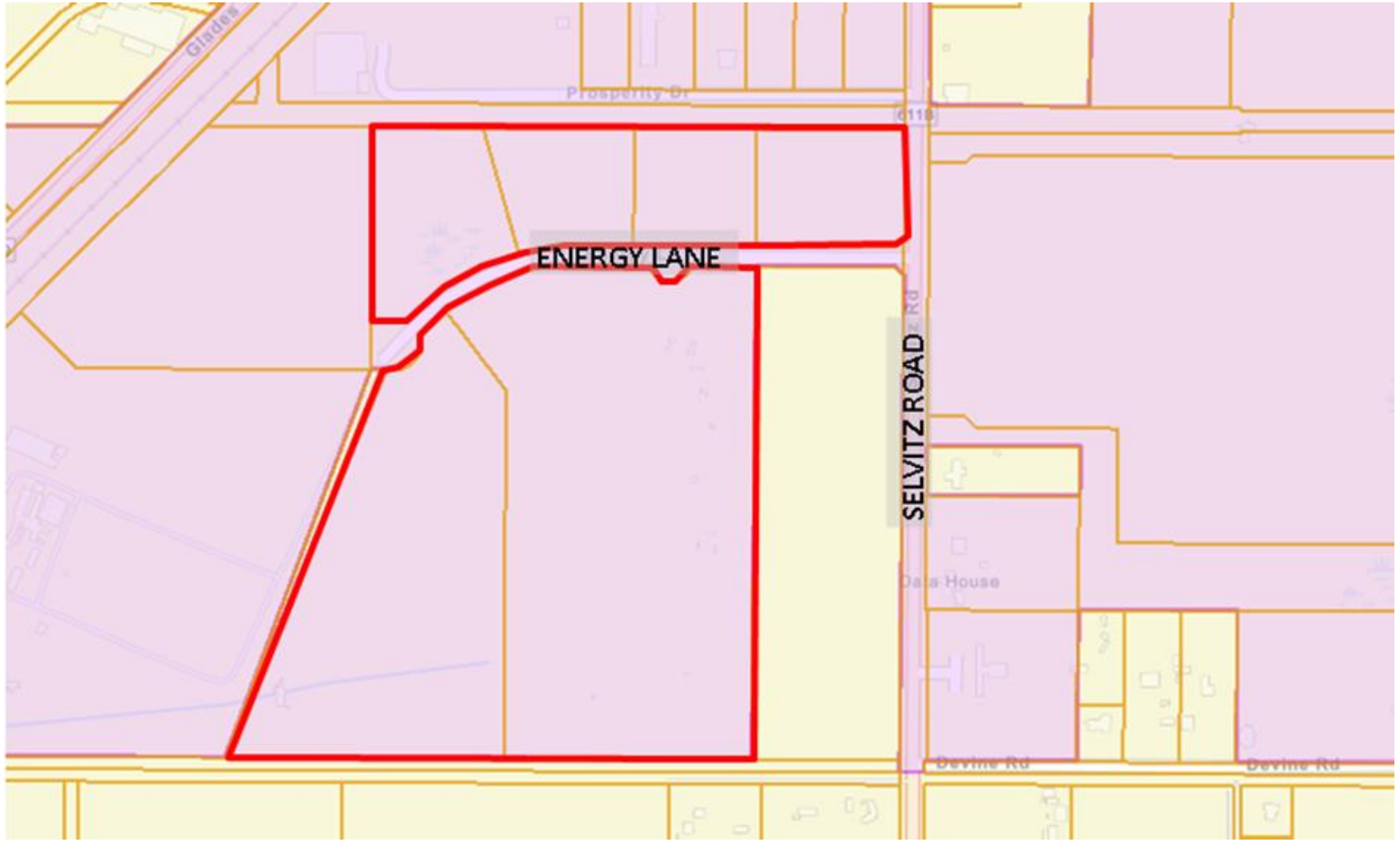
SITE AREA= 108.38 +/- Acres

6 Parcels



SITE LOCATION

CITY LIMITS

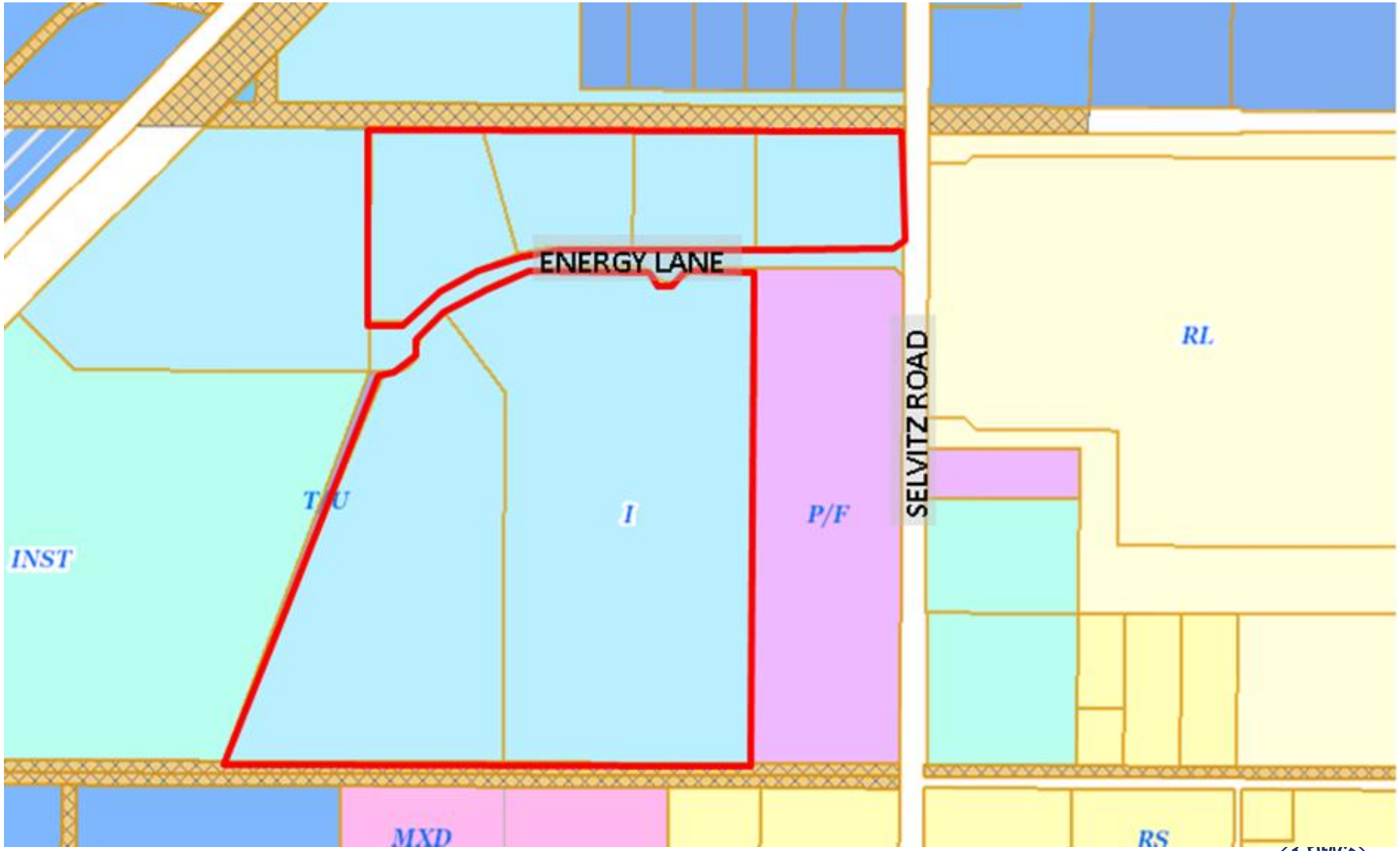


SITE LOCATION – STREET VIEW



EXISTING FLU – NO CHANGE

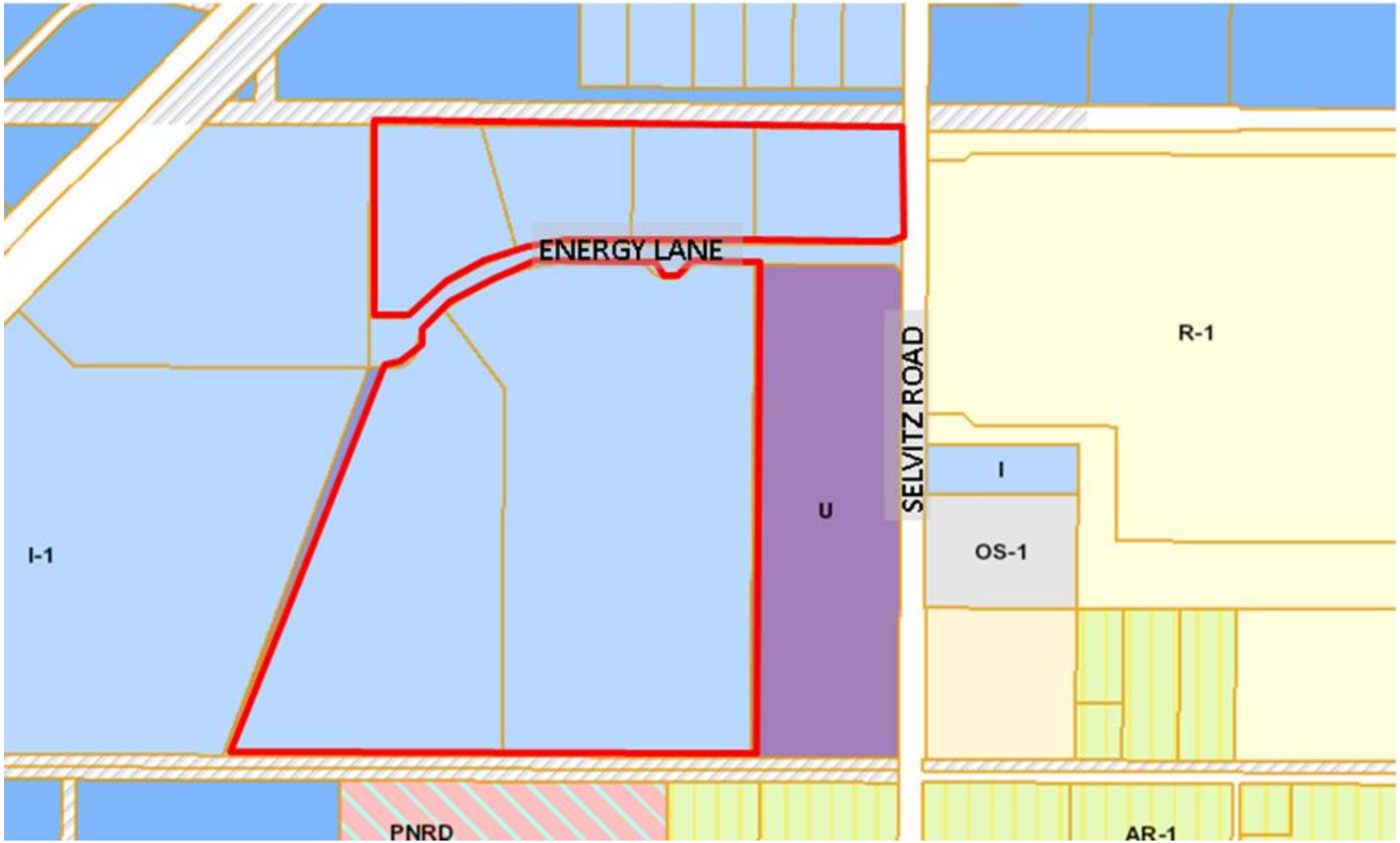
Current FLU:
Industrial (I)



EXISTING/PROPOSED ZONING

Current Zoning:
I-1 Industrial

Proposed Zoning:
PD, Planned Development



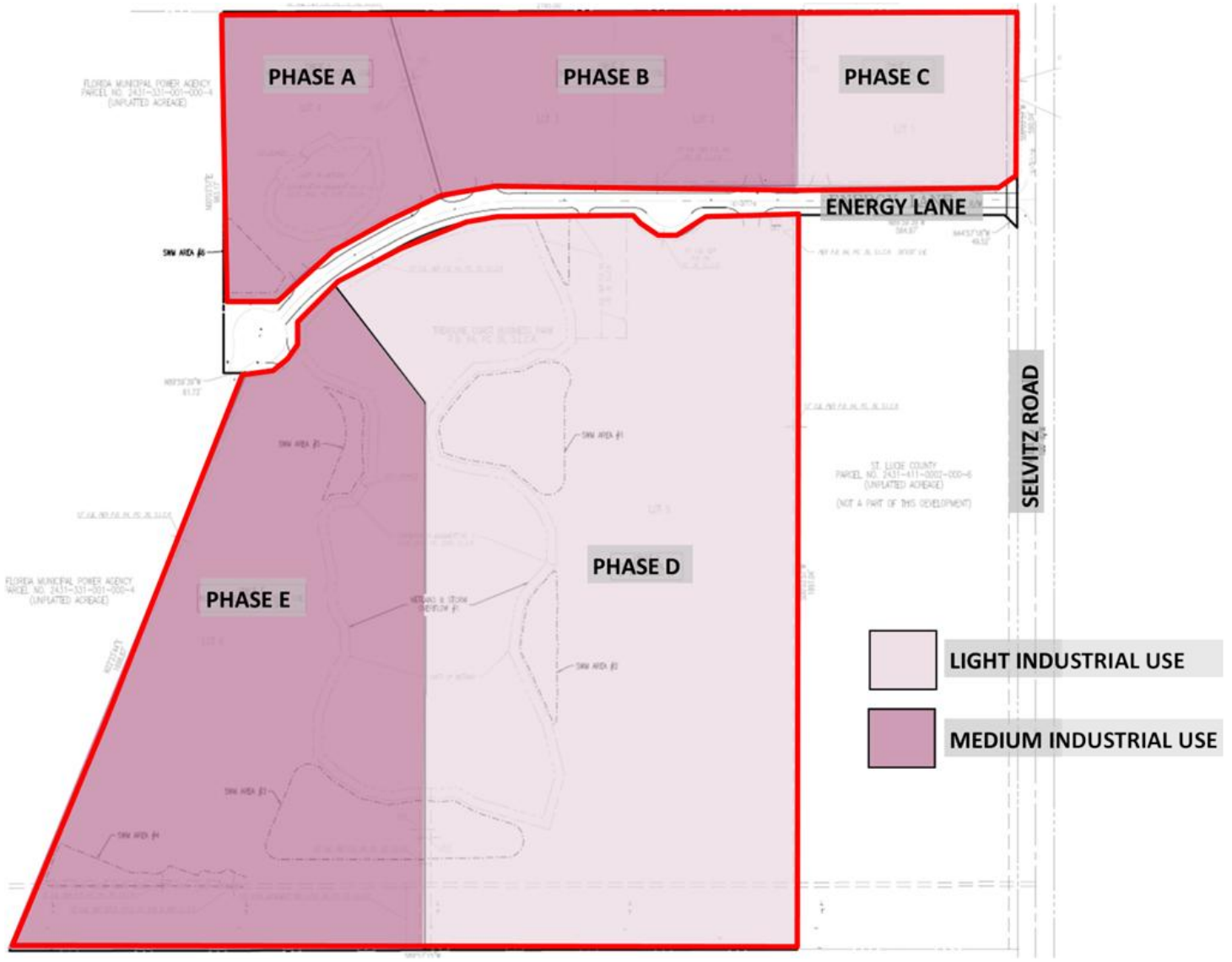
LIGHT INDUSTRIAL: I-1

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

PLANNED DEVELOPMENT

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.

PROPOSED PHASING AND USE PLAN



St. Lucie Commerce Center– PD(Rezoning) with Site Plan

PROPOSED USE TABLE

USES	LIGHT INDUSTRIAL	MEDIUM INDUSTRIAL
Antenna (on existing structure)	P	P
Aquaculture	P	P
Auto/Boat Sales/Rentals	P	P
Automotive	P	P
Business Services	P	P
Catering	P	P
Communications	A	A
Contractor Services	P	P
General Contractors	P	P
Heavy Equipment Sales	P	P
Light Industrial Service	P	P
Manufacturing - Electronic Equipme	P	P
Manufacturing - Textile	P	P
Manufacturing - Apparel	P	P
Manufacturing - Boat	P	P
Manufacturing - Concrete	_	A
Manufacturing - Chemical	_	A
Manufacturing - Fabricated Metal	P	P
Manufacturing - Food	P	P
Manufacturing - Furniture	P	P
Manufacturing - Glass	_	A
Manufacturing - Leather	P	P
Manufacturing - Machinery	P	P
Manufacturing - Medical Goods	P	P
Manufacturing - Paper	_	A

USES	LIGHT INDUSTRIAL	MEDIUM INDUSTRIAL
Manufacturing - Pharmaceuticals	P	P
Manufacturing - Plastic Products	P	P
Manufacturing - Printing etc.	P	P
Manufacturing - Stone	_	A
Manufacturing Services	P	P
Manufacturing- Tobacco Products	P	P
Marine Industrial	P	P
Outdoor Storage of Materials & Equip	_	A
Packing	P	P
Parcel Service	P	P
Primary Metal Industries	_	A
Processing, food and related produc	P	P
Repair Services	P	P
Repair, Vehicle or Marine	P	P
Research and Development	P	P
Service	P	P
Storage, Self Service	P	P
Trade Contractors	P	P
Transit	P	P
Warehouse - Freight	P	P
Warehouse - General	P	P
Wholesale Trade	P	P
Woodwork - Millwork	P	P

RECOMMENDATION

Staff recommend that City Commission APPROVE the Zoning Atlas Map Amendment from LIGHT INDUSTRIAL to PLANNED DEVELOPMENT subject to the Site Plan, Development Agreement and Associated Conditions.

ALTERNATIVE RECOMENDATIONS

- **MOTION TO APPROVE** the proposed ZONING ATLAS MAP AMENDMENT with the associated site plan with alternative/additional conditions.

- **MOTION TO DENY** the proposed ZONING ATLAS MAP AMENDMENT

ORDINANCE NO. 24-039

AN ORDINANCE BY THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA; **AMENDING THE CITY'S ZONING ATLAS AND REZONING SIX (6) PARCELS GENERALLY LOCATED AT OR NEAR ENERGY LANE CONTAINING APPROXIMATELY 108.38 ACRES OF LAND, MORE OR LESS, FROM LIGHT INDUSTRIAL (I-1) TO PLANNED DEVELOPMENT (PD);** PROVIDING FOR A SEVERABILITY CLAUSE; PROVIDING FOR REPEAL OF ORDINANCES OR PARTS THEREOF IN CONFLICT; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the subject proposal incorporates six (6) parcels generally located at or near Energy Lane, within the City of Fort Pierce, Florida, representing approximately 108.38 acres of land; and

WHEREAS, a map depicting the subject property is attached hereto as Exhibit "A"; and

WHEREAS, the subject property, generally located at or near Energy Lane, is presently designated Light Industrial (I-1); and

WHEREAS, the Applicant seeks a rezoning of the subject property, generally located at or near Energy Lane, from Light Industrial (I-1), to PD, Planned Development; and

WHEREAS, the proposed zoning atlas map amendment (rezoning) is consistent with the comprehensive plan, will not have an adverse effect on the ability of the city to satisfy land and water use needs; and meet transportation demands and provide community facilities and services, and will promote and protect the public health, safety and general welfare as required by City Code 125-136; and

WHEREAS, the City of Fort Pierce Planning Board, at their____, 2024, meeting, voted __ to __ to recommend approval of the proposed request for these parcels; and

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

SECTION 1. The preceding "whereas" clauses are ratified and incorporated as the legislative intent of this ordinance.

SECTION 2. From and after the effective date hereof, the following six (6) properties legally described respectively as:

PARCEL ID#	LEGAL DESCRIPTION
2431-800-0002-000-0	TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 1
2431-800-0003-000-7	TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 2
2431-800-0004-000-4	TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 3
2431-800-0005-000-1	TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 4
2431-800-0006-000-8	TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 5
2431-800-0007-000-5	TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 6

Said properties being generally located at or near Energy Lane in Fort Pierce, Florida, shall be rezoned with the Zoning Designation hereby changed from Light Industrial (I-1) to Planned Development (PD), as depicted on Exhibit "A", and made subject to the Site Plan depicted within Exhibit "B", and the Conditions of Development depicted on Exhibit "C", attached hereto and incorporated herein.

SECTION 3. This Ordinance does not create any right on the part of the applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the City for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law.

SECTION 4. The provisions of this Ordinance are declared to be severable and if any section, sentence, clause, or phrase of this Ordinance shall, for any reason, be held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining sections, sentences, clauses, and phrases of this Ordinance, which shall remain in effect, it being the legislative intent that this Ordinance shall stand notwithstanding the invalidity of any part.

SECTION 5. All ordinances or parts of ordinances in conflict herewith are and the same shall be repealed and shall be of no further force or effect whatsoever.

SECTION 6. This Ordinance shall become effective immediately upon final passage.

APPROVED AS TO FORM & CORRECTNESS:

_____
Sara Hedges
City Attorney

STATE OF FLORIDA

COUNTY OF ST. LUCIE

WE, THE UNDERSIGNED, Mayor Commissioner and the City Clerk of the City of Fort Pierce, Florida, do hereby certify that the foregoing and above Ordinance No.24-XXX was duly advertised accordance with section 163.3187, Florida Statutes by display advertising in the St. Lucie News Tribune on XXX, 2024; copy of said Ordinance was made available at the office of the City Clerk to the public upon request; said Ordinance was duly introduced, read by title only, and passed on first reading by the City Commission of the City of Fort Pierce, Florida, on XXX, 2024; and was duly introduced, read by title only, and passed on second and final reading XXX, 2024, by the City Commission of the City of Fort Pierce, Florida.

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

_____
Linda Hudson
Mayor Commissioner

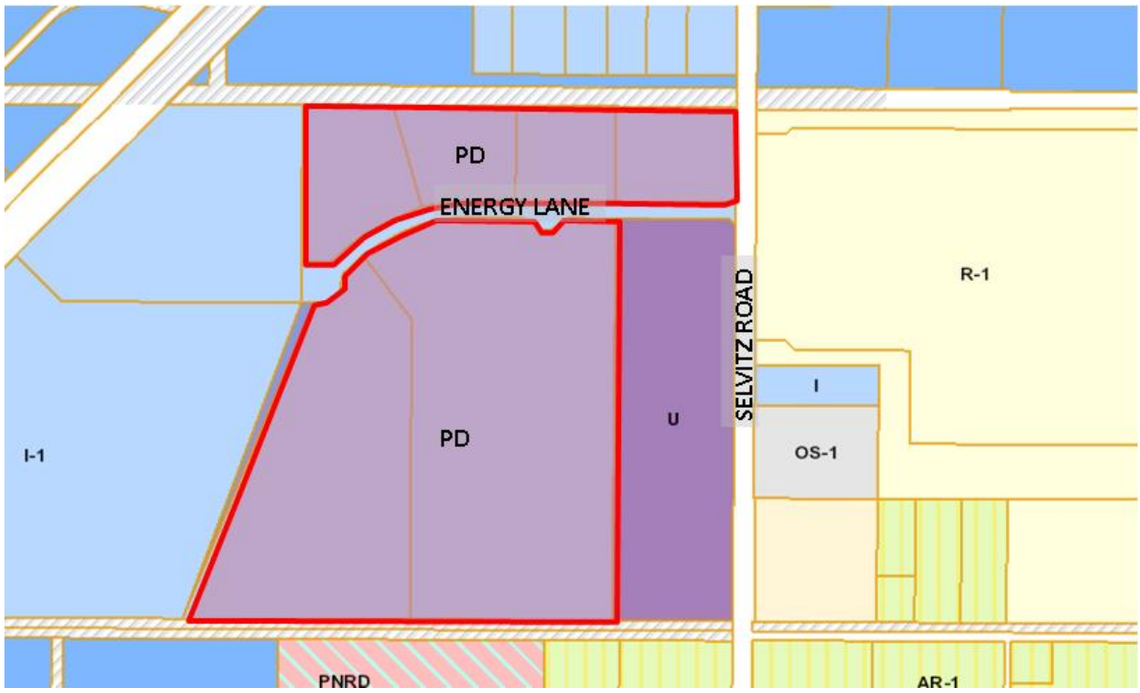
ATTEST:

_____
Linda W. Cox
City Clerk

(City Seal)

EXHIBIT A

Proposed Zoning Atlas Map Amendment



Parcels, 2431-800-0002-000-0, 2431-800-0003-000-7, 2431-800-0004-000-4, 2431-800-0005-000-1, 2431-800-0006-000-8, 2431-800-0007-000-5

Rezoning Light Industrial I-1 to Planned Development, PD.

EXHIBIT B. MASTER PD SITE PLAN

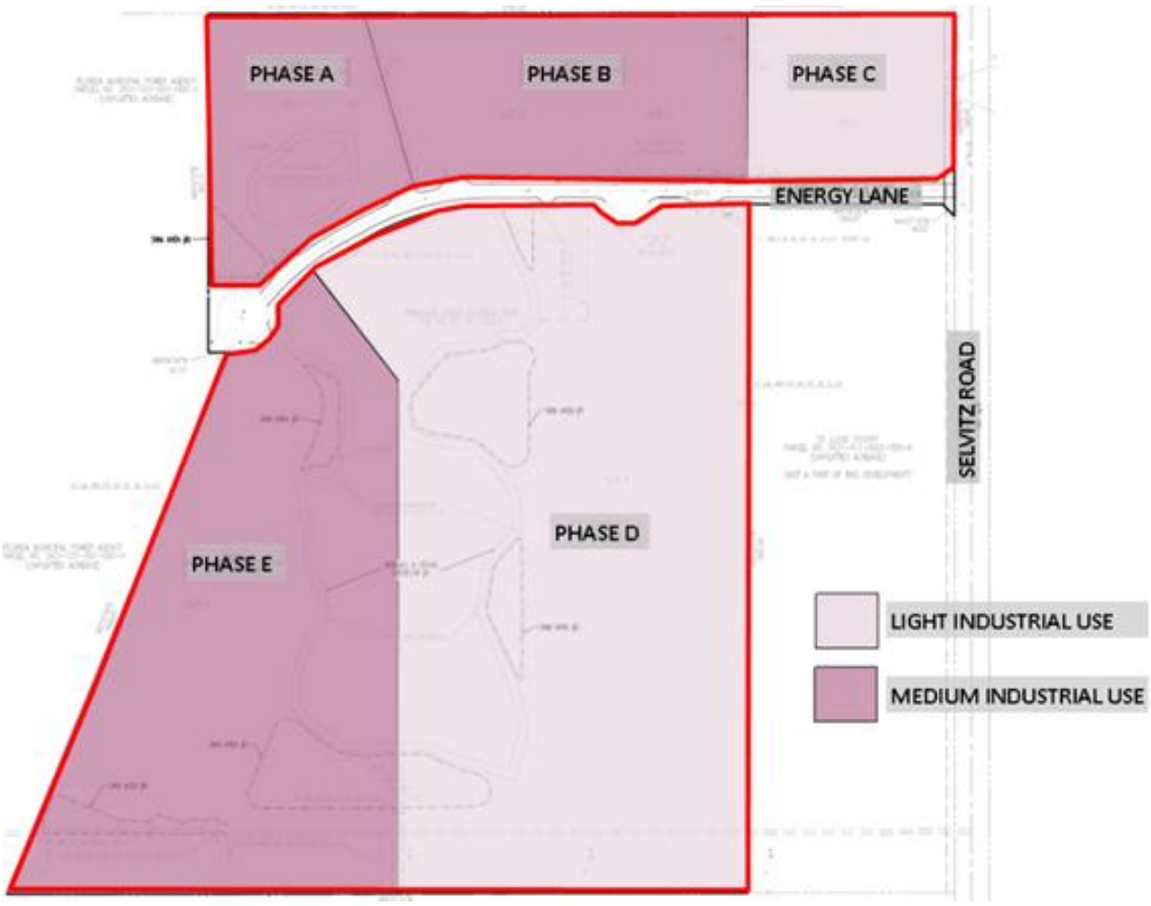


EXHIBIT C

Conditions of Development (PD Zoning)

1. The project shall be subject to the St. Lucie Commerce Planned Development Agreement, which shall be signed and recorded prior to the submittal of any development permits.

[blank space above line reserved for recording data]

ST. LUCIE COMMERCE CENTER
PLANNED DEVELOPMENT ZONING AGREEMENT

THIS PLANNED DEVELOPMENT ZONING AGREEMENT ("Agreement"), made and entered into this ___day of _____, 2025, by and between ST. LUCIE COMMERCE CENTER LLC, a a Florida limited liability company, whose principal address is 30 S. Hope Chapel Road, Jackson, New Jersey, 08527, hereinafter referred to as the "Owner," and CITY OF FORT PIERCE, a political subdivision of the State of Florida, hereinafter referred to as the "City".

WITNESSETH:

WHEREAS, Owner is the developer of the property situated in the CITY OF FORT PIERCE, Florida, and more particularly described in the legal description attached and incorporated as **Exhibit 1** ("Subject Property"); and

WHEREAS, it is the desire of Owner to develop the Subject Property pursuant to a Planned Development ("PD") zoning to be known as St. Lucie Commerce Center consisting of 108.38 acres and consisting of 1,215,000 square feet of industrial use ("Development"); and

WHEREAS, pursuant to City Code Section 125-212, a PD zoning is permitted in the City subject to a binding written document negotiated between the Owner and City in order to provide flexibility into the development regulations in a manner that is mutually beneficial to the City and the Owner for the Development, and to encourage enlightened and imaginative approaches to community planning; and

WHEREAS, on _____ the City Commission of the City of Fort Pierce ("Commission") adopted Ordinance No. _____ ("PD Ordinance") which approved the PD zoning for the Subject Property in which the provisions and obligations in this Agreement are made conditions of development as provided for in the PD Ordinance.

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

A. LEGAL DESCRIPTION. This Agreement shall apply to the Subject Property, as described in **Exhibit 1**.

B. UNIFIED CONTROL. Owner hereby warrants that it has, as a result of fee simple ownership, unified ownership of all the Subject Property as described in **Exhibit 1**.

C. TERM. The Term of this Agreement shall be six (6) years. Unless otherwise agreed upon by the parties in writing, this Agreement shall not be renewed automatically for successive terms.

D. DEVELOPMENT APPROVALS.

1. The Owner agrees that this PD will be undertaken and carried out in accordance with the following:

    a. The master site plan approved by the City, a copy of which is attached hereto as **Exhibit 2** and by reference made a part hereof (the "Master PD Plan").

    b. The subdivision plat approved by the City and recorded in Plat Book 34, at Page 36, of the public records of St. Lucie County, Florida.

    c. The Owner must adhere to and abide by the conditions and requirements agreed to by the City and Owner as set forth in the Special Conditions of Development, which is attached hereto as **Exhibit 3**, and fully

incorporated by reference.

d. Permits and authorizations granted in accordance with such laws, ordinances, and regulations as may be in effect at the time of such approval.

E. PHASING REQUIREMENTS. There shall be no phasing of this Development. Once the infrastructure improvements for the Development have been completed and certified, building permits or amended PD final site plans can be applied for on a lot-by-lot basis and shall be approved in accordance with applicable laws, ordinances, and regulations, the provisions and requirements of this Agreement, the PD Ordinance, the Master PD Plan, and PD Final Plans.

F. DEVELOPMENT TIMELINE.

a. The core infrastructure improvements, consisting of the required stormwater management system, the appropriate NPDES components, stabilized roadways, and adequate fire protection must be completed within four (4) years of approval of this Agreement.

b. A Certificate of Occupancy for one building must be obtained within six (6) years of approval of this Agreement.

G. USES. The permitted uses shall be as set forth in the Special Conditions, attached hereto as **Exhibit 3** and incorporated fully herein by reference.

H. CONCURRENCY. Owner has demonstrated compliance with the requirements of City Code Section 105-6 and accordingly, the approval of this Agreement shall constitute the issuance of a Certificate of Concurrency with respect to traffic concurrency unless the permitted uses approved are amended or the permitted uses exceed the total square

footage as approved pursuant to this Agreement.

I. COMPREHENSIVE PLAN. The Development as proposed is consistent with the City's comprehensive plan and land development regulations.

J. FAILURE TO ADDRESS REQUIREMENTS. The failure of this Agreement to address a particular permit, condition, term, or restriction shall not relieve the Owner of the necessity of complying with the law governing said permitting requirements, conditions, term, or restriction.

K. SPECIAL CONDITIONS. The Owner must adhere to and abide by the conditions and requirements agreed to by the City and Owner as set forth in the Special Conditions, attached hereto as **Exhibit 3** and incorporated fully herein by reference.

L. COMPLIANCE/VESTED RIGHTS.

1. Owner, its grantees, successors, or assigns shall have no vested rights in any expired Development Orders for this Development.
2. Owner shall be required to obtain approval for each of the lots depicted on the Master PD Plan and to construct the proposed improvements on each lot in accordance with applicable laws, ordinances, and regulations, the provisions and requirements of this Agreement, the PD Zoning Ordinance, the Master PD Plan, PD Final Plans, construction plans, landscape plans, preserve area management plans, and subdivision plat, hereinafter sometimes collectively referred to as development orders ("Development Orders").
3. This Agreement will vest upon completion of the Development Timeline, referenced in Section F above.

M. HOLD HARMLESS. The City shall be held harmless from any and all liability stemming from any disputes between Owner, its successors, assigns, predecessors in title or other property owners regarding any development undertaken by Owner, its successors, assigns, predecessors in title, or other property owners as provided for in this Agreement.

N. DESTRUCTION. In the event that all or a portion of the proposed improvements should be destroyed by a storm, fire, or other common disaster, Owner, its grantees, successors or assigns may rebuild and/or repair so long as there is strict compliance with the approved Master PD Plan, PD Final Plan, subdivision plat, and Development Orders.

O. CHANGES OR AMENDMENTS.

1. There shall, at all times, be strict adherence to the provisions of this Agreement and the approved Development Orders. Any change or amendment to this Agreement and/or approved development permits or Development Orders shall only be made in accordance with the City's Code of Ordinances and pursuant to any public hearing process included therein.
2. Notwithstanding Paragraph 1 above, Owner, its successors in interest and City may amend this Agreement without securing the consent of other property owners whose property is subject to this Agreement, unless such amendment or termination directly and materially modifies the allowable uses or entitlements of such owner's property.

P. BREACH OF AGREEMENT.

1. Construction of the Development and any proposed improvements shall at all times be in compliance with this Agreement and any Development Orders. In the event that the Owner fails to comply with any provision or condition of this

Agreement or an approved Development Order, the City shall have the right to cease the processing of any applications or permits for development, including the issuance of building permits or certificates of occupancy for the Subject Property, including any associated phases. In the event that the Owner fails to construct the improvements consistent with this Agreement, the City may, in its sole discretion, take any appropriate action it deems necessary and appropriate as provided for in the City Code, this Agreement, and other applicable law.

2. In the event that any person files a complaint with the City Manager alleging that this Agreement, an approved development permit, or a Development Order has been violated, that unauthorized development has occurred, or that misrepresentation, fraud, deceit, deliberate error or omission, or a material omission that should have been disclosed regarding information required in a development application has occurred, the City Manager will review and respond to such complaint and take appropriate action as provided for in the City Code, this Agreement, and other applicable law.

3. The above provisions shall not be interpreted to provide an exclusive remedy, and the City may pursue any appropriate remedy at law or equity in the event Owner or his successors in interest fail to abide by the provisions of this Agreement.

Q. JURISDICTION. This Agreement shall be governed by the laws of the State of Florida, and any and all legal action instituted because of this Agreement shall be instituted in the City of Fort Pierce, County of St. Lucie, Florida

R. SUCCESSORS AND ASSIGNS. This Agreement shall be binding upon the parties hereto, their successors in interest, heirs, assigns, and personal representatives. This

Agreement may only be assigned by Owner after notice to the City. The obligations of this Agreement run with the Subject Property.

S. 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; or (iii) mailed by registered or certified mail (postage prepaid), return receipt requested. For purposes of notice, the addressees are as follows:

OWNER: St. Lucie Commerce Center, LLC
30 S. Hope Chapel Road
Jackson, NJ 08527

With required copy to:
Robert S. Raynes, Jr., Attorney
Gunster
800 SE Monterey Road, Suite 200
Stuart, FL 34990

CITY: City Manager
City of Ft. Pierce
100 N US Hwy 1
Fort Pierce, FL 34950

With required copy to:
City Attorney
City of Ft. Pierce
100 N US Hwy 1
Fort Pierce, FL 34950

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 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. 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.

T. 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.

U. WAIVER. No act of omission or commission of either party, including without limitation, any failure to exercise any right, remedy, or recourse, shall be deemed to be a waiver, release, or modification of the same. Failure to include any specific Development Permit, Development Order, or other legal requirement for the construction of the Development shall not be deemed any kind of variance, waiver, or other relief from the requirements in the City Code of Ordinances.

V. RECORDING. The City shall record this Agreement in the public records with the clerk of court in St. Lucie County within 14 days of the effective date of this Agreement. Failure of the City to record this Agreement shall not void this Agreement or be deemed a default.

W. 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.

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.

OWNER: ST. LUCIE COMMERCE CENTER, LLC

By: _____
Print: Chaim Weiss
Its: Member

Witness: _____
Print: Eliezer J Braun
Address: 53 Rena Lane Lakewood NJ 08701

Witness: _____
Print: Yisroel Treu
Address: 105 Shady Lane Lakewood NJ 08701

STATE OF NJ

COUNTY OF Ocean

The foregoing instrument was acknowledged before me this 10 day of Feb., 2024, by Chaim Weiss, as Member of ST. LUCIE COMMERCE CENTER, LLC, a Florida limited liability company, who [✓] is personally known to me [ ] has produced _____ as identification.

ELIEZER J BRAUN
Commission # 50194699
Notary Public, State of New Jersey
My Commission Expires
May 10, 2027

_____
Notary Public - State of Florida
My Commission Expires:

(NOTARY SEAL)

ACTIVE:35390324.3
#35390324v3<ACTIVE>

ELIEZER J BRAUN
Commission # 50194699
Notary Public, State of New Jersey
My Commission Expires
May 10, 2027

ELIEZER J. BRAUN
NOTARY PUBLIC
NEW JERSEY

CITY OF FORT PIERCE:

_____
Linda Hudson, Mayor

ATTEST:

_____
Linda W. Cox,
City Clerk

(SEAL)

APPROVED AS TO FORM AND
CORRECTNESS:

_____
Sara K. Hedges, Esq.
City Attorney

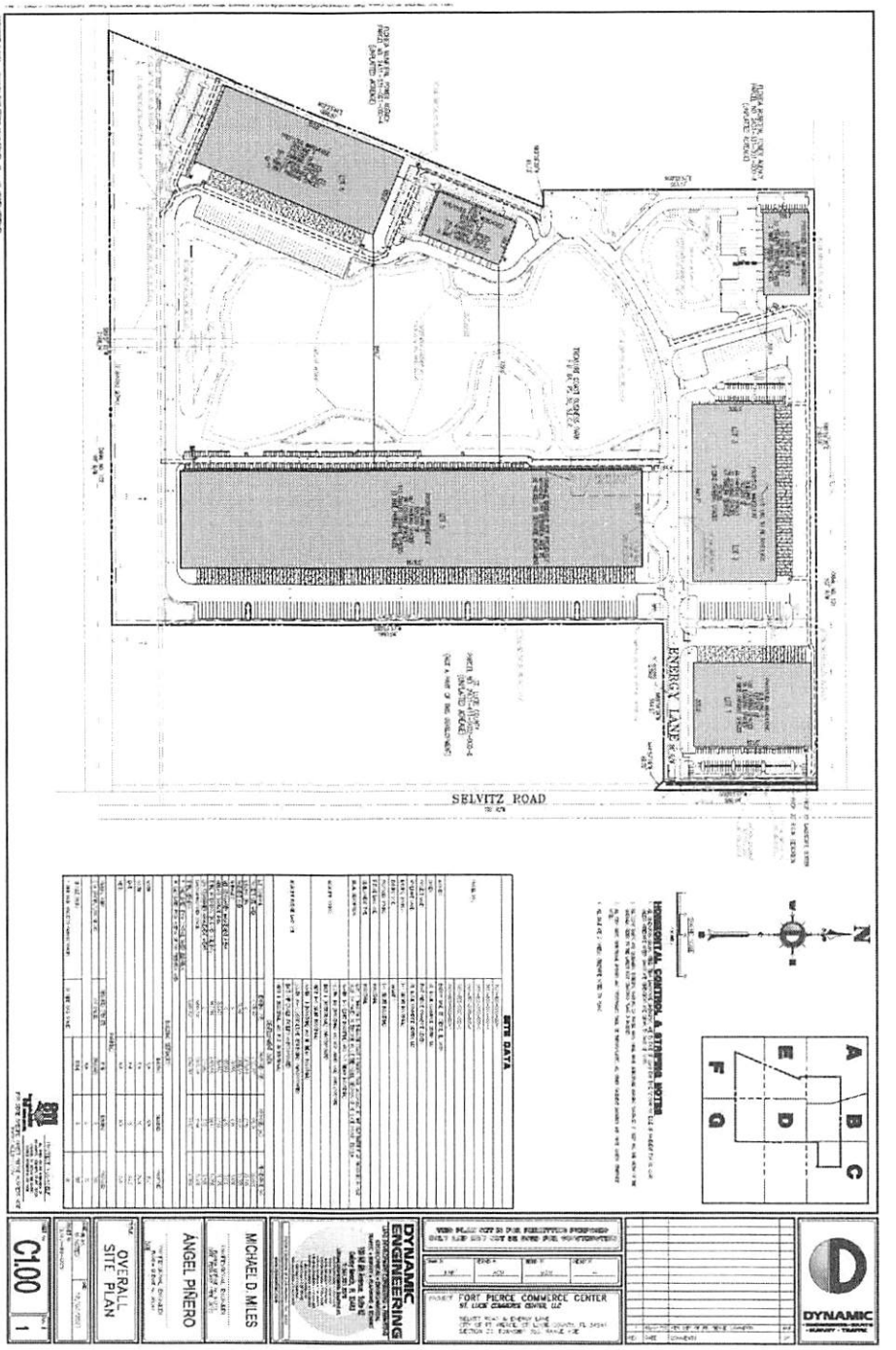
EXHIBIT 1

LEGAL DESCRIPTION OF THE OVERALL TRACT

PARCEL ID#	LEGAL DESCRIPTION
Parcel A: 2431-800-0002-000-0	TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 1
Parcel B: 2431-800-0003-000-7	TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 2
Parcel C: 2431-800-0004-000-4	TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 3
Parcel D: 2431-800-0005-000-1	TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 4
Parcel E: 2431-800-0006-000-8	TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 5
Parcel F: 2431-800-0007-000-5	TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 6

EXHIBIT 2

MASTER PD PLAN



ACTIVE:35390324.3

#35390324v3<ACTIVE>

EXHIBIT 3

SPECIAL CONDITIONS OF DEVELOPMENT

1. The development of the Subject Property and maximum buildout shall be based on the preliminary development plan by Dynamic Engineering C1.00a Rev. 4 dated 10/28/2024 and the following Table 1:

PARCEL:	USE:	MAXIMUM SQ.FT.
A	MEDIUM INDUSTRIAL	50,000
B	MEDIUM INDUSTRIAL	192,000
C	LIGHT INDUSTRIAL	127,500
D	LIGHT INDUSTRIAL	85,000
E	MEDIUM INDUSTRIAL	260,000

Table 1. Use and Maximum Buildout

2. The maximum permitted Building sq.ft. shall be limited to 1,215,000 sq.ft.
3. The minimum Open Space shall be 25% of the overall Final PD plan site area.
4. The minimum Pervious Area shall be 45% of the overall Final PD plan site area.
5. Any building not conforming to the previously approved Master PD Plan C1.00 Rev.1 by Dynamic Engineering, dated 12/03/2021, depicted on **Exhibit 2**, attached hereto, will require a Final PD site plan application. Buildings in

conformance with approved use and design may be submitted as a Major or Minor site plan as regulated by City Code Sec. 125-313. - Major and minor site plan application.

The Master PD Plan will allow the following uses as described in table 1 attached to this condition, 'P' indicates a permitted use. Uses indicated in table 1 with an 'A' will require a major amendment to the Master PD Plan as a conditional use and '-' indicates not a permitted use:

USES	LIGHT INDUSTRIAL	MEDIUM INDUSTRIAL
Antenna (on existing structure)	P	P
Aquaculture	P	P
Auto/Boat Sales/Rentals	P	P
Automotive	P	P
Business Services	P	P
Catering	P	P
Communications	A	A
Contractor Services	P	P
General Contractors	P	P
Heavy Equipment Sales	P	P

Light Industrial Service	P	P
Manufacturing - Electronic Equipment	P	P
Manufacturing - Textile	P	P
Manufacturing - Apparel	P	P
Manufacturing - Boat	P	P
Manufacturing - Concrete	–	A
Manufacturing - Chemical	–	A
Manufacturing - Fabricated Metal	P	P
Manufacturing - Food	P	P
Manufacturing - Furniture	P	P
Manufacturing - Glass	–	A

Manufacturing - Leather	P	P
Manufacturing - Machinery	P	P
Manufacturing - Medical Goods	P	P
Manufacturing - Paper	–	A
Manufacturing - Pharmaceuticals	P	P
Manufacturing - Plastic Products	P	P
Manufacturing - Printing etc.	P	P
Manufacturing - Stone	–	A
Manufacturing Services	P	P
Manufacturing- Tobacco Products	P	P
Marine Industrial	P	P

Outdoor Storage of Materials & Equipment	–	A
Packing	P	P
Parcel Service	P	P
Primary Metal Industries	–	A
Processing, food and related products	P	P
Repair Services	P	P
Repair, Vehicle or Marine	P	P
Research and Development	P	P
Service	P	P
Storage, Self Service	P	P
Trade Contractors	P	P
Transit	P	P
Warehouse - Freight	P	P
Warehouse - General	P	P
Wholesale Trade	P	P
Woodwork - Millwork	P	P

Table 2. Permitted, Conditional, and Not-Permitted Uses.

6. Prior to submittal of the Final PD plan an updated Environmental Survey shall be carried out to confirm whether the species listed in the Environmental report by Atwell LLC, dated September 29, 2021, are present or in the vicinity of the site.
7. The Final PD plan shall conform to the requirements of the City Code of Ordinances and be subject to the general standards for approval of Planned Development Zoning.
8. Prior to submittal of Final PD plan, a Gopher Tortoise Survey shall be carried out on site.
9. Prior to submittal of Final PD plan, if required by the USFWS (US Fish and Wildlife Service), a Wood Stork foraging Habitat Assessment shall be carried out on site.
10. A detailed stormwater and drainage plan and statement shall be submitted at the time of Final PD plan application.
11. The Final PD plan shall be in unified control and property ownership. All land intended to be included in the planned development shall be under the legal control of the applicable lot owner.
12. The Final PD plan shall include a general description of the buildings and streetscapes including standards for height, building coverage, parking areas, and public improvements proposed for the development.

13. The Final PD plan shall include quantitative data for the parcel sizes; proposed lot coverage of buildings and structures; total amount of open space.
14. The Final PD plan shall include all agreements, provisions and covenants which govern the use, maintenance, and continued protection of the planned development and any of its common open space or other shared areas. This material shall include material which binds successors in title to any commitments concerning completion of the project and its maintenance and operation.
15. The Final PD plan shall contain the following information, at minimum:
    i. A Landscape and irrigation plan per section 125-314. c. of the City Ordinance.
    ii. Proposed lot lines and other divisions of land for management, use, or allocation purposes.
    iii. The location, size and height of present and proposed buildings and structures.
    iv. The existing and proposed vehicular circulation system, including off-street parking, and loading areas.
    v. The pedestrian circulation system, including its interrelationships with the vehicular circulation system, within the development to adjacent streets, showing all curb cuts and sidewalks.
    vi. The existing and proposed utility systems, including sanitary sewers, storm sewers and water, electric and gas lines.

vii. The proposed buffering treatment of the perimeter of the planned development, refuse stations, storage areas, or loading areas, including materials and techniques used such as screens, fences, and walls.

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

17. The Master PD Plan is currently entitled for trips associated with 1.2M s.f. of light industrial uses, which will vest with this approval. An updated, signed and sealed Traffic Impact Report performed by O'Rourke Engineering and Planning, dated June 26, 2024, finds the proposed uses and intensity in the subject Planned Development will be equal to or less than the trips generated by the site plan dated 12/3/2021. No additional concurrency analysis will be required at the time of Final PD plan unless the permitted uses are amended or the permitted uses exceed the total square footage as approved pursuant to this Agreement.

18. Any required sidewalk or roadway improvements to Selvitz RD shall be identified through the Final PD plan process.

19. A dust control mitigation plan shall be submitted and approved prior to any Final PD plan approval.

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

Application for Zoning Atlas Map Amendment

Application submission shall include the following:

●**TRC** (*Initial Submission): One (1) original and (8) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.

●**Planning Board**: One (1) original and (16) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.

●**City Commission**: One (1) original and (11) paper copies of the application and support documents and provide one (1) electronic copy of the application packet as described below.

In addition to a complete application, packets shall include:

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

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

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

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

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

11. CAPACITY ANALYSIS

I. Site Data:

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

	Future Land Use	Zoning Classification	Maximum Intensity Residential: Dwelling Units per Acre Other: Square Footage	Total Acreage	Flood Zone
Current	Industrial	Industrial Light	Entitled: 1,215,000 s.f.		X
Proposed	Industrial	Industrial Heavy	No Change		N/A

II. Public Facilities Information:

A. Potable Water:		
Average Use	Residential: 100 gallons per day per person (du x 2.6 = persons x 100 gpd = demand) Other: 0.125 gallons per day per square foot	
Demand Analysis	Maximum	
Current Zoning	Total gallons per day	151,875
Proposed Zoning	Total gallons per day	151,875
Change in Demand	**Total gallons per day**	0

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

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

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

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

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

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

Demand Analysis	Maximum
Current Zoning	
Proposed Zoning	
Change in Demand	No Residential Use

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

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

III. Transportation Analysis

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

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

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

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

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

I certify that: (Check One)

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

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

Applicant's Signature Date

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

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

16. Property Owners Acknowledgements: - This application will not be considered complete without the signature of all property owners of record, which shall serve as an acknowledgement of the submission of this application for a change in zoning classification. The property owner's signature below shall also authorize the Applicant (if other than the property owner) and/or Agent to act in his/her behalf for the purposes of seeking this change to the City' Land Development Regulations for the property described herein.

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

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

	7/11/23
Property Owner's Signature	Date

STATE OF FLORIDA)
ST LUCIE COUNTY)

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

Signature of Notary (seal)

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

OFFICE USE:

DATE RECEIVED:_____ Signed:_____

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

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

Ordinance No:_____ Date Approved: _____

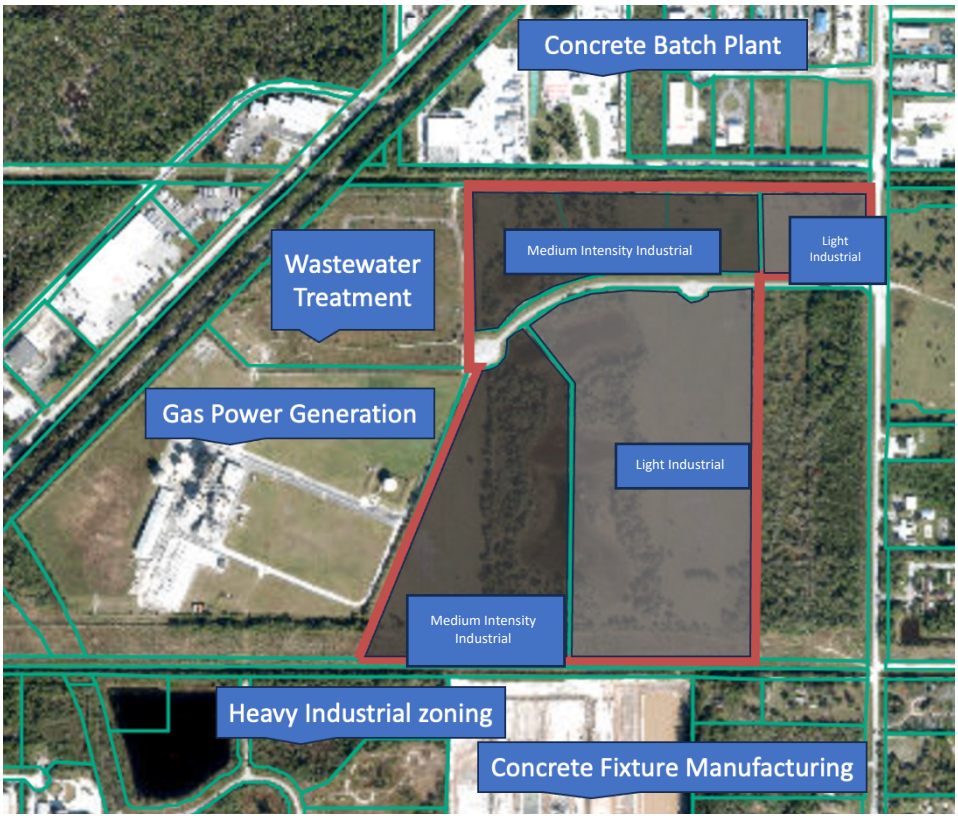
DISTRICT PLANNING GROUP

ST. LUCIE COMMERCE CENTER PLANNED DEVELOPMENT
NARRATIVE AND PROPOSED USES

BACKGROUND

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

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



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

Intent

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

USE ANALYSIS

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

Permitted:

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

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

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

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

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

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

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

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

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

- Screened outdoor storage of materials and equipment

No Conditional Uses are recommended at this time.

SUMMARY

This list of uses reflects all uses relevant uses permitted in Light Industrial Zoning (both in City of Fort Pierce and St. Lucie County jurisdictions,) as well as some Heavy Industrial Uses. All uses are proposed to be permitted, as the offsite impacts as they relate to this specific location and neighboring uses have been considered in their selection.

RELEVANT CITY OF FORT PIERCE CODE SECTIONS

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

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

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

(1) Lot size.

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

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

(c) Other applicable use standards.

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

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

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

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

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

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

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

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

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

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

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

Permitted
Safety Service
Park and Open Space

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

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

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

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

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

(1) Lot size.

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

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

(c) Other applicable use standards.

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

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

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

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

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

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

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

(1) Parking.

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

(2) Loading.

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

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

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

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

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

Permitted

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

Conditional

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

RELEVANT ST. LUCIE COUNTY CODE SECTIONS

Section 3.00.01.T
Industrial Light (IL) Zoning District

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

Permitted

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

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

(h) Morticians goods. (3995)
(i) Manufacturing industries, NEC. (3999)
(17) Plastic products - fabrication, molding, cutting, extrusion, and injection processing.

i. Marinas. (4493)
j. Millwork and structural wood members. (243)
k. Motion pictures. (78)
l. Motor freight transportation and warehousing. (42)
m. Repair services:
(1) Automotive and automotive parking. (75)
(2) Electrical. (762)
(3) Watch, clock and jewelry repair. (763)
(4) Reupholstery and furniture repair. (764)
(5) Misc. repairs and services. (769)
n. Retail trade:
(1) Lumber and other building materials. (521)
(2) Paint, glass and wallpaper. (523)
(3) Hardware. (525)
(4) Nurseries, lawn and garden supplies. (526)
(5) Mobile home dealers. (527)
(6) Automotive/boat/RV/motorcycle dealers. (55)
(7) Gasoline service. (55)
(8) Furniture and furnishings. (57)
o. Research, development, and testing services. (873)
p. Ship, boat building and repairing - less than forty-five (45) feet. (373)
q. Sorting, grading and packaging services - citrus/vegetables. (0723)
r. Vocational schools. (824)
s. Wholesale trade - durable goods:
(1) Motor vehicle and automotive equipment. (501)
(2) Furniture and home furnishings.(502)
(3) Lumber and other building materials. (503)
(4) Professional and commercial equipment/supplies. (504)
(5) Metals and minerals except petroleum. (505)
(6) Electrical goods. (506)
(7) Hardware, plumbing and heating equipment, and supplies. (507)
(8) Machinery, equipment, and supplies. (508)
(9) Misc. durable goods:
(a) Sporting and recreational goods. (5091)
(b) Toys and hobby goods. (5092)
(c) Jewelry, watches, precious stones and metals. (5094)
(d) Durable goods NEC. (5099)
t. Wholesale trade - nondurable goods:
(1) Paper and paper products. (511)
(2) Drugs. (512)
(3) Dry goods and apparel. (513)
(4) Groceries and related products. (514)
(5) Farm products - raw materials. (515)
(6) Chemicals, and allied products. (516)

(7) Beer, wine, and distilled alcoholic beverages. (518)
(8) Misc. nondurable goods:
(a) Farm supplies. (5191)
(b) Books, periodicals and newspapers. (5192)
(c) Flowers, nursery stock and florists' supplies. (5193)
(d) Tobacco/tobacco products. (5194)
(e) Paints, varnishes and supplies. (5198)
(f) Nondurable goods, NEC. (5199)

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

Conditional Uses

a. Airports, landing and takeoff fields - general aviation. (4581)
b. Manufacturing:
(1) Cut stone and stone products. (328)
(2) Motorcycles, bicycles, and parts. (375)
(3) Wood containers, wood buildings and mobile homes. (244/245)
c. Ship, boat building and repairing (excluding ship or boat salvaging) - forty-five (45) to one hundred fifty (150) feet. (373)
d. Wholesale:
(1) Petroleum bulk stations and terminals.
e. Scrap and waste materials - subject to the provisions of Section 7.10.12.A.
f. Kennels. (0752) Other than those permitted under Section 3.01.03 T.2.w. of the Land Development Code.

Section 3.00.01.U
Heavy Industrial (IH) Zoning District

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

Permitted
Any Permitted Use in IL

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

ENVIRONMENTAL IMPACT REPORT

TREASURE COAST BUSINESS PARK

Prepared for

Dynamic Engineering Consultants, P.C.
100 Northeast 5th Avenue
Suite B2
Delray Beach, Florida 33483

Atwell Project No. 21003499

FINAL

Submitted by Atwell, LLC

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September 29, 2021

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2 Sketch Layout
3 Soils Map
4 FLUCCS Map

APPENDIX

A FNAI Report

INTRODUCTION

The approximately 108-acre property covered by this Environmental Impact Report is located within Section 31 Township 35 South, Range 40 East, in St. Lucie County, Florida (Figure 1 – Site Location Map). The property is bordered by industrial land uses to the north, an industrial facility to the southwest and by woodland and orchards to the east, south, and northwest. Additionally, existing transmission lines run along the southern border of the property.

PURPOSE AND INTENT

This report has been prepared to document potential environmental impacts on an approximately 108-acre property referred to as the Treasure Coast Building Park. The subject property is currently mostly undeveloped with Energy Lane crossing through the northern portion of the site and an overhead electrical transmission line corridor along the southern boundary of the site.

Atwell has prepared this report in accordance with City of Ft. Pierce, Code of Ordinances, Chapter 22 and Section 11.02.09.A.5 “Environmental Impact Report” of the St. Lucie County Land Development Code. Atwell’s review of the Ordinances and Section 11.02.09.A.5.a.1 in relations to this site determined that the following criteria apply to this site:

- The property is more than ten (10) acres.
- The property, regardless of size, contains any wetland.

The following requirements of the St. Lucie County Land Development Code are not applicable to this project:

- The property is identified on the “Inventory of Native Ecosystems for St. Lucie County”.
- The proposed development is located in whole or part within the One Hundred (100) Year Flood Plain.
- The property is located anywhere on North or South Hutchinson Island.

PROPERTY DESCRIPTION

The subject property is located at the intersection of Selvitz Road and Energy Lane approximately 0.9 miles north of Midway Road. Land use to the north appears to be industrial development, a combination of undeveloped land and small business development to the east, orchards to the south, and an industrial facility to the west.

Historic aerial imagery indicates Energy Lane was constructed in 2007. The subject property is currently undeveloped and dominated by rangeland and open fields and consists of upland

forested areas with adjacent wetland/surface water bodies, and an overhead electric transmission line along the southern boundary of the site. Wetlands H and I are present on the subject property (Figure 2 – Sketch Layout). These two features are located within the western portion of the property.

SOILS

A soils map obtained from the USDA Web Soil Survey and with the property boundary is attached (Figure 3 – Soil Map). According to the soil map, four soil types are found on the subject property. The description of these soils, in their natural state, according to the St. Lucie County Soil Survey is provided below:

Ankona and Farmton sands – These poorly drained soils are characteristically found on flatwoods on marine terraces and derive from sandy and loamy marine deposits. Slopes range from 0 to 2 percent. The permeability of these soils is moderately low to moderately high. Minor components make up approximately 10 percent and consist of Electra, Waveland, and Lawnwood soils.

Floridana sand, frequently ponded, 0 to 2 percent slopes – This very poorly drained soil is characteristically found in depressions on marine terraces and derive from sandy and loamy marine deposits. Slopes range from 0 to 1 percent. The permeability of this soil is moderately low to moderately high. Minor components make up approximately 15 percent and consist of Winder, Fleda, Anclote, and Tomoka soils.

Oldsmar sand, depressional – This very poorly drained soil is characteristically found in depressions on marine terraces and derive from sandy and loamy marine deposits. Slopes range from 0 to 2 percent. The permeability of this soil is moderately low to moderately high. Minor components make up approximately 10 percent and consist of Riviera soils.

Tantile and Pomona sands – These poorly drained soils are characteristically found on flatwoods on marine terraces and derive from sandy and loamy marine deposits. Slopes range from 0 to 2 percent. The permeability of these soils is moderately low to moderately high. Minor components make up approximately 12 percent and consist of Nettles, Pepper, Ankona, and Lawnwood soils.

NATURAL COMMUNITIES AND LAND COVER

The following is a summary of the land cover and vegetation communities found on the subject property. Land cover and vegetative community classifications were mapped based on the Florida Land Use, Cover and Forms Classification System (FLUCCS) developed by the Florida Department of Transportation. Field reconnaissance and aerial photograph interpretation were employed in the mapping effort of the vegetative communities on the subject property. Observed wildlife

species presence and potential usage of the habitat is further discussed in the subsequent section of this report.

There are five different FLUCCS classifications currently present within the project area including Mixed Rangeland (3300), Improved Pastures (2110), Pine Flatwoods (4110), Freshwater Marshes/Graminoid Prairie-Marsh (6410), and Electrical Power Transmission Lines (8320).

A land cover map of the observed community types is included as Figure 4 FLUCCS Map in this report. The land cover types observed on the property are described as follows:

3300 Mixed Rangeland – approximately 19.3 acres

This accounts for the northern portion of the project area. Mixed Rangeland consists of an intermixture of grassland and shrub-brushland range species.

2110 Improved Pastures – approximately 35.5 acres

This accounts for the central portion of the project area. This community type is composed of cleared, tilled, reseeded with specific grass types, and periodically improved with brush control and fertilizer application. Water ponds, troughs, feed bunkers, and cow trails may be evident.

4110 Pine Flatwoods – approximately 11.7 acres

This accounts for the western central portion of the project area. Historically, longleaf pines were common drier sites while slash pines were found in moister areas with wildfire influencing this distribution. Due to fire control and artificial reforestation, slash pine has extended into longleaf areas. This class is dominated by either slash or longleaf pine. Understory species include saw palmetto, wax myrtle, gallberry, and a variety of herbs and brush.

6410 Freshwater Marshes/Graminoid Prairie-Marsh – approximately 19.1 acres

This community is within the western portion of the project area. These marshes are characterized by sawgrass, cattail, arrowhead, maidencane, buttonbush, cordgrass, giant cutgrass, switchgrass, bulrush, needlerush, and common reed.

8320 Electrical Power Transmission Lines – approximately 19.3 acres

This runs along the southern edge and southwestern portion of the project area.

LISTED SPECIES

Atwell reviewed the standard literature for potentially present listed species and conducted specific searches to identify potential species or their preferred habitat within the subject

property. The FWC' online Waterbird Colony Locator was queried to identify any waterbird breeding colonies within or within the vicinity of the project area. The FWC's Bald Eagle Nest Location Data Records were queried to identify any Bald Eagle nests on or within the vicinity of the project area. The Florida Natural Areas Inventory (FNAI) Element Occurrence Records were also searched for the occurrence status of listed species on or in the vicinity of the project area.

Atwell reviewed the FWC' online Waterbird Colony Locator on September 17, 2021 which indicated there are no known waterbird colonies within or within the vicinity of the project area. Atwell also review the FWC' online Bald Eagle Nest Location Data Records on September 17, 2021 which indicated there are no known bald eagle nests within or within the vicinity of the project area. Atwell also requested a FNAI report (Appendix A) on September 16, 2021 which identified several species that may be on or near the project area:

- Blackwater stream
- Bald eagle (*Haliaeetus leucocephalus*)
- Southeastern fox squirrel (*Sciurus niger niger*)

A couple of species were identified as likely being on or near the project area:

- Mesic flatwoods
- Wood stork (*Mycteria americana*)

The FNAI report also identified these species as potentially being on or near the project area:

- Florida burrowing owl (*Athene cunicularia floridana)*
- Piedmont jointgrass (*Coelorachis tuberculosa)*
- Large-flowered rosemary (*Conradina grandiflora)*
- Eastern indigo snake (*Drymarchon couperi)*
- Coastal vervain (*Glandularia maritima)*
- Gopher tortoise (*Gopherus polyphemus)*
- Nodding pine weed (*Lechea cernua)*
- Small's flax (*Linum carteri var. smallii)*
- Celestial Lily (*Nemastylis floridana)*
- Tiny polygala (*Polygala smallii)*
- Giant orchid (*Pteroglossaspis ecristata)*
- Snail kite (*Rostrhamus sociabilis)*
- Florida scrub lizard (*Sceloporus woodi)*

SITE VISIT

Atwell's Certified Wildlife Biologist conducted a site visit on September 20, 2021. The site visit did not identify any of the above listed species, their nests, or suitable habitat on or directly adjacent to the site.

This site visit identified picklerweed (*Salicornia L.*), smartweed (*Polygonum spp.),* lily pads (*Nymphaea spp.*), and yellow nutsedge (*Cyperus esculentus*) within the wetlands. Other vegetation consisted of palmettos (*Sabal palmetto*), palm trees (*Cocos nucifera*), ponderosa pine (*Pinus ponderosa*), reed canary grass (*Phalaris arundinacea*), wax myrtle (*Myrica cerifera*), and dog fennel (*Eupatorium capillifolium*).

Non-Listed Species

During Atwell's site visit the following non listed wildlife species were observed:

- Cattle egrets (*Bubulcus ibis*)
- Great egrets (*Ardea alba*)
- Little blue herons (*Egretta caerulea*)

No eagle or water bird nests were observed on site during the site visit.

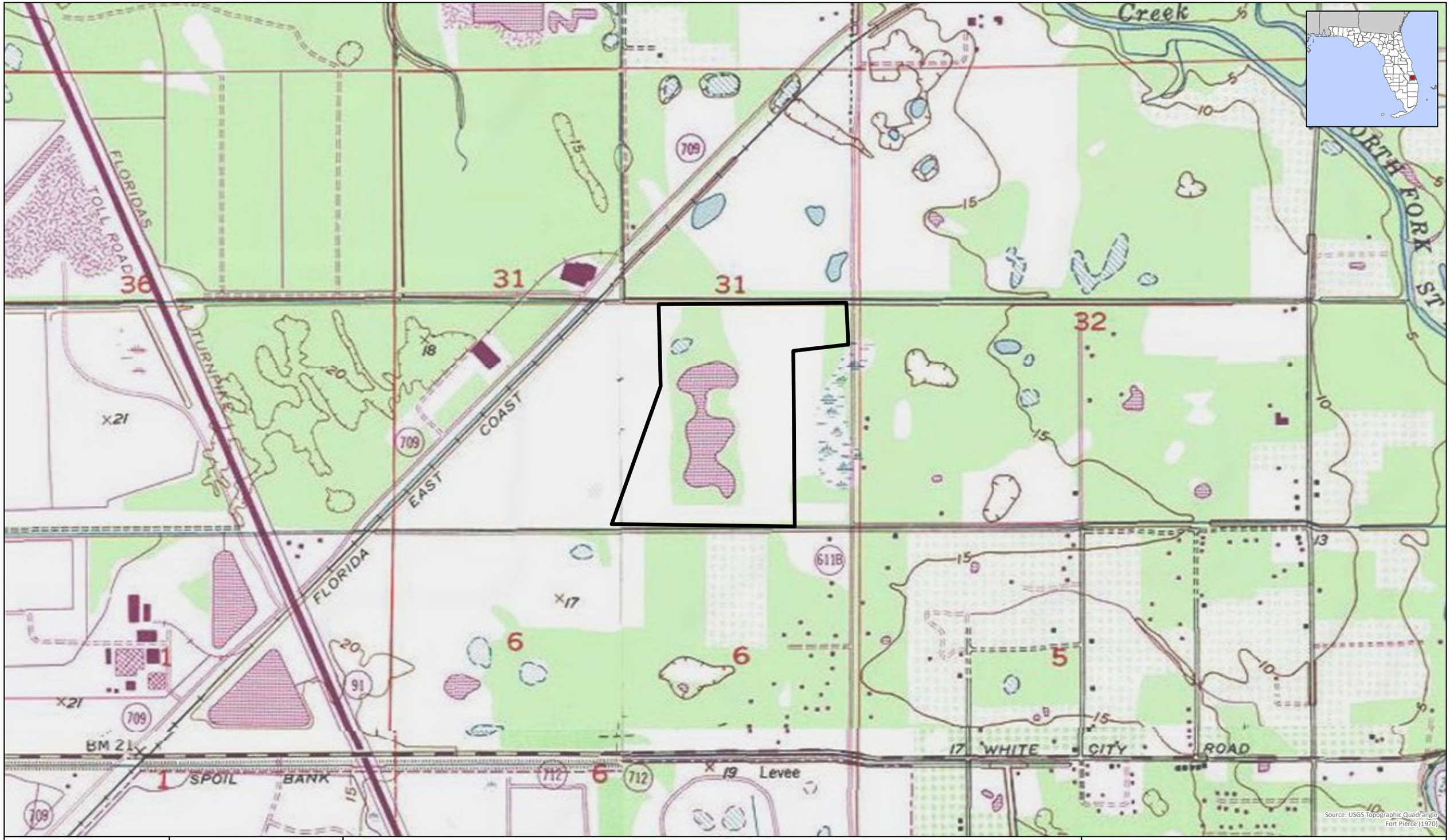
PROPOSED IMPACTS FROM DEVELOPMENT

Based on the desktop review, document review, site inspection, and review of the August 11, 2021 Sketch Layout, the proposed development areas are within upland and non-wetland areas, avoiding direct impacts to Wetlands H and I. Therefore, it does not appear wetland impact permits will be required from the South Florida Water Management District or the U.S. Army Corps of Engineers. Additionally, based on Atwell's review of the site, the proposed development areas are also not located within potentially suitable listed species habitat. Therefore, the project is not likely to impact wetlands or any listed species. Should you have any questions regarding this or any other matter, please feel free to contact our office at (248) 447-2000.

FIGURES

FIGURE 1

SITE LOCATION MAP



Source: USGS Topographic Quadrangle, Fort Pierce (1970)

ATWELL

Environmental Impact Report
Fort Pierce, Florida
21003499
September 22, 2021

0 1,000 Feet

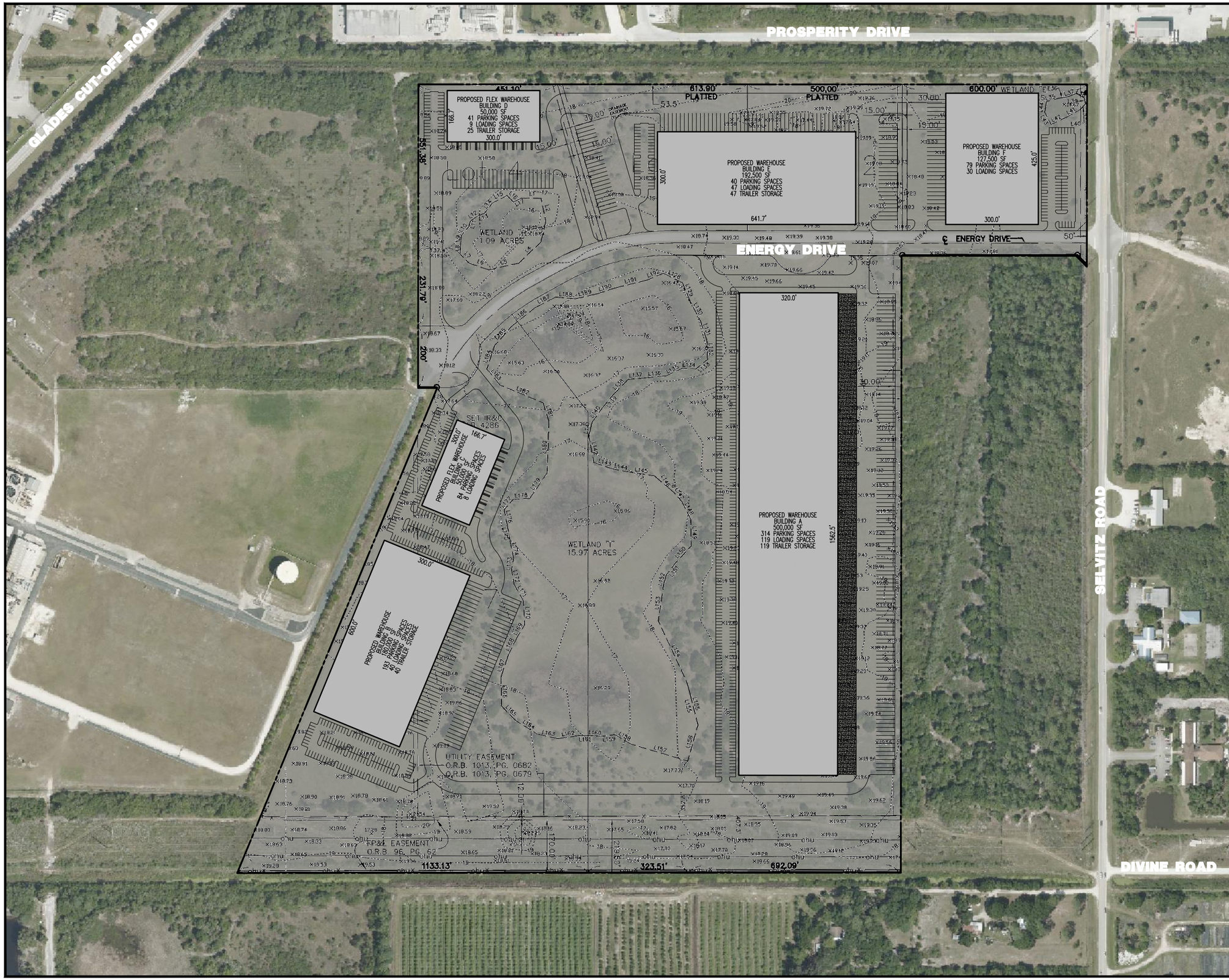
Project Area (~108 acres)

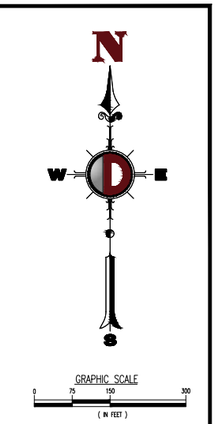
Site Location Map
Section 31, T35S R40E
St. Lucie County, Florida

G:\Jobs2100\T21003499_FortPierce_FL\T21003499_Fig1_SLM.mxd 9/22/2021

FIGURE 2

SKETCH LAYOUT





GENERAL NOTES

1. THIS PLAN HAS BEEN PREPARED BASED ON REFERENCES INCLUDING: BOUNDARY & TOPOGRAPHIC SURVEY PREPARED BY: CULPEPPER & TERPENING, INC. LAST REVISED: 04/17/2006

   GOOGLE AERIALS; DATED: 01/21/2021

2. THIS PLAN IS INTENDED FOR SKETCH PURPOSES ONLY. NO ORDINANCE OR OTHER AGENCY GUIDELINES HAVE BEEN REFERENCED IN THE DESIGN OF THIS PLAN AND IS SUBJECT TO A DUE DILIGENCE REVIEW.

3. THE EXISTING CONDITIONS SHOWN HEREON IS BASED UPON INFORMATION THAT WAS SUPPLIED TO OUR OFFICE AT THE TIME OF SKETCH PREPARATION AND MAY BE SUBJECT TO CHANGE AND MUST BE UPDATED UPON PERFORMANCE OF A SURVEY.

SKETCH LAYOUT

DYNAMIC ENGINEERING

SKETCH C
08/11/2021
1"=150'

PROPOSED INDUSTRIAL DEVELOPMENT
TREASURE COAST BUSINESS PARK PLAT
FT. PIERCE, ST. LUCIE COUNTY, FLORIDA

STERLING EG

PREPARED BY:
MICHAEL D. MILES, P.E.
DYNAMIC ENGINEERING CONSULTANTS, P.C.
100 NE 5th AVE, SUITE B2
DELRAY BEACH, FLORIDA 33484

DYNAMIC PROJECT NUMBER:

Plotted: 08/11/21 – 6:05 PM, By: kkonkus
File: P:\DECPC OPPORTUNITY DATA\Florida\2021\Sterling EG\Fort Pierce – Midway Road\DWG\2021.08.09 – Sketch C.dwg, ---> SKETCH C

COPYRIGHT © 2021 – DYNAMIC ENGINEERING CONSULTANTS, PC – ALL RIGHTS RESERVED

FIGURE 3

SOIL MAP

Soil Map—St. Lucie County, Florida
(Soils with Project Area)



Map Scale: 1:6,640 if printed on A landscape (11" x 8.5") sheet.

N

Meters
0 50 100 200 300

Feet
0 300 600 1200 1800

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 17N WGS84

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

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

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

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

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

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

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

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

Soil Survey Area: St. Lucie County, Florida
Survey Area Data: Version 14, Jun 9, 2020

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

Date(s) aerial images were photographed: Mar 6, 2019—Mar 23, 2019

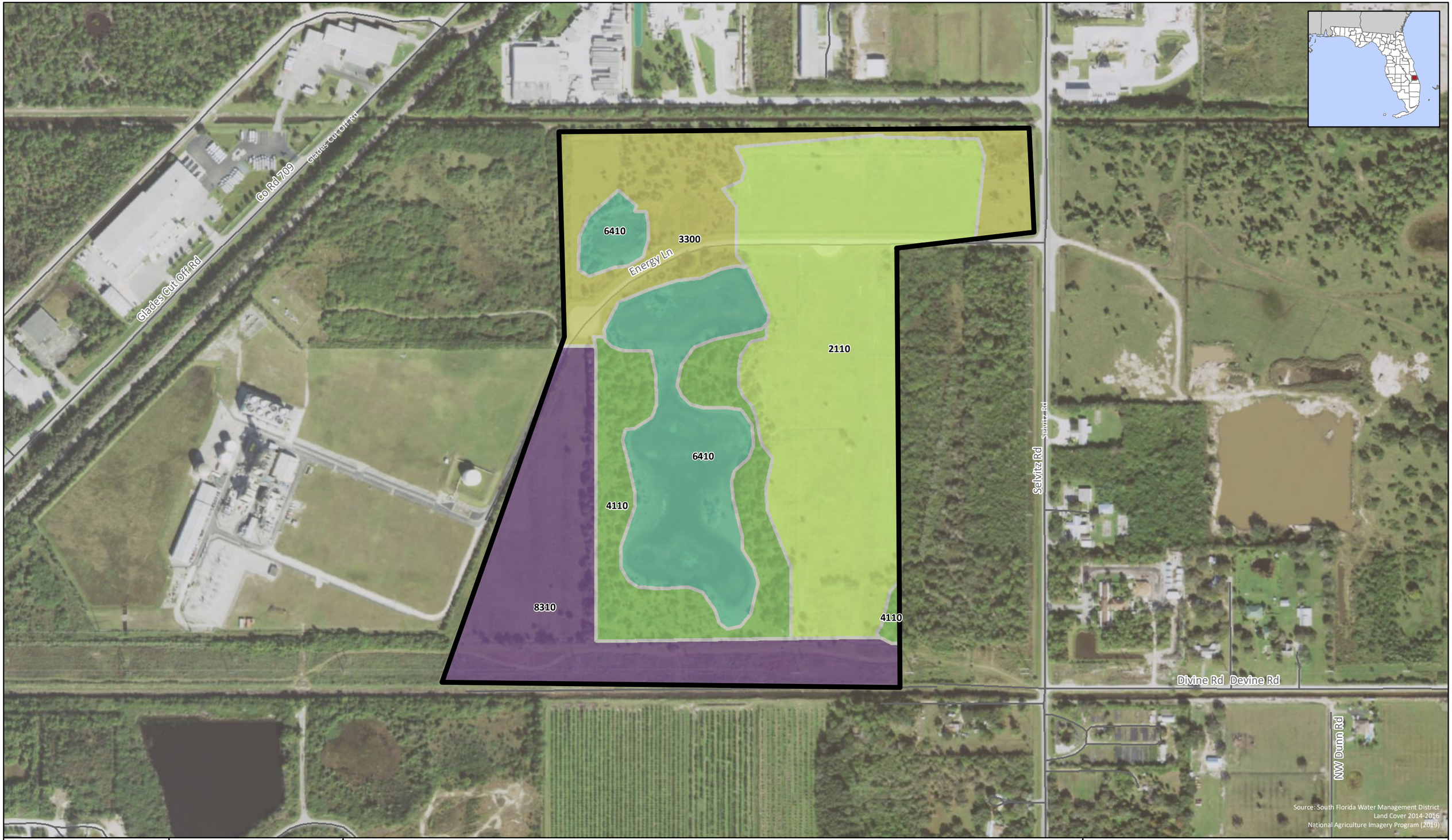
The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
2	Ankona and Farmton sands	15.7	14.5%
13	Floridana sand, frequently ponded, 0 to 2 percent slopes	5.0	4.7%
26	Oldsmar sand, depressional	16.1	15.0%
44	Tantile and Pomona sands	70.9	65.8%
Totals for Area of Interest		**107.7**	**100.0%**

FIGURE 4

FLUCCS MAP



ATWELL

Environmental Impact Report
Fort Pierce, Florida
21003499
September 23, 2021

0 400
Feet

Project Area (~108 acres)
Road

Florida Land Cover
2110, Improved Pastures
3300, Mixed Rangeland
4110, Pine Flatwoods
6410, Freshwater Marshes / Graminoid Prairie - Marsh
8310, Electric Power Facilities

FLUCCS Map
Section 31, T35S R40E
St. Lucie County, Florida

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APPENDIX A

FNAI REPORT

FLORIDA Natural Areas INVENTORY

1018 Thomasville Road
Suite 200-C
Tallahassee, FL 32303
850-224-8207
fax 850-681-9364
www.fnai.org

September 16, 2021

Elizabeth Wilk
Atwell, LLC
1240 East Diehl Road, Suite 300
Naperville, IL 60563

Dear Ms. Wilk,

Thank you for requesting information from the Florida Natural Areas Inventory (FNAI). At your request we have produced the following report for your project area.

The purpose of this Standard Data Report is to provide objective scientific information on natural resources located in the vicinity of a site of interest, in order to inform those involved in project planning and evaluation. This Report makes no determination of the suitability of a proposed project for this location, or the potential impacts of the project on natural resources in the area.

Project: Fort Pierce

Date Received: 9/15/2021

Location: St Lucie County

Element Occurrences

A search of our maps and database indicates that we currently have a few element occurrences mapped in the vicinity of the study area (see enclosed map and element occurrence table). Please be advised that a lack of element occurrences in the FNAI database is not a sufficient indication of the absence of rare or endangered species on a site.

The element occurrences data layer includes occurrences of rare species and natural communities. The map legend indicates that some element occurrences occur in the general vicinity of the label point. This may be due to lack of precision of the source data, or an element that occurs over an extended area (such as a wide ranging species or large natural community). For animals and plants, element occurrences generally refer to more than a casual sighting; they usually indicate a viable population of the species. Note that some element occurrences represent historically documented observations which may no longer be extant. Extirpated element occurrences will be marked with an 'X' following the occurrence label on the enclosed map.

Likely and Potential Rare Species

In addition to documented occurrences, other rare species and natural communities may be identified on or near the site based on habitat models and species range models (see enclosed Biodiversity Matrix Report). These species should be taken into consideration in field surveys, land management, and impact avoidance and mitigation.

FNAI habitat models indicate areas, which based on land cover type, offer suitable habitat for one or more rare species that is known to occur in the vicinity. Habitat models have been developed for approximately 300 of the rarest species tracked by the Inventory, including all federally listed species.

Florida Resources and Environmental Analysis Center

Institute of Science and Public Affairs

The Florida State University

FNAI species range models indicate areas that are within the known or predicted range of a species, based on climate variables, soils, vegetation, and/or slope. Species range models have been developed for approximately 340 species, including all federally listed species.

The FNAI Biodiversity Matrix Geodatabase compiles Documented, Likely, and Potential species and natural communities for each square mile Matrix Unit statewide.

CLIP

The enclosed map shows natural resource conservation priorities based on the Critical Lands and Waters Identification Project. CLIP is based on many of the same natural resource data developed for the Florida Forever Conservation Needs Assessment, but provides an overall picture of conservation priorities across different resource categories, including biodiversity, landscapes, surface waters, and aggregated CLIP priorities (that combine the individual resource categories). CLIP is also based primarily on remote sensed data and is not intended to be the definitive authority on natural resources on a site.

For more information on CLIP, visit https://www.fnai.org/services/clip.

The Inventory always recommends that professionals familiar with Florida's flora and fauna conduct a site-specific survey to determine the current presence or absence of rare, threatened, or endangered species.

Please visit www.fnai.org/trackinglist.cfm for county or statewide element occurrence distributions and links to more element information.

The database maintained by the Florida Natural Areas Inventory is the single most comprehensive source of information available on the locations of rare species and other significant ecological resources. However, the data are not always based on comprehensive or site-specific field surveys. Therefore this information should not be regarded as a final statement on the biological resources of the site being considered, nor should it be substituted for on-site surveys. Inventory data are designed for the purposes of conservation planning and scientific research, and are not intended for use as the primary criteria for regulatory decisions.

Information provided by this database may not be published without prior written notification to the Florida Natural Areas Inventory, and the Inventory must be credited as an information source in these publications. **The maps contain sensitive environmental information, please do not distribute or publish without prior consent from FNAI.** FNAI data may not be resold for profit.

Thank you for your use of FNAI services. An invoice will be mailed separately. If I can be of further assistance, please contact me at (850) 224-8207 or at kbrinegar@fnai.fsu.edu.

Sincerely,

Kerri Brinegar

Kerri Brinegar
GIS / Data Services

Encl

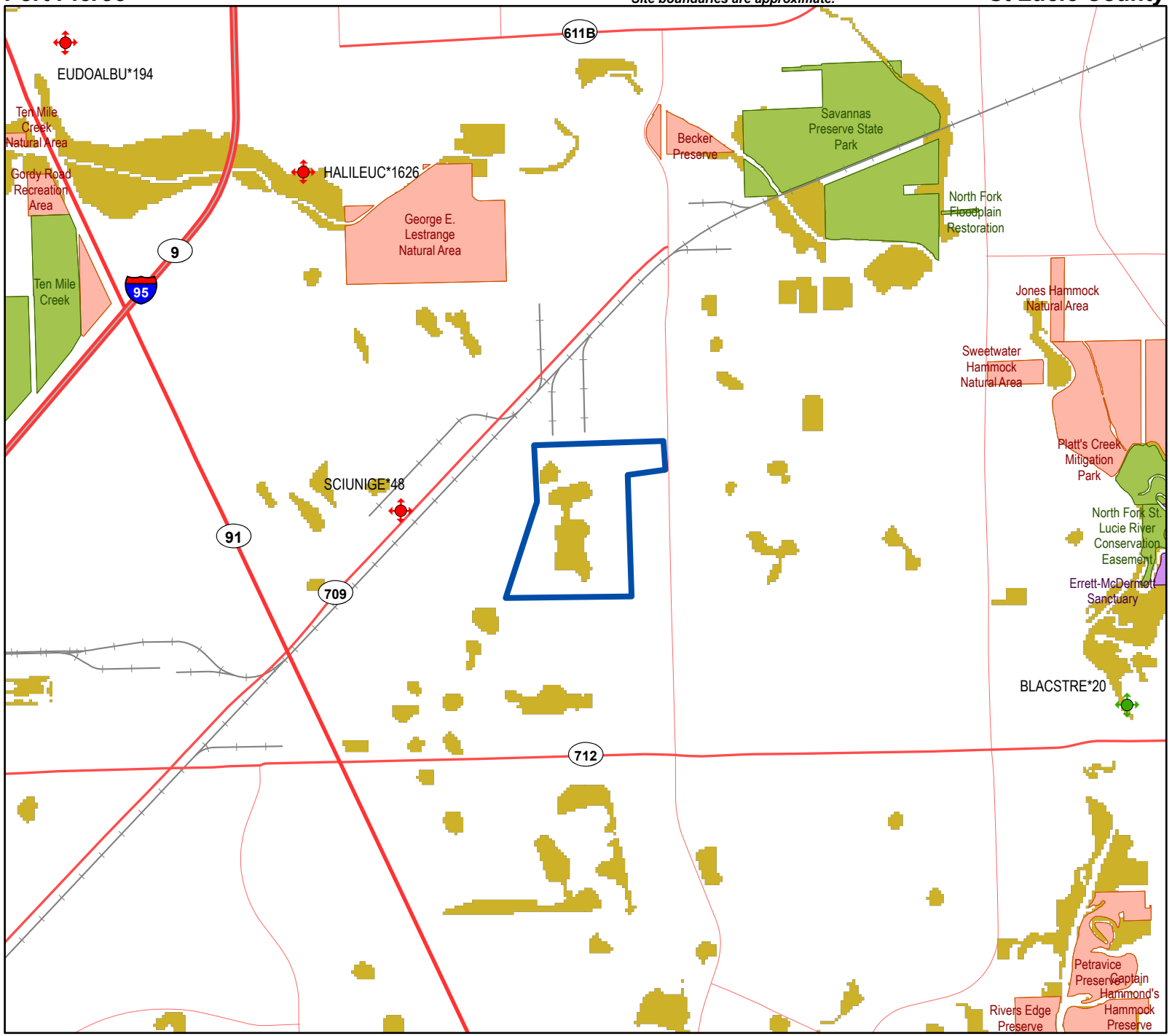
1018 Thomasville Road
Suite 200-C
Tallahassee, FL 32303
(850) 224-8207
(850) 681-9364 Fax
www.fnai.org

FLORIDA Natural Areas INVENTORY

Fort Pierce

Site boundaries are approximate.

St Lucie County



Element Occurrences

- Animals
- Plants
- Communities
- Other
- Data Sensitive

Point Indicates General Vicinity of Element

U.S. Fish & Wildlife Service Scrub Jay Survey 1992-96

Conservation Lands

- Federal
- State
- Local
- Private
- State Aquatic Preserves

N

Land Acquisition Projects

- Florida Forever Board of Trustees Projects

- FNAI Rare Species Habitat
- FNAI Biodiversity Matrix Square Mile Units

- County Boundary
- Roads
- Water

NOTE
This map contains environmentally sensitive information. Please do not distribute or publish without prior consent from FNAI. Map should not be interpreted without accompanying documents.

Map produced by KAB
9/16/2021

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FLORIDA Natural Areas INVENTORY

Fort Pierce

Site boundaries are approximate.

St Lucie County

CLIP v4.0 Resource Priorities

Biodiversity Resource Category
- Priority 1 - highest
- Priority 2
- Priority 3
- Priority 4
- Priority 5

Landscape Resource Category
- Priority 1 - highest
- Priority 2
- Priority 3
- Priority 4
- Priority 5

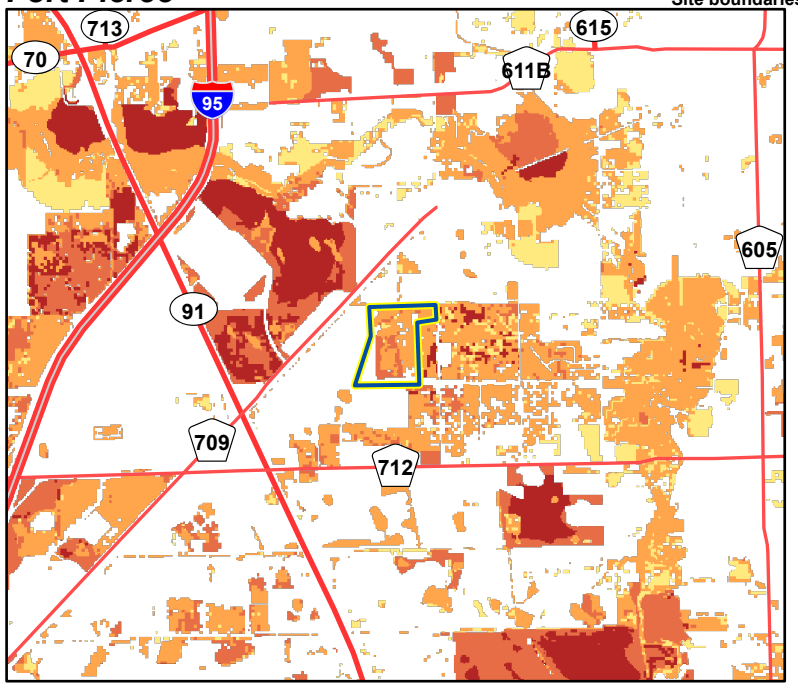
Surface Water Resource Category
- Priority 1 - highest
- Priority 2
- Priority 3
- Priority 4
- Priority 5

Aggregated CLIP Priorities
- Priority 1 - highest
- Priority 2
- Priority 3
- Priority 4
- Priority 5

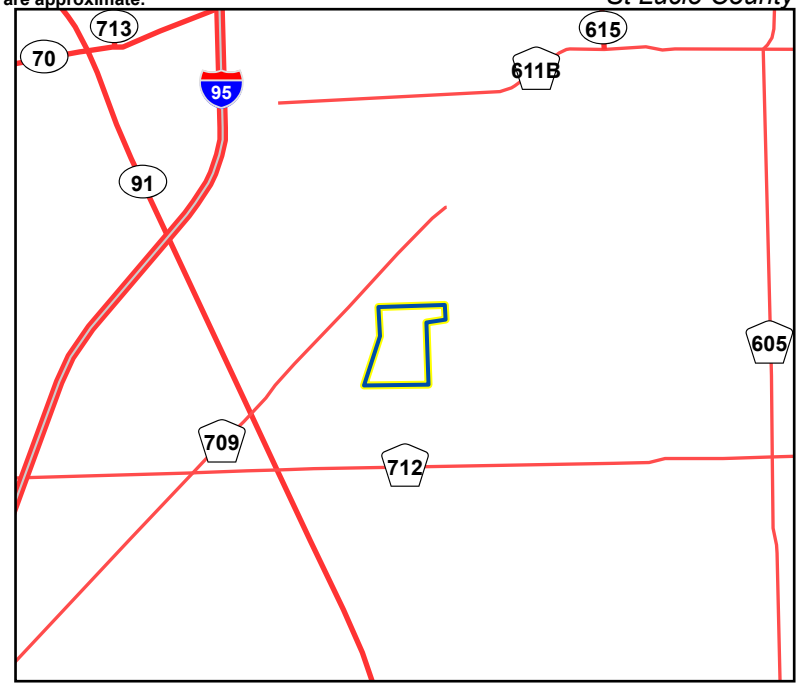
Site Boundary

Map should not be interpreted without accompanying documents.

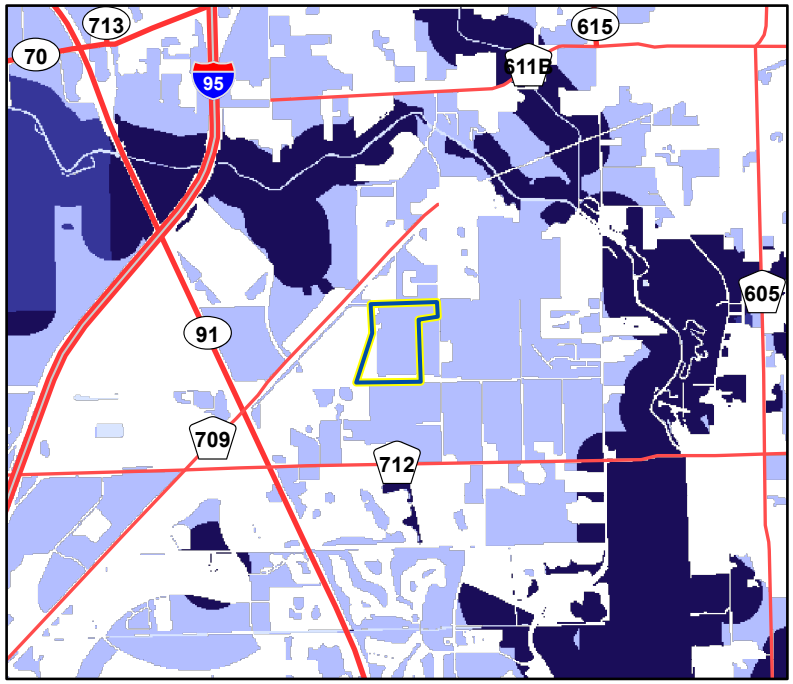
Critical Lands and Waters Identification Project (CLIP) is a cooperative effort between the FSU Florida Natural Areas Inventory, UF Center for Landscape Conservation Planning, and FL Fish & Wildlife Conservation Commission, with additional funding from FL Dept of Environmental Protection and US Fish & Wildlife Service.



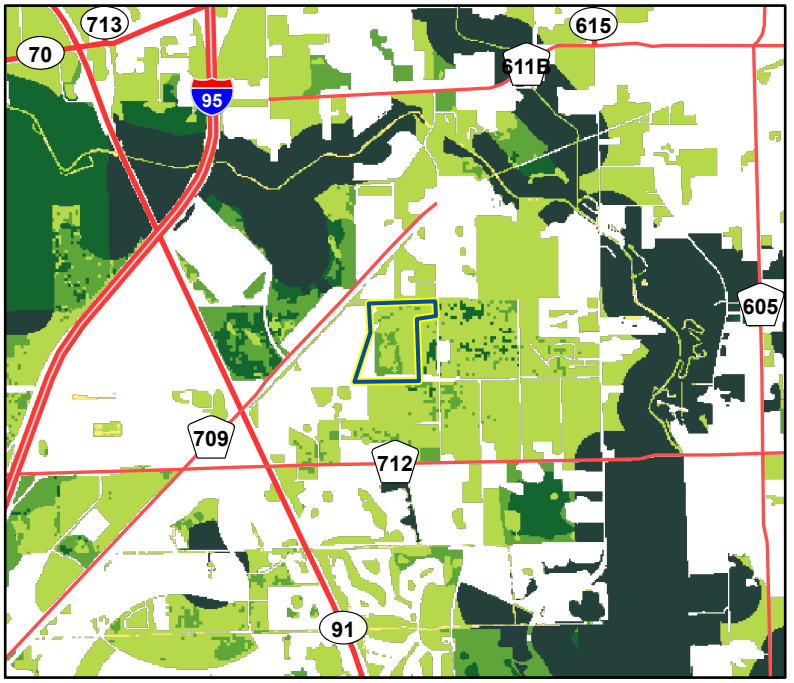
CLIP Biodiversity Resource Priorities



CLIP Landscape Resource Priorities



CLIP Surface Water Resource Priorities



CLIP Aggregated Resource Priorities

0 0.5 1 2 3 4 Miles

Map produced by KAB
9/16/2021

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Tallahassee, FL 32303
(850) 224-8207
(850) 681-9364 Fax
www.fnai.org

FNAI ELEMENT OCCURRENCE REPORT on or near

Fort Pierce

Map Label	Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Listing	Observation Date	Description	EO Comments
BLACSTRE*20	Blackwater stream		G4	S3	N	N	2004	16 MI OF DESIGNATED AQUATIC PRESERVE.	2004: extant based on aerial photography (PNDJAC01FLUS). 1982-Pre: see U82NPS01FLUS.
HALILEUC*1626	*Haliaeetus leucocephalus*	Bald Eagle	G5	S3	N	N	2003	2005-07-12: Source does not provide a description.	Nest status: Active, 2003, 2002, 2001, 2000; Unknown status or not assessed, 1999;(U03FWC01FLUS)
SCIUNIGE*48	*Sciurus niger niger*	Southeastern Fox Squirrel	G5T5	S3	N	N	1980-06-01	No general description given	SPEC (UF-20941) COLL 1 JUNE 1980 BY BILL AND HELEN DOWSLING.

1018 Thomasville Road
Suite 200-C
Tallahassee, FL 32303
(850) 224-8207
(850) 681-9364 Fax

Florida Natural Areas Inventory

Biodiversity Matrix Report

Scientific Name	Common Name	Global Rank	State Rank	Federal Status	State Listing
Matrix Unit ID: 65971					
Likely					
Mesic flatwoods		G4	S4	N	N
Mycteria americana	Wood Stork	G4	S2	T	FT
Potential					
Athene cunicularia floridana	Florida Burrowing Owl	G4T3	S3	N	ST
Coelorachis tuberculosa	Piedmont jointgrass	G3	S3	N	T
Conradina grandiflora	large-flowered rosemary	G3	S3	N	T
Drymarchon couperi	Eastern Indigo Snake	G3	S2?	T	FT
Glandularia maritima	coastal vervain	G3	S3	N	E
Gopherus polyphemus	Gopher Tortoise	G3	S3	C	ST
Lechea cernua	nodding pinweed	G3	S3	N	T
Linum carteri var. smallii	Small's flax	G2T2	S2	N	E
Nemastylis floridana	celestial lily	G2	S2	N	E
Polygala smallii	tiny polygala	G1	S1	E	E
Pteroglossaspis ecristata	giant orchid	G2G3	S2	N	T
Rostrhamus sociabilis	Snail Kite	G4G5	S2	E	FE
Sceloporus woodi	Florida Scrub Lizard	G2G3	S2S3	N	N
Sciurus niger niger	Southeastern Fox Squirrel	G5T5	S3	N	N

Definitions: *Documented - Rare species and natural communities documented on or near this site.*
Documented-Historic - Rare species and natural communities documented, but not observed/reported within the last twenty years.
Likely - Rare species and natural communities likely to occur on this site based on suitable habitat and/or known occurrences in the vicinity.
Potential - This site lies within the known or predicted range of the species listed.

Elements and Element Occurrences

An **element** is any exemplary or rare component of the natural environment, such as a species, natural community, bird rookery, spring, sinkhole, cave, or other ecological feature.

An **element occurrence (EO)** is an area of land and/or water in which a species or natural community is, or was, present. An EO should have practical conservation value for the Element as evidenced by potential continued (or historical) presence and/or regular recurrence at a given location.

Element Ranking and Legal Status

Using a ranking system developed by NatureServe and the Natural Heritage Program Network, the Florida Natural Areas Inventory assigns two ranks for each element. The global rank is based on an element's worldwide status; the state rank is based on the status of the element in Florida. Element ranks are based on many factors, the most important ones being estimated number of Element Occurrences (EOs), estimated abundance (number of individuals for species; area for natural communities), geographic range, estimated number of adequately protected EOs, relative threat of destruction, and ecological fragility.

FNAI GLOBAL ELEMENT RANK

G1 = Critically imperiled globally because of extreme rarity (5 or fewer occurrences or less than 1000 individuals) or because of extreme vulnerability to extinction due to some natural or man-made factor.
G2 = Imperiled globally because of rarity (6 to 20 occurrences or less than 3000 individuals) or because of vulnerability to extinction due to some natural or man-made factor.
G3 = Either very rare and local throughout its range (21-100 occurrences or less than 10,000 individuals) or found locally in a restricted range or vulnerable to extinction from other factors.
G4 = Apparently secure globally (may be rare in parts of range).
G5 = Demonstrably secure globally.
GH = Of historical occurrence throughout its range, may be rediscovered (e.g., ivory-billed woodpecker).
GX = Believed to be extinct throughout range.
GXC = Extirpated from the wild but still known from captivity or cultivation.
G#? = Tentative rank (e.g., G2?).
G#G# = Range of rank; insufficient data to assign specific global rank (e.g., G2G3).
G#T# = Rank of a taxonomic subgroup such as a subspecies or variety; the G portion of the rank refers to the entire species and the T portion refers to the specific subgroup; numbers have same definition as above (e.g., G3T1).
G#Q = Rank of questionable species - ranked as species but questionable whether it is species or subspecies; numbers have same definition as above (e.g., G2Q).
G#T#Q = Same as above, but validity as subspecies or variety is questioned.
GU = Unrankable; due to a lack of information no rank or range can be assigned (e.g., GUT2).
GNA = Ranking is not applicable because the element is not a suitable target for conservation (e.g. a hybrid species).
GNR = Element not yet ranked (temporary).
GNRTNR = Neither the element nor the taxonomic subgroup has yet been ranked.

FNAI STATE ELEMENT RANK

S1 = Critically imperiled in Florida because of extreme rarity (5 or fewer occurrences or less than 1000 individuals) or because of extreme vulnerability to extinction due to some natural or man-made factor.
S2 = Imperiled in Florida because of rarity (6 to 20 occurrences or less than 3000 individuals) or because of vulnerability to extinction due to some natural or man-made factor.
S3 = Either very rare and local in Florida (21-100 occurrences or less than 10,000 individuals) or found locally in a restricted range or vulnerable to extinction from other factors.
S4 = Apparently secure in Florida (may be rare in parts of range).
S5 = Demonstrably secure in Florida.
SH = Of historical occurrence in Florida, possibly extirpated, but may be rediscovered (e.g., ivory-billed woodpecker).
SX = Believed to be extirpated throughout Florida.
SU = Unrankable; due to a lack of information no rank or range can be assigned.
SNA = State ranking is not applicable because the element is not a suitable target for conservation (e.g. a hybrid species).
SNR = Element not yet ranked (temporary).

FEDERAL LEGAL STATUS

Legal status information provided by FNAI for information only. For official definitions and lists of protected species, consult the relevant federal agency.

Definitions derived from U.S. Endangered Species Act of 1973, Sec. 3. Note that the federal status given by FNAI refers only to Florida populations and that federal status may differ elsewhere.

C = Candidate species for which federal listing agencies have sufficient information on biological vulnerability and threats to support proposing to list the species as Endangered or Threatened.
E = Endangered: species in danger of extinction throughout all or a significant portion of its range.
E, T = Species currently listed endangered in a portion of its range but only listed as threatened in other areas
E, PDL = Species currently listed endangered but has been proposed for delisting.
E, PT = Species currently listed endangered but has been proposed for listing as threatened.
E, XN = Species currently listed endangered but tracked population is a non-essential experimental population.
T = Threatened: species likely to become Endangered within the foreseeable future throughout all or a significant portion of its range.
PE = Species proposed for listing as endangered
PS = Partial status: some but not all of the species' infraspecific taxa have federal
PT = Species proposed for listing as threatened
SAT = Treated as threatened due to similarity of appearance to a species which is federally listed such that enforcement personnel have difficulty in attempting to differentiate between the listed and unlisted species.
SC = Not currently listed, but considered a "species of concern" to USFWS.

STATE LEGAL STATUS

Provided by FNAI for information only. For official definitions and lists of protected species, consult the relevant state agency.

Animals: Definitions derived from "Florida's Endangered Species and Species of Special Concern, Official Lists" published by Florida Fish and Wildlife Conservation Commission, 1 August 1997, and subsequent updates.

C = Candidate for listing at the Federal level by the U. S. Fish and Wildlife Service
FE = Listed as Endangered Species at the Federal level by the U. S. Fish and Wildlife Service
FT = Listed as Threatened Species at the Federal level by the U. S. Fish and Wildlife Service
FXN = Federal listed as an experimental population in Florida
FT(S/A) = Federal Threatened due to similarity of appearance
ST = State population listed as Threatened by the FFWCC. Defined as a species, subspecies, or isolated population which is acutely vulnerable to environmental alteration, declining in number at a rapid rate, or whose range or habitat is decreasing in area at a rapid rate and as a consequence is destined or very likely to become an endangered species within the foreseeable future.
SSC = Listed as Species of Special Concern by the FFWCC. Defined as a population which warrants special protection, recognition, or consideration because it has an inherent significant vulnerability to habitat modification, environmental alteration, human disturbance, or substantial human exploitation which, in the foreseeable future, may result in its becoming a threatened species. (SSC* for Pandion haliaetus (Osprey) indicates that this status applies in Monroe county only.)
N = Not currently listed, nor currently being considered for listing.

Plants: Definitions derived from Sections 581.011 and 581.185(2), Florida Statutes, and the Preservation of Native Flora of Florida Act, 5B-40.001. FNAI does not track all state-regulated plant species; for a complete list of state-regulated plant species, call Florida Division of Plant Industry, 352-372-3505 or see: http://www.doacs.state.fl.us/pi/.

E = Endangered: species of plants native to Florida that are in imminent danger of extinction within the state, the survival of which is unlikely if the causes of a decline in the number of plants continue; includes all species determined to be endangered or threatened pursuant to the U.S. Endangered Species Act.
T = Threatened: species native to the state that are in rapid decline in the number of plants within the state, but which have not so decreased in number as to cause them to be Endangered.
N = Not currently listed, nor currently being considered for listing.

Element Occurrence Ranking

FNAI ranks of quality of the element occurrence in terms of its viability (EORANK). Viability is estimated using a combination of factors that contribute to continued survival of the element at the location. Among these are the size of the EO, general condition of the EO at the site, and the conditions of the landscape surrounding the EO (e.g. an immediate threat to an EO by local development pressure could lower an EO rank).

A = Excellent estimated viability
A? = Possibly excellent estimated viability
AB = Excellent or good estimated viability
AC = Excellent, good, or fair estimated viability
B = Good estimated viability
B? = Possibly good estimated viability
BC = Good or fair estimated viability
BD = Good, fair, or poor estimated viability
C = Fair estimated viability
C? = Possibly fair estimated viability
CD = Fair or poor estimated viability
D = Poor estimated viability
D? = Possibly poor estimated viability
E = Verified extant (viability not assessed)
F = Failed to find
H = Historical
NR = Not ranked, a placeholder when an EO is not (yet) ranked.
U = Unrankable
X = Extirpated

*For additional detail on the above ranks see: http://www.natureserve.org/explorer/eorankguide.htm

FNAI also uses the following EO ranks:

H? = Possibly historical
F? = Possibly failed to find
X? = Possibly extirpated

The following offers further explanation of the H and X ranks as they are used by FNAI:

The rank of H is used when there is a lack of recent field information verifying the continued existence of an EO, such as (a) when an EO is based only on historical collections data; or (b) when an EO was ranked A, B, C, D, or E at one time and is later, without field survey work, considered to be possibly extirpated due to general habitat loss or degradation of the environment in the area. This definition of the H rank is dependent on an interpretation of what constitutes "recent" field information. Generally, if there is no known survey of an EO within the last 20 to 40 years, it should be assigned an H rank. While these time frames represent suggested maximum limits, the actual time period for historical EOs may vary according to the biology of the element and the specific landscape context of each occurrence (including anthropogenic alteration of the environment). Thus, an H rank may be assigned to an EO before the maximum time frames have lapsed. Occurrences that have not been surveyed for periods exceeding these time frames should not be ranked A, B, C, or D. The higher maximum limit for plants and communities (i.e., ranging from 20 to 40 years) is based upon the assumption that occurrences of these elements generally have the potential to persist at a given location for longer periods of time. This greater potential is a reflection of plant biology and community dynamics. However, landscape factors must also be considered. Thus, areas with more anthropogenic impacts on the environment (e.g., development) will be at the lower end of the range, and less-impacted areas will be at the higher end.

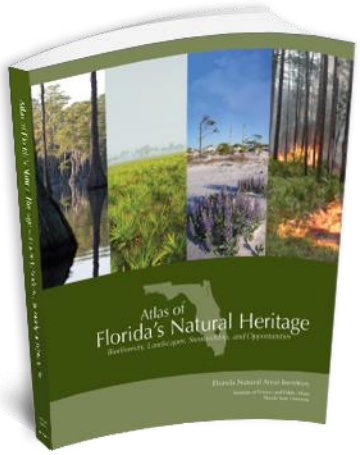
The rank of X is assigned to EOs for which there is documented destruction of habitat or environment, or persuasive evidence of eradication based on adequate survey (i.e., thorough or repeated survey efforts by one or more experienced observers at times and under conditions appropriate for the Element at that location).

ON SALE NOW

Atlas of Florida's Natural Heritage

Biodiversity, Landscapes, Stewardship, and Opportunities

The Florida Natural Areas Inventory is pleased to announce the publication of the ***Atlas of Florida's Natural Heritage: Biodiversity, Landscapes, Stewardship, and Opportunities***. This high-quality, full-color *Atlas* is sure to become a standard reference for anyone involved in the conservation, management, study, or enjoyment of Florida's rich natural resources. We hope the *Atlas* will inspire, educate, and raise awareness of and interest in biodiversity and conservation issues.



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DYNAMIC
ENGINEERING EARTH SURVEY TRAFFIC

Dynamic Engineering Consultants, PC
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100 NE 5th Avenue, Suite B2
Delray Beach, FL 33483
T. 561-921-8570

December 10th, 2021

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

Re: Fort Pierce Commerce Center
Drainage Statement
Selvitz Road & Energy Lane
Parcel/Tax ID No: 2431-800-0005-000-1, 2431-800-0004-000-4, 2431-800-0002-000-0, 2431-800-0006-000-8, 2431-800-0007-000-5, 2431-800-0003-000-7
DEC No.: 3342-99-005

Dear members of the Planning Department,

On behalf of our client, St. Lucie Commerce Center, LLC (the "Applicant") please accept this drainage narrative for the Fort Pierce Commerce Center (the "Project"). The 108.78-acre project site is designated at the subject location in the City of Fort Pierce. The applicant is proposing to construct +/-1,215,000 SF or 27.89 acres of industrial/warehouse building with associated site improvements including, but not limited to, truck loading, trailer storage, parking, stormwater management, utility infrastructure, landscaping, and lighting. This statement has been prepared to analyze the proposed drainage conditions for the Applicant's proposed project.

The subject property is under the jurisdiction of the City of Fort Pierce, North St. Lucie River Water Control District (NSLRWCD) and South Florida Water Management District (SFWMD), bordered on both the northern and southern boundaries by NSLRWCD canals 101 and 102. The receiving water bodies are NSLRWCD Canals 101 & 102, and have been identified as impaired by SFWMD. The subject property was previously permitted under SFWMD Permit No. 56-02297-P for a similar industrial development. A portion of the permitted work was completed, which included utility and stormwater infrastructure, and the construction of Energy Lane. The existing stormwater management system consists of approximately 17.53 acres of preserved wetlands, a series of interconnected catch basins, and two control structures that allow stormwater runoff discharge from the subject property into the NSLRWCD canals 101 and 102.

The following table, Table 1, shows the pre-development and post-development land use breakdown.

Land Use	Approved Under Permit 56-02297-P (ac)	Pre-Development (ac)	Post-Development (ac)	Post Development (%)
Building	40.79	0.00	27.89	25.64
Wetland Area	17.06	17.53	17.53	16.12
Wet Detention	N/A	0.00	3.67	3.37
Other Impervious	25.51	1.82	28.35	26.06
Pervious (excluding Dry Detention)	17.59	89.43	27.84	25.59
Dry Detention	7.80	0.00	3.50	3.22
Total	**108.78**	**108.78**	**108.78**	**100.00**

Table 1

The proposed stormwater management design for the subject property will include dry detention ponds, wet detention ponds, swales, existing wetlands, and a series of interconnected inlets and underground drainage pipe system that will route the stormwater through the existing two control structures to outfall stormwater to the NSLRWCD canals 101 and 102. Water quality is attained by following the SWERP Manual – Surface Water Quality Standards of the Florida Department of Environmental Protection Rule 62-302. The required design treatment volume for new development is the greater of the following:

a. The first inch of runoff from the entire contributing area,
b. 2.5 inches times the percentage of imperviousness for the contributing area.

For the subject property, the greater of the two criteria above referenced is option (b). 2.5 inches times the percentage of imperviousness for the contributing area. Based on the proposed land values in Table 1 provided above, a treatment volume of 9.72 ac-ft is required. Separately, 0.5" of dry-pretreatment is required for the entire project area, which equates to 3.66 ac-ft of dry-pretreatment. Treatment calculations were based on developable project area. The preserved wetland area was not included in required treatment calculations.

The 3.66 ac-ft of dry pre-treatment volume is provided by interpolation, using the proposed stage storage calculations provided, at stage 17.77 (N.A.V.D.) within the dry swales and dry detention areas. Therefore, catch basins' elevations will be set at the pre-treatment elevation prior to draining into the wet detention areas. This is to ensure that all dry-pretreatment is provided prior to overflow into the wet detention system. Additionally, the 8.64 ac-ft of treatment volume is being provided at stage 15.96 (N.A.V.D.). Therefore, the weirs, prior to any discharge into the wetlands, will be set at 16.00 (N.A.V.D.) to ensure all water quality is provided prior to outfall into the preserved wetlands. The calculations for these design parameters are conceptual in nature and available in the Drainage Calculations attached to this document, and were calculated without discharge using TR-55 criteria.

Based on the findings of the geotechnical investigation report by Dynamic Earth (DEARTH), the groundwater table was located at an average of 3' below ground level. The control water elevation is 15.51 (N.A.V.D.). Available information for the water table data for the NSLRWCD Canals 101 and 102 were also used to set the control water elevation, and the available data was consistent with the 15.51 (N.A.V.D.) elevation.

Per NSLRWCD, the allowable discharge during the 10-yr/72-hr storm event is 2" volume per day. Therefore, the allowable discharge for the proposed development is 9.14 cfs.

The perimeter berm elevation is based on the 25-yr/72-hr storm event. The subject property has no base flood information per FEMA FIRMette 12111C0188K (attached to this document); therefore, the Finished Floor Elevation (FFE) was governed by the 100 year/72-hr storm stage elevation. The preliminary peak stages (no discharge accounted for) and proposed grading parameters are as listed on the following table, Table 2:

Design Storm Event (Freq/Duration)	Rainfall (in)	Runoff Volume (ac-ft) (NAVD)	Post Development (ft) (NAVD)	Proposed Minimum Design Parameters (NAVD)	Parameter Criteria
10-Year/1-hr	3.20	15.73	16.30	N/A	N/A
10-Year/24-hr	6.00	38.72	17.22	18.18	Inlet/TOB
10-Year/72-hr	8.00	56.01	17.86	N/A	Discharge
25-Year/72-hr	9.50	69.18	18.32	18.51	Perimeter Berm
100-Year/72-hr	12.23	93.39	18.85	23.59	Finished Floor

Table 2

The proposed development has been conceptually designed with provisions for the safe and efficient control of stormwater runoff in a manner that will not adversely impact the existing drainage patterns, adjacent roadways or adjacent parcels. A final site grading and drainage calculations/impacts will be provided at time of permit. We respectfully request your review and approval of the requested stormwater permits for construction.

Sincerely,
Dynamic Engineering Consultants, P.C.

_____
Michael D. Miles, PE
Regional Manager/ Principal
FL Professional Engineer License No.81313

Attachments:

- FEMA FIRMette 12111C0188K
- Drainage Calculations

National Flood Hazard Layer FIRMette

FEMA

80°22'34"W 27°23'17"N



0 250 500 1,000 1,500 2,000 Feet 1:6,000

80°21'57"W 27°22'45"N

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 Cross Sections with 1% Annual Chance / Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 11/19/2021 at 11:26 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

DYNAMIC
ENGINEERING EARTH SURVEY TRAFFIC

Land Use & Soil Storage Calculations

Fort Pierce Commerce Center

Job No: 3342-99-005

Designed by: JCP/ ACM
Checked by: MDM/ ACM
Date: 12/9/2021

Post-Development Land Uses	Sub-Area (ac)	Area (ac)
Impervious Areas		60.04
Buildings	27.89	
Asphalt, Pavement, Sidewalk, Misc. Impervious	28.35	
Wet Detention Surfaces	3.80	
Wet Detention Banks	0.77	
Wetland Surfaces		17.53
Wetland Banks		3.37
Pervious Areas		27.84
Dry Detention (17.50)	0.20	
Dry Detention Banks (19.50-17.50)	0.11	
Dry Detention (16.51)	0.99	
Dry Detention Banks (17.51-16.51)	0.23	
Dry Detention (17.28)	0.05	
Dry Detention Banks (18.28-17.28)	0.02	
Dry Detention (16.51)	1.27	
Dry Detention Banks (18.51-16.51)	0.63	
Landscaping	23.57	
Total Area		108.78

Soil Storage	Existing	Proposed	
Control Water Elevation	15.51	15.51	NAVD
Average Site Elevation (Dry Detention)	10.85	17.60	NAVD
Average Depth to Water Table (Dry Detention)	-4.66	2.09	ft
Soil Storage Capability (Coastal)	0.00	1.88	in
Soil Storage (S) Over the Site (Dry Detention)	0.00	0.03	in
Average Site Elevation (Landscaping)	15.87	19.51	NAVD
Average Depth to Water Table (Landscaping)	0.36	4.00	ft
Soil Storage Capability (Coastal)	0.00	8.18	in
Soil Storage (S) Over the Site (Landscaping)	0.00	1.77	in
Soil Storage (S) Over the Site (Entire Site)	**0.00**	**1.81**	in
Curve Number (CN) Based on Soil Storage (S)	100.00	84.71	

Post Development Stage-Storage Calculations

Fort Pierce Commerce Center

Land Uses	Storage Type (Linear/Vertical)	Area (AC)	Elevation Range Average Low	NAVD Average High	Stage Step Interval:	0.50
					Start Stage Elevation:	15.50
Impervious Areas	L	28.35	18.18	21.59		
Dry Detention (17.50)	V	0.20	17.50			
Dry Detention Banks (19.50-17.50)	L	0.11	17.50	19.50		
Dry Detention (16.51)	V	0.99	16.51			
Dry Detention Banks (17.51-16.51)	L	0.23	16.51	17.51		
Dry Detention (17.28)	V	0.05	17.28			
Dry Detention Banks (18.28-17.28)	L	0.02	17.28	18.28		
Dry Detention (16.51)	V	1.27	16.51			
Dry Detention Banks (18.51-16.51)	L	0.63	16.51	18.51		
Landscaping	L	23.57	18.18	21.59		
Wet Detention Surfaces	V	0.00	15.51			
Wet Detention Banks	L	0.00	15.51	18.51		
Wetland Surfaces	V	17.53	15.51			
Wetland Banks	L	3.37	15.51	16.51		
	Total Area =	76.32	DOES NOT INCLUDE BLDGS			

Stage	Impervious Areas	Dry Detention (16.51)	Dry Detention Banks (18.51-16.51)	Landscaping	Wetland Surfaces	Wetland Banks	Wet Detention Surfaces	Wet Detention Banks	Dry Detention (17.50)	Dry Detention Banks (19.50-17.50)	Dry Detention (16.51)	Dry Detention Banks (17.51-16.51)	Dry Detention (17.28)	Dry Detention Banks (18.28-17.28)	TOTAL CUMULATIVE STORAGE (AC-FT)	DRY CUMULATIVE STORAGE (AC-FT)
15.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**
16.00	0.00	0.00	0.00	0.00	8.77	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**9.17**	**0.00**
16.50	0.00	0.00	0.00	0.00	17.53	1.65	0.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**19.59**	**0.00**
17.00	0.00	0.64	0.04	0.00	26.30	3.34	1.65	0.00	0.00	0.00	0.50	0.03	0.00	0.00	**32.48**	**1.20**
17.50	0.00	1.27	0.15	0.00	35.06	5.02	3.34	0.00	0.00	0.00	0.99	0.11	0.03	0.00	**45.97**	**2.55**
18.00	0.00	1.91	0.35	0.00	43.83	6.71	5.02	0.00	0.10	0.01	1.49	0.23	0.05	0.01	**59.68**	**4.13**
18.50	0.43	2.54	0.62	0.35	52.59	8.39	6.71	0.00	0.20	0.03	1.98	0.34	0.08	0.02	**74.27**	**5.80**
19.00	2.80	3.18	0.94	2.32	61.36	10.08	8.39	8.39	0.30	0.06	2.48	0.46	0.10	0.03	**100.87**	**7.53**
19.50	7.24	3.81	1.25	6.02	70.12	11.76	10.08	10.08	0.40	0.11	2.97	0.57	0.13	0.04	**124.58**	**9.28**
20.00	13.77	4.45	1.57	11.45	78.89	13.45	11.76	11.76	0.50	0.17	3.47	0.69	0.15	0.05	**152.10**	**11.03**
20.50	22.37	5.08	1.88	18.60	87.65	15.13	13.45	13.45	0.60	0.22	3.96	0.80	0.18	0.06	**183.43**	**12.78**
21.00	33.06	5.72	2.20	27.48	96.42	16.82	15.13	15.13	0.70	0.28	4.46	0.92	0.20	0.07	**218.56**	**14.53**
21.50	45.82	6.35	2.51	38.09	105.18	18.50	16.82	16.82	0.80	0.33	4.95	1.03	0.23	0.08	**257.50**	**16.28**
22.00	59.99	6.99	2.83	49.88	113.95	20.19	18.50	18.50	0.90	0.39	5.45	1.15	0.25	0.09	**299.03**	**18.03**
22.50	74.17	7.62	3.14	61.66	122.71	21.87	20.19	20.19	1.00	0.44	5.94	1.26	0.28	0.10	**340.56**	**19.78**
23.00	88.34	8.26	3.46	73.45	131.48	23.56	21.87	21.87	1.10	0.50	6.44	1.38	0.30	0.11	**382.09**	**21.53**
23.50	102.52	8.89	3.77	85.23	140.24	25.24	23.56	23.56	1.20	0.55	6.93	1.49	0.33	0.12	**423.62**	**23.28**
24.00	116.69	9.53	4.09	97.02	149.01	26.93	25.24	25.24	1.30	0.61	7.43	1.61	0.35	0.13	**465.15**	**25.03**
24.50	130.87	10.16	4.40	108.80	157.77	28.61	26.93	26.93	1.40	0.66	7.92	1.72	0.38	0.14	**506.68**	**26.78**
25.00	145.04	10.80	4.72	120.59	166.54	30.30	28.61	28.61	1.50	0.72	8.42	1.84	0.40	0.15	**548.21**	**28.53**

DYNAMIC ENGINEERING EARTH SURVEY TRAFFIC

Fort Pierce Commerce Center

Water Quality Treatment Calculations

LAND USE

Wet Detention Surface Area =	3.80	ac.	4.13%
Buildings =	27.89	ac.	30.31%
Pavement & Others =	28.35	ac.	30.81%
Green Areas =	31.98	ac.	34.75%
Total =	**92.02**	**ac.***	**100%**

*** Total area excludes wetlands for calculation purposes**

Total overall impervious surface = 65.25%

WATER QUALITY CRITERIA:

Water quality treatment shall be provided during a 3 year, 1 hour storm event (3.28") for one of the following conditions:

If a wet detention system is proposed, then whichever is the greater of the following governs treatment criteria:

a. The first inch of runoff from the entire contributing area.
b. 2.5 inches times the percentage of imperviousness for the contributing area.

2. Exfiltration trench requires the volume required for the wet detention system.

3. If a dry detention system is proposed, 75% of volume required for wet detention is required.

4. If a retention system (no outfall) is proposed, 50% of volume required for wet detention is required.

WATER QUALITY CALCULATIONS:

Volume of first inch of runoff from the entire contributing area:
= 1.00 inch X 92.02 acres X (1 foot / 12 inches)
= **7.67 ac-ft for the first inch of runoff required of wet detention storage**

Volume of 2.5 inches times the percentage of imperviousness for the contributing area:
Site area for water quality pervious & impervious calculations only:
Total Project - (Wet Detention Surface Area + Buildings)
= 92.020 acres - 31.69 acres
= **60.33 acres of contributing area for quality calculations**

Impervious area for water quality pervious / impervious calculations:
= Site Area (wq) - Pervious
= 60.33 acres - 31.98 acres
= **28.35 acres of impervious area requiring treatment**

Percentage of impervious area requiring quality treatment:
= Impervious area requiring treatment / contributing area requiring treatment
= 28.35 acres / 60.33 acres
= **46.99 % Impervious**

For 2.5 inches times the percentage of impervious area:
= 2.5 inches X 46.99 %
= **1.17 inches to be treated**

Volume required for quality detention treatment:
= Inches to be treated X (Total Contributing Area - Wet Detention Surface Areas)
= 1.17 inches X (92.02 acres - 3.80 acres) x (1 foot / 12 inches)
= **8.64 ac-ft treatment required of wet detention storage**

The first inch of runoff from the entire developed site = 7.67 ac-ft
2.5 inches times the percentage of impervious area = 8.64 ac-ft

The volume of	**8.64**	**ac-ft**	
The volume of	**6.48**	**ac-ft**	25% Credit per Note 3 above
The volume of	**9.72**	**ac-ft controls**	Additional 50% for impaired receiving water bodies

Post-Development
TR-55 Volume Calculations
Fort Pierce Commerce Center

Equations Utilized (TR55)
S = (1000/CN)-10
$Q = (P_{25} - 0.2S)^2 / (P_{25} + 0.8S)$
V_r (ac-ft) = (Q)(A)/12

STAGE-STORAGE TABLE	
Stage (elev., ft)	Site Storage (ac-ft)
15.50	0.00
16.00	9.17
16.50	19.59
17.00	32.48
17.50	45.97
18.00	59.68
18.50	74.27
19.00	100.87
19.50	124.58
20.00	152.10
20.50	183.43
21.00	218.56
21.50	257.50
22.00	299.03
22.50	340.56
23.00	382.09
23.50	423.62
24.00	465.15
24.50	506.68
25.00	548.213

RUNOFF VOLUMES					
Design Storm Event	10-year / 1-hr	10-year / 24-hr	10-year / 72-hr	25-year / 72-hr	100-year / 72-hr
Soil Retention (S) (in)	1.81	1.81	1.81	1.81	1.81
Rainfall (P) (in)	3.20	6.00	8.00	9.50	12.23
Site Drainage Area (A) (ac)	108.78	108.78	108.78	108.78	108.78
Runoff (Q) (in)	1.74	4.27	6.18	7.63	10.30
Volume of Runoff (V_r) (ac-ft)	15.73	38.72	56.01	69.18	93.39

SUMMARY					
Design Storm		Proposed TR-55 Peak Stage (ft)	ICPR Routed Peak Stage (ft)	Design Elevation Parameter Criteria	Proposed Design Parameter
10-year / 1-hr		16.30	N/A	N/A	N/A
10-year / 24-hr		17.22	N/A	Inlet	18.18
10-year / 72-hr		17.86	N/A	Discharge	N/A
25-year / 72-hr		18.32	N/A	Perimeter Berm	18.51
100-year / 72-hr		18.85	N/A	Finished Floor	23.59
Design Storm		Allowable Discharge (cfs)	Allowable Discharge:		
10-year / 72-hr		9.14	2"/AC/DAY PER NSLRWCD DESIGN STANDARDS FOR CANALS 101 & 102		

O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

Ft. Pierce Commerce Center
(FKA Energy & Selvitz)

Prepared for:

Mr. Michael D. Miles, P.E.
Dynamic Engineering Consultants, P.C.
100 NE 5th Ave, Suite B2
Delray Beach, FL 33483

Prepared by:

O'Rourke Engineering & Planning
22 SE Seminole Street
Stuart, Florida 34994
772-781-7918

December 7, 2021
Updated May 12, 2022
Updated August 11, 2022

SR21093.0

Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 22 SE Seminole Street Stuart, Florida 34994 772-781-7918	Professional Engineer Susan E. O'Rourke, P.E. Date signed and sealed: 8/11/2022 License #: 42684

O'ROURKE
ENGINEERING & PLANNING

December 3, 2021

Mr. Michael D. Miles, P.E.
Dynamic Engineering Consultants, P.C.
100 NE 5th Ave, Suite B2
Delray Beach, FL 33483

Re: Ft. Pierce Commerce Center

Dear Mr. Miles, P.E. :

O'Rourke Engineering & Planning has completed the analysis of the proposed Ft. Pierce Commerce Center warehouse development located on Energy Lane and west of Selvitz Road in St. Lucie County, Florida. The steps in the analysis and the ensuing results are presented herein.

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

Respectfully submitted,

O'Rourke Engineering & Planning

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

Ft. Pierce Commerce Ctr Traffic Analysis 8.11.2022

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APPENDICES

APPENDIX A: Site Plan
APPENDIX B: St. Lucie County 2021 Level of Service Report, FDOT 2012 Quality Level of Service, and St. Lucie County 5-Year TIP
APPENDIX C: Other Project Data/Growth Rate
APPENDIX D: Intersection Analysis Data/Driveway Analysis Data

INTRODUCTION

O'Rourke Engineering & Planning was retained to prepare a traffic analysis for the proposed commercial development located south of Prosperity Drive and west of Selvitz Road in St. Lucie County. The purpose of this report is to determine the projects impact on the surrounding roadway system.

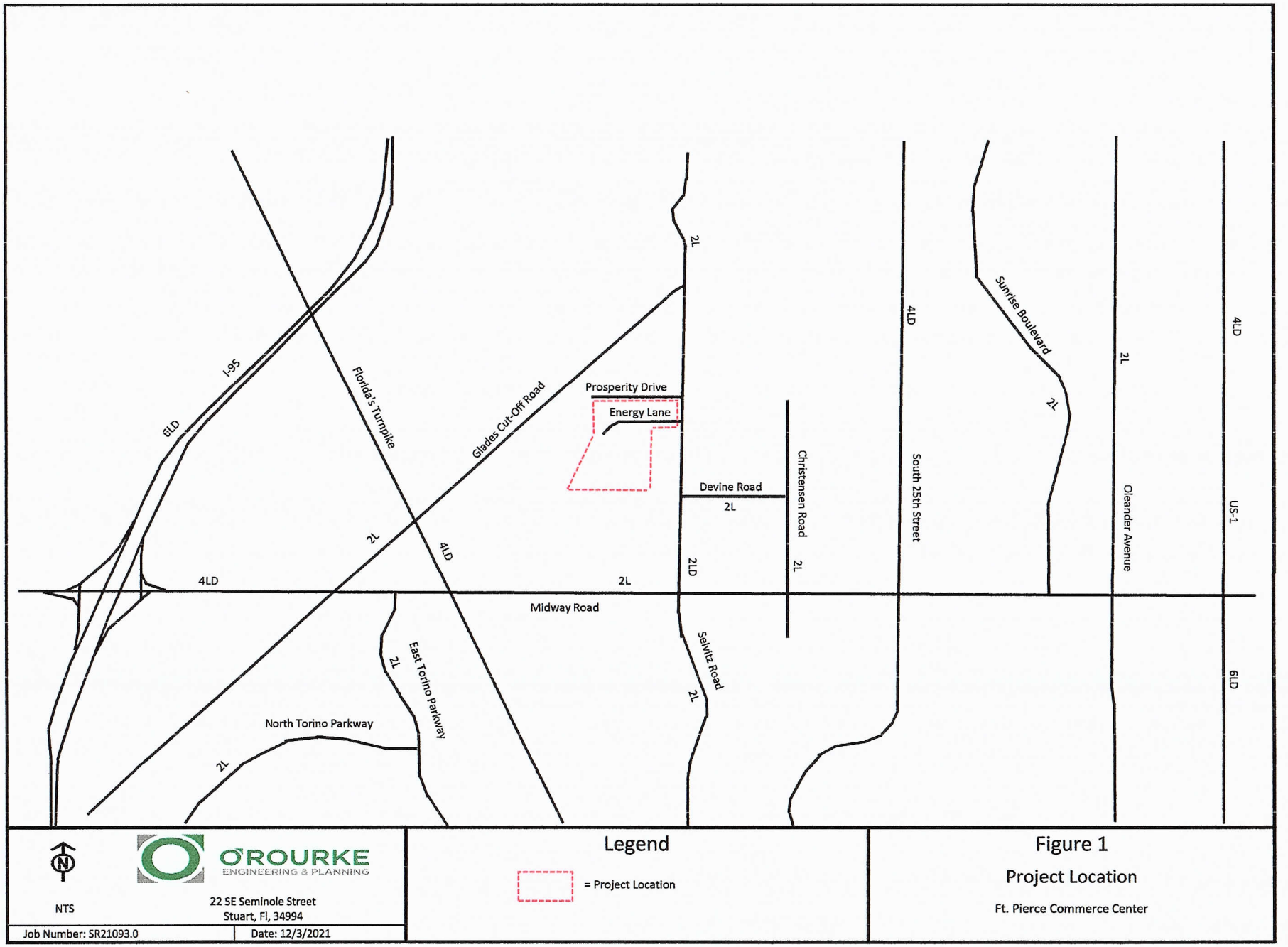
In order to make the determination that the project complies with County Concurrency Guidelines, the following analytical steps were taken:

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

Each of these steps is outlined herein.

PROJECT DESCRIPTION

The proposed development south of Prosperity Drive and west of Selvitz Road in St. Lucie County will consist of 1,115,000 square feet of warehousing and 100,000 square feet of Industrial Park (Flex Warehouse). The site is currently vacant. A transit center with limited government offices is proposed to the east of the project. The applicant and team are coordinating impact and access and will make necessary adjustments to the plan moving forward. The analyses reflect the impact from the transit center as known today. The project location is shown in **Figure 1**.


I-95
6LD
Florida's Turnpike
Glades Cut-Off Road
2L
Prosperity Drive
Energy Lane
Devine Road
2L
Christensen Road
2L
4LD
South 25th Street
Sunrise Boulevard
2L
2L
Oleander Avenue
4LD
US-1
6LD
4LD
2L
4LD
2L
2LD
Midway Road
East Torino Parkway
2L
North Torino Parkway
2L
Selvitz Road
2L
NTS
O'ROURKE
ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR21093.0
Date: 12/3/2021
Legend
= Project Location
Figure 1
Project Location
Ft. Pierce Commerce Center

EXISTING CONDITIONS

The study area is defined as the roadways upon which the project has an impact of 3% of the level of service capacity of the roadway and 1% on the adjacent link. Once the project traffic was assigned, the study area was refined based on the impact percentages.

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

Existing Lane Geometrics and Traffic Control

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

- W Midway Road is a two-lane arterial west of Selvitz Rd and a four-lane arterial east of Selvitz road with an east/west alignment. Midway Road from Glades Cut-Off to Selvitz is included in the LRTP to go to four lanes divided for year 2026 to 2030.
- Selvitz road is a four-lane arterial and transitions into a two lane arterial, 1,200 feet north of Midway road. It has a north/south alignment.
- S Jenkins Road is a two-lane minor arterial with a north/ south alignment.
- 25th Street is a four-lane arterial with a north/south alignment.

Existing Traffic Volumes/ Service Volume

Traffic volumes were obtained from the St. Lucie County TPO and FDOT. The count data along with the number of lanes and the associated peak hour/peak direction service volumes will be summarized in the upcoming sections of the report. The service volumes were developed based on the functional classification contained in the County Comprehensive Plan and the St. Lucie County Traffic Counts and Level of Service Report. The 2012 FDOT Quality Level of Service and St. Lucie TPO 2021 Level of Service Report were used to establish capacity. These documents are included in **Appendix B.**

PROJECT TRAFFIC

To estimate future traffic generated by the development, the ITE Trip Generation, 11th Edition trip rates were applied to the office and manufacturing land uses to estimate the trips generated by the proposed development. These calculations are shown in **Tables 1a and 1b.**

Buildout will generate 2,137 gross daily trips. There will be 224 new AM peak hour trips with 174 entering the project and 50 trips exiting the project. There will be 235 net new PM peak hour trips with 63 trips entering the project and 172 trips exiting the project.

PROJECT DISTRIBUTION/ ASSIGNMENT/IMPACT

The project traffic was distributed by general geographic direction and then assigned to the roadway network.

Distribution/ Assignment – This general distribution led to an assignment of trips based on the anticipated ultimate destinations and the roadway paths used to reach those destinations. The project assignment is shown in **Figure 2.**

Impact – Tables 2a and 2b summarize the project impact as a percent of service volume capacity for Phase 1. Significant is defined as 1% or more on an adjacent link and 3% or more on all other links. As shown, the project is significant on Midway Road.

Table 1 - Trip Generation

Table 1a: Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Industrial Park	130	100,000	SF	T = 3.37(X)	50%	50%	169	168	337
Warehousing	150	1,115,000	SF	T = 1.58(X) + 38.29	50%	50%	900	900	1,800
TOTALS							**1,069**	**1,068**	**2,137**

Source: ITE 11th Edition Trip Generation Rates

Table 1b: AM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Industrial Park	130	100,000	SF	T = 0.34(X)	81%	19%	28	6	34
Warehousing	150	1,115,000	SF	T = 0.17(X)	77%	23%	146	44	190
TOTALS							**174**	**50**	**224**

Source: ITE 11th Edition Trip Generation Rates

Table 1c: PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
					In	Out	In	Out	Total
Industrial Park	130	100,000	SF	T = 0.34(X)	22%	78%	7	27	34
Warehousing	150	1,115,000	SF	T = 0.18(X)	28%	72%	56	145	201
TOTALS							**63**	**172**	**235**

Source: ITE 11th Edition Trip Generation Rates

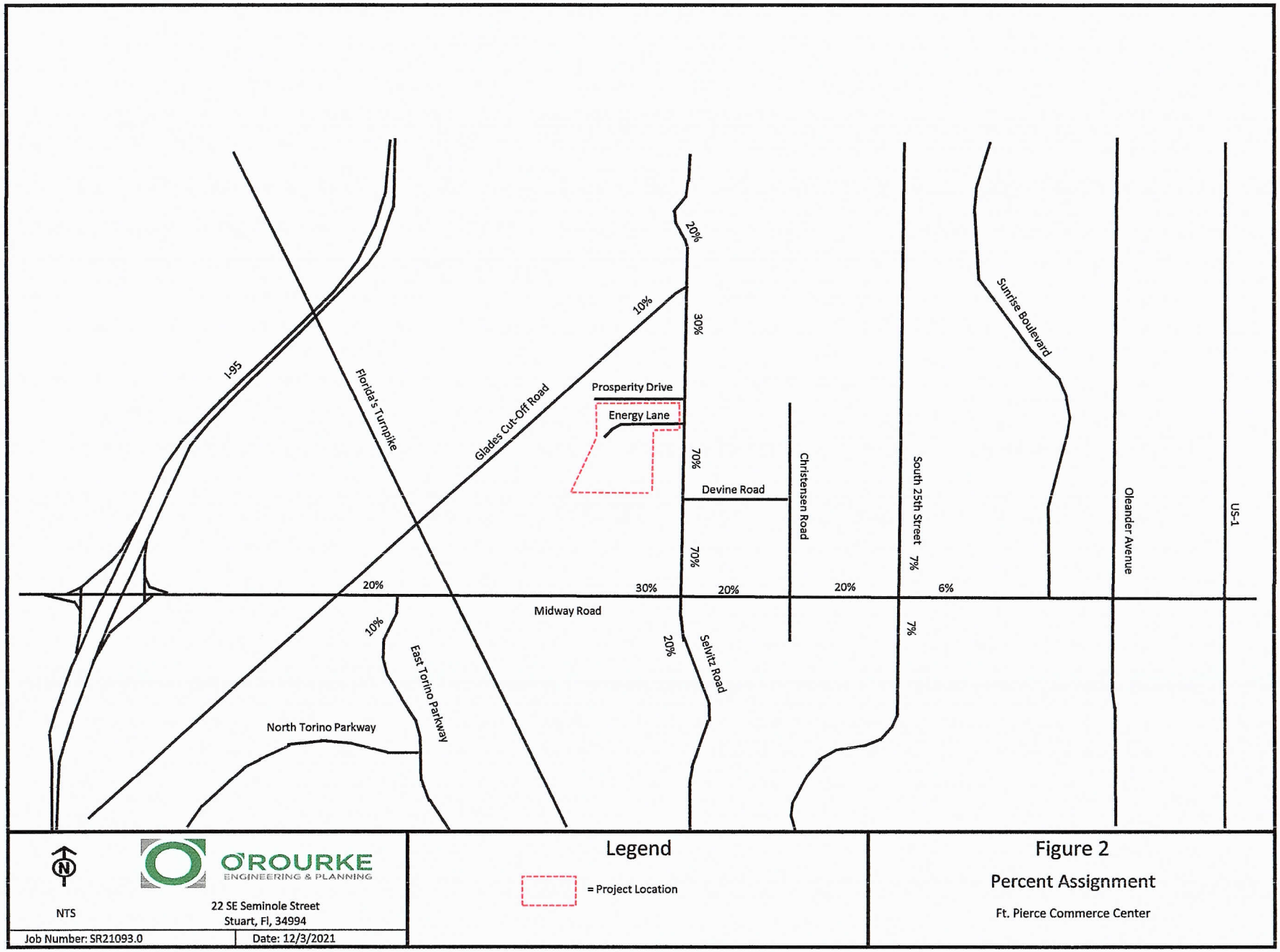

I-95
Florida's Turnpike
Glades Cut-Off Road
Prosperity Drive
Energy Lane
Devine Road
Christensen Road
South 25th Street
Sunrise Boulevard
Oleander Avenue
US-1
Midway Road
East Torino Parkway
North Torino Parkway
Selvitz Road
20%
10%
30%
70%
20%
30%
20%
20%
6%
7%
10%
20%
7%
NTS
O'ROURKE ENGINEERING & PLANNING
22 SE Seminole Street
Stuart, Fl, 34994
Job Number: SR21093.0
Date: 12/3/2021
Legend
= Project Location
Figure 2
Percent Assignment
Ft. Pierce Commerce Center

TABLE 2 - Project Percent Impact - AM

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)[2]	Peak Hour Service Capacity (E+C)[1]	Project Volume Peak Direction	% Project of Capacity-Peak Hour	Project Percent Assignment
Midway Rd	Glades Cut-Off	East Torino Pkwy	EB	IN	NO	2100	35	1.67%	20%
	Glades Cut-Off	East Torino Pkwy	WB	OUT	NO	2100	10	0.48%	20%
	East Torino Pkwy	Milner(Jenkins)	EB	IN	YES	880	52	5.91%	30%
	East Torino Pkwy	Milner(Jenkins)	WB	OUT	NO	880	15	1.70%	30%
	Milner(Jenkins)	W of Selvitz Rd	EB	IN	YES	790	52	6.58%	30%
	Milner(Jenkins)	W of Selvitz Rd	WB	OUT	NO	790	15	1.90%	30%
	W of Selvitz Rd	Selvitz Rd *	EB	IN	YES	2100	52	2.48%	30%
	W of Selvitz Rd	Selvitz Rd *	WB	OUT	NO	2100	15	0.71%	30%
	Selvitz Rd	Christensen Road *	EB	OUT	NO	2100	10	0.48%	20%
	Selvitz Rd	Christensen Road *	WB	IN	YES	2100	35	1.67%	20%
	Christensen Rd	E 25th St *	EB	OUT	NO	2100	10	0.48%	20%
	Christensen Rd	E 25th St *	WB	IN	NO	2100	35	1.67%	20%
	E 25th St	Sunrise Blvd *	EB	OUT	NO	790	3	0.38%	6%
	E 25th St	Sunrise Blvd *	WB	IN	NO	790	10	1.27%	6%
St James Drive	Telford Ave	Midway Rd	NB	IN	NO	2100	0	0.00%	0%
	Telford Ave	Midway Rd	SB	OUT	NO	2100	0	0.00%	0%
E Torino Pkwy	Midway Rd	Torino Pkwy	NB	IN	NO	880	17	1.93%	10%
	Midway Rd	Torino Pkwy	SB	OUT	NO	880	5	0.57%	10%
25th Street	Midway Rd	Bell Ave	NB	OUT	NO	1800	4	0.22%	7%
	Midway Rd	Bell Ave	SB	IN	NO	1800	12	0.67%	7%
Selvitz Rd	Glades Cut-Off Rd	Project Entrance	NB	OUT	YES	790	15	1.90%	30%
	Glades Cut-Off Rd	Project Entrance	SB	IN	YES	790	52	6.58%	30%
	Project Entrance	Midway Rd	NB	IN	YES	790	122	15.44%	70%
	Project Entrance	Midway Rd	SB	OUT	YES	790	35	4.43%	70%
	Midway Rd	St. James Rd	NB	IN	YES	540	35	6.48%	20%
	Midway Rd	St. James Rd	SB	OUT	YES	540	10	1.85%	20%

(1) FDOT 2012 Service Capacity Tables & St. Lucie TPO - Midway is 4LD and/or committed to 4LD from w. of Selvitz to Selvitz

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

* Currently 2L, under construction to 4DL

Two-Way:	224
Net In:	174
Net Out:	50

TABLE 2 - Project Percent Impact - PM

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)[2]	Peak Hour Service Capacity (E+C)[1]	Project Volume Peak Direction	% Project of Capacity-Peak Hour	Project Percent Assignment
Midway Rd	Glades Cut-Off	East Torino Pkwy	EB	IN	NO	2100	13	0.62%	20%
	Glades Cut-Off	East Torino Pkwy	WB	OUT	NO	2100	34	1.62%	20%
	East Torino Pkwy	Milner(Jenkins)	EB	IN	NO	880	19	2.16%	30%
	East Torino Pkwy	Milner(Jenkins)	WB	OUT	YES	880	52	5.91%	30%
	Milner(Jenkins)	W of Selvitz Rd	EB	IN	NO	790	19	2.41%	30%
	Milner(Jenkins)	W of Selvitz Rd	WB	OUT	YES	790	52	6.58%	30%
	W of Selvitz Rd	Selvitz Rd *	EB	IN	NO	2100	19	0.90%	30%
	W of Selvitz Rd	Selvitz Rd *	WB	OUT	YES	2100	52	2.48%	30%
	Selvitz Rd	Christensen Road *	EB	OUT	YES	2100	34	1.62%	20%
	Selvitz Rd	Christensen Road *	WB	IN	NO	2100	13	0.62%	20%
	Christensen Road	E 25th St *	EB	OUT	NO	2100	34	1.62%	20%
	Christensen Road	E 25th St *	WB	IN	NO	2100	13	0.62%	20%
	E 25th St	Sunrise Blvd *	EB	OUT	NO	790	10	1.27%	6%
	E 25th St	Sunrise Blvd *	WB	IN	NO	790	4	0.51%	6%
St James Drive	Telford Ave	Midway Rd	NB	IN	NO	2100	0	0.00%	0%
	Telford Ave	Midway Rd	SB	OUT	NO	2100	0	0.00%	0%
E Torino Pkwy	Midway Rd	Torino Pkwy	NB	IN	NO	880	6	0.68%	10%
	Midway Rd	Torino Pkwy	SB	OUT	NO	880	17	1.93%	10%
25th Street	Midway Rd	Bell Ave	NB	OUT	NO	1800	12	0.67%	7%
	Midway Rd	Bell Ave	SB	IN	NO	1800	4	0.22%	7%
Selvitz Rd	Glades Cut-Off Rd	Project Entrance	NB	OUT	YES	790	52	6.58%	30%
	Glades Cut-Off Rd	Project Entrance	SB	IN	YES	790	19	2.41%	30%
	Project Entrance	Midway Rd	NB	IN	YES	790	44	5.57%	70%
	Project Entrance	Midway Rd	SB	OUT	YES	790	120	15.19%	70%
	Midway Rd	St. James Rd	NB	IN	YES	540	13	2.41%	20%
	Midway Rd	St. James Rd	SB	OUT	YES	540	34	6.30%	20%

(1) FDOT 2012 Service Capacity Tables & St. Lucie TPO - Midway is 4LD and/or committed to 4LD from w. of Selvitz to Selvitz

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

* Currently 2L, under construction to 4DL

Two-Way:	235
Net In:	63
Net Out:	172

OTHER PROJECT TRAFFIC/GROWTH RATE

Existing traffic volumes were grown using a 1% growth rate plus other projects. Other project data includes committed traffic from Southern Groves DRI, Western Grove, Wilson Groves, Riverland, LTC Ranch, Village at Midway, Willow Lakes, Ravinia, Wawa, the County Transit Center, Waste Pro, and Arcosa. The resultant growth rate exceeds the countywide growth rate of 2.5% per year.

Details of the background traffic and growth rate calculation are included in **Appendix C.**

LINK ANALYSIS / REVIEW

The adjacent links of Midway Road have an impact of more than 1% and 3%, Selvitz Road also has links that have impacts of more than 1% and 3%. These links were analyzed further to ensure they will meet concurrency. **Table 3a and 3b** summarizes the results of the link analysis. As shown, the link of Midway Road from Milner to west of Selvitz will operate below acceptable standards. However, because the road operated below acceptable standards for the "without project" scenario, the project is not obligated to any improvements needed to address the "backlogged condition." The future four-laning of Midway will provide the needed capacity. As shown, all other roadways operate at an acceptable level of service for Project Buildout.

INTERSECTION ANALYSIS

Five intersections were analyzed using HCS: Selvitz and Midway, Selvitz and Glades Cut-Off, Selvitz and Edwards Road, Midway Road and Edwards Road, and Selvitz and Energy Lane.

The results of the analyses are summarized below.

Table 4: Intersection Results

INTERSECTIONS	EXISTING				2024 WITHOUT PROJECT				2024 WITH PROJECT			
	AM		PM		AM		PM		AM		PM	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Selvitz / Midway	36.5	D	31.2	C	61.0	E	44.7	D	66.6	E	50.7	D
Selvitz / Edwards	68.5	E	65.8	E	89.1	F	87.0	F	97.3	F	93.1	F
Selvitz / Glades Cut-Off*	337.5	F	466.3	F	486.6	F	663.7	F	550.8	F	741.7	F
Midway / East Torino	62.6	E	38.8	D	114.8	F	80.3	F	123.9	F	92.4	F
Selvitz / Energy Ln*	→						→		15.4	C	14.6	B

*EBL

The intersection data and analyses are included in **Appendix D.**

As shown, Selvitz at Edwards Road, Selvitz at Glades Cut-Off, and Midway at E. Torino are all backlogged facilities. Therefore, the project is not obligated to improvements to address backlogged facilities. All three intersections are in the process of being improved.

TABLE 3 -Link Analysis - AM

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)	2021 Peak Hour Directional Volumes[2]	Growth Rate	2021 AM Peak Hour + Growth	AM Peak Hour Committed Projects Directional	2024 Growth + Committed Peak Direction	Resultant Growth	Peak Hour Service Capacity (E+C)[1]	Project Volume Peak Direction	Total Traffic (Peak Direction)	% Project of Capacity-Peak Hour	Does Project Meet Concurrency?	Project Percent Assignment
Midway Rd	Glades Cut-Off	East Torino Pkwy	EB	IN	NO	1056	1.01	1088	209	1297	1.0709	2100	35	1332	1.67%	YES	20%
	Glades Cut-Off	East Torino Pkwy	WB	OUT	NO	1056	1.01	1088	248	1336	1.0816	2100	10	1346	0.48%	YES	20%
	East Torino Pkwy	Milner(Jenkins)	EB	IN	YES	1001	1.01	1031	301	1332	1.1000	880	52	1384	5.91%	YES[3]	30%
	East Torino Pkwy	Milner(Jenkins)	WB	OUT	NO	1001	1.01	1031	345	1376	1.1120	880	15	1391	1.70%	YES[3]	30%
	Milner(Jenkins)	W of Selvitz Rd	EB	IN	YES	1001	1.01	1031	200	1231	1.0715	790	52	1283	6.58%	YES[3]	30%
	Milner(Jenkins)	W of Selvitz Rd	WB	OUT	NO	1001	1.01	1031	273	1304	1.0922	790	15	1319	1.90%	YES[3]	30%
	W of Selvitz Rd	Selvitz Rd *	EB	IN	NO	1001	1.01	1031	200	1231	1.0715	2100	52	1283	2.48%	YES	30%
	W of Selvitz Rd	Selvitz Rd *	WB	OUT	NO	1001	1.01	1031	273	1304	1.0922	2100	15	1319	0.71%	YES	30%
	Selvitz Rd	Christensen Road*	EB	OUT	NO	793	1.01	817	169	986	1.0753	2100	10	996	0.48%	YES	20%
	Selvitz Rd	Christensen Road*	WB	IN	NO	793	1.01	817	232	1049	1.0978	2100	35	1084	1.67%	YES	20%
	Christensen Rd	E 25th St*	EB	OUT	NO	793	1.01	817	169	986	1.0753	2100	10	996	0.48%	YES	20%
	Christensen Rd	E 25th St*	WB	IN	NO	793	1.01	817	232	1049	1.0978	2100	35	1084	1.67%	YES	20%
Selvitz Rd	Glades Cut-Off Rd	Project Entrance	NB	OUT	NO	504	1.01	519	35	554	1.0322	700	15	569	2.14%	YES	30%
	Glades Cut-Off Rd	Project Entrance	SB	IN	YES	504	1.01	519	32	551	1.0303	700	52	603	7.43%	YES	30%
	Project Entrance	Midway Rd	NB	IN	YES	504	1.01	519	35	554	1.0322	700	122	676	17.43%	YES	70%
	Project Entrance	Midway Rd	SB	OUT	YES	504	1.01	519	32	551	1.0303	700	35	586	5.00%	YES	70%
	Midway Rd	St. James Rd	NB	IN	YES	419	1.01	432	40	472	1.0403	750	35	507	4.67%	YES	20%
	Midway Rd	St. James Rd	SB	OUT	YES	419	1.01	432	47	479	1.0454	750	10	489	1.33%	YES	20%

(1) St. Lucie County 2019 Traffic Counts and LOS Report

(2) FDOT Florida Traffic Online

* Currently 2L under construction to 4DL

(3) Background traffic backlogged, improvements for backlog of 4LD with 2100 capacity will resolve "with project traffic"

Two-Way:	224
Net In:	174
Net Out:	50
Years Grown:	3

TABLE 3 - Link Analysis - PM

Segment	From	To	Direction	IN/OUT	Greater than 3% (1% on Adjacent Links)	2021 Peak Hour Directional Volumes[2]	Growth Rate	2021 PM Peak Hour + Growth	PM Peak Hour Committed Projects Directional	2024 Growth + Committed Peak Direction	Resultant Growth	Peak Hour Service Capacity (E+C)[1]	Project Volume Peak Direction	Total Traffic (Peak Direction)	% Project of Capacity-Peak Hour	Does Project Meet Concurrency?	Project Percent Assignment
Midway Rd	Glades Cut-Off	East Torino Pkwy	EB	IN	NO	1087	1.01	1120	288	1408	1.0901	2100	13	1421	0.62%	YES	20%
	Glades Cut-Off	East Torino Pkwy	WB	OUT	NO	1087	1.01	1120	248	1368	1.0796	2100	34	1402	1.62%	YES	20%
	East Torino Pkwy	Milner(Jenkins)	EB	IN	NO	1053	1.01	1085	433	1518	1.1296	880	19	1537	2.16%	YES[3]	30%
	East Torino Pkwy	Milner(Jenkins)	WB	OUT	YES	1053	1.01	1085	365	1450	1.1125	880	52	1502	5.91%	YES[3]	30%
	Milner(Jenkins)	W of Selvitz Rd	EB	IN	NO	1053	1.01	1085	299	1384	1.0954	790	19	1403	2.41%	YES[3]	30%
	Milner(Jenkins)	W of Selvitz Rd	WB	OUT	YES	1053	1.01	1085	255	1340	1.0836	790	52	1392	6.58%	YES[3]	30%
	W of Selvitz Rd	Selvitz Rd *	EB	IN	NO	1053	1.01	1085	299	1384	1.0954	2100	19	1403	0.90%	YES	30%
	W of Selvitz Rd	Selvitz Rd *	WB	OUT	NO	1053	1.01	1085	255	1340	1.0836	2100	52	1392	2.48%	YES	30%
	Selvitz Rd	Christensen Road*	EB	OUT	NO	756	1.01	779	259	1038	1.1114	2100	34	1072	1.62%	YES	20%
	Selvitz Rd	Christensen Road*	WB	IN	NO	756	1.01	779	222	1001	1.0981	2100	13	1014	0.62%	YES	20%
	Christensen Rd	E 25th St*	EB	OUT	NO	756	1.01	779	259	1038	1.1114	2100	34	1072	1.62%	YES	20%
	Christensen Rd	E 25th St*	WB	IN	NO	756	1.01	779	222	1001	1.0981	2100	13	1014	0.62%	YES	20%
Selvitz Rd	Glades Cut-Off Rd	Project Entrance	NB	OUT	YES	508	1.01	523	31	554	1.0296	700	52	606	7.43%	YES	30%
	Glades Cut-Off Rd	Project Entrance	SB	IN	NO	508	1.01	523	36	559	1.0326	700	19	578	2.71%	YES	30%
	Project Entrance	Midway Rd	NB	IN	YES	508	1.01	523	31	554	1.0296	700	44	598	6.29%	YES	70%
	Project Entrance	Midway Rd	SB	OUT	YES	508	1.01	523	36	559	1.0326	700	120	679	17.14%	YES	70%
	Midway Rd	St. James Blvd	NB	IN	NO	419	1.01	432	37	469	1.0381	750	13	482	1.73%	YES	20%
	Midway Rd	St. James Blvd	SB	OUT	YES	419	1.01	432	40	472	1.0403	750	34	506	4.53%	YES	20%

(1) St. Lucie County 2019 Traffic Counts and LOS Report

(2) FDOT Florida Traffic Online

* Currently 2L, under construction to 4DL

(3) Background traffic backlogged, improvements for backlog of 4LD with 2100 capacity will resolve "with project traffic"

Two-Way:	235
Net In:	63
Net Out:	172
Years Grown:	3

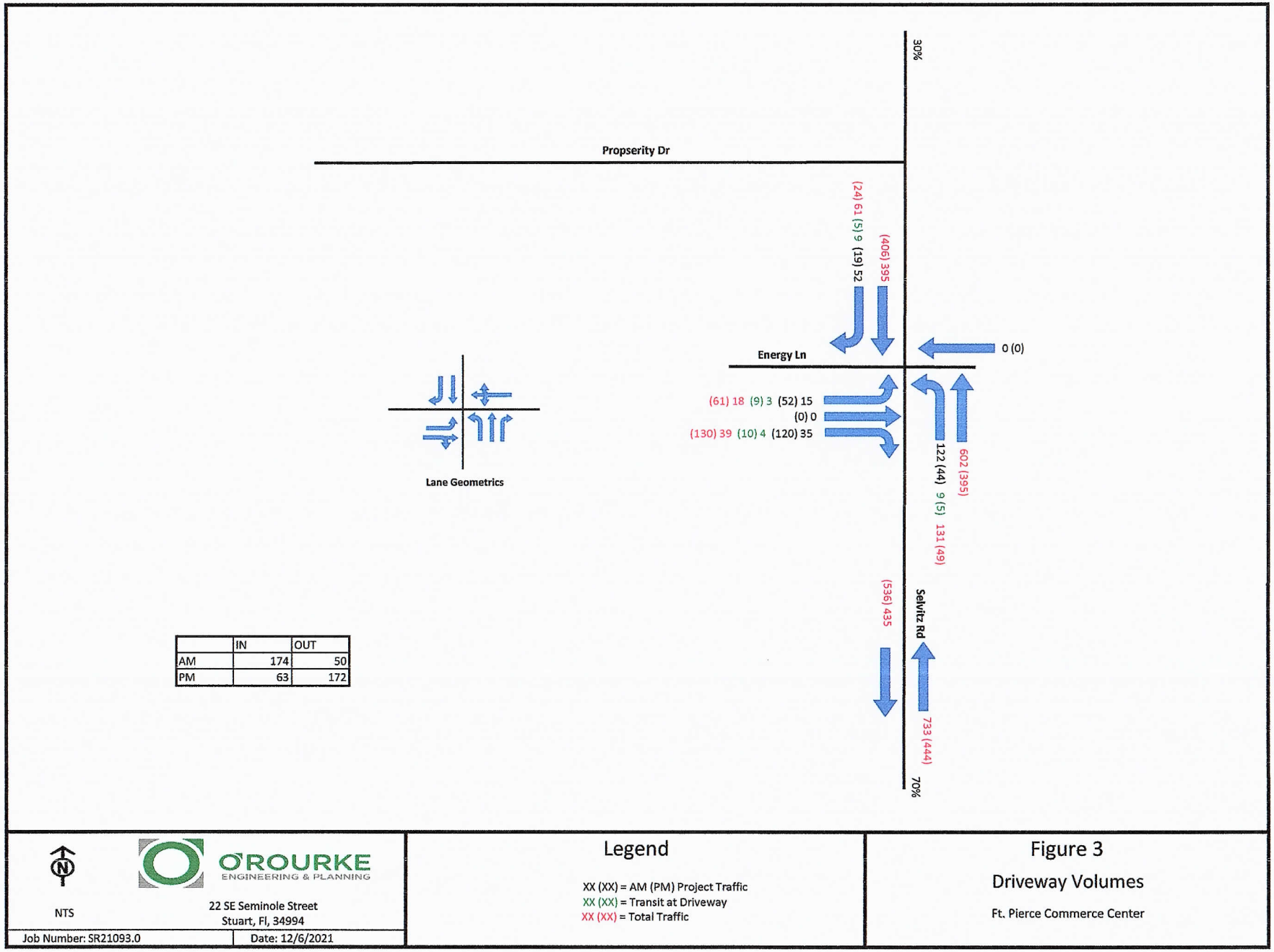
DRIVEWAY ANALYSIS

The project proposes one full access driveway to Selvitz Road from Energy Lane. Energy Lane has a southbound right turn lane and a northbound left turn lane. **Figure 3** illustrates the driveway volumes. The intersection was analyzed using HCS. The intersection of Energy Lane / Selvitz Road will operate at LOS C in the AM peak hour and LOS B in the PM peak hour. The HCS worksheets are included in **Appendix D**.

CONCLUSION

With 224 net new AM peak hour trips and 235 net new PM peak hour trips, all links and intersections operate at acceptable levels of service with the existing and committed roadway network with the exception of Midway between E. Torino and west of Selvitz. This is a backlogged link with long term cost feasible improvement. Therefore, the project meets the requirements for concurrency.

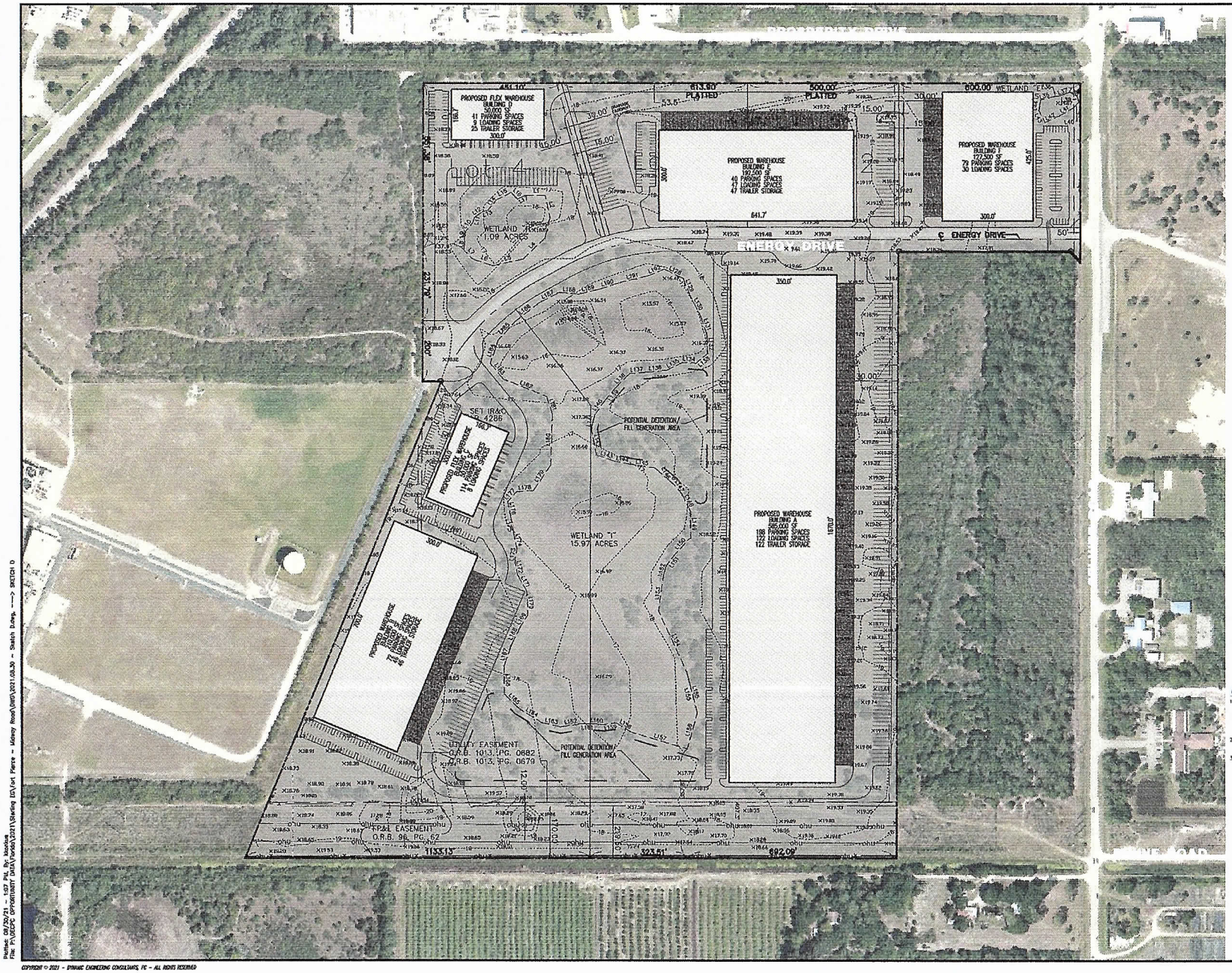
As noted, the project will continue to coordinate with St. Lucie County on the transit center.



	IN	OUT
AM	174	50
PM	63	172

APPENDIX A

SITE PLAN



GENERAL NOTES

1. THIS PLAN HAS BEEN PREPARED BASED ON REFERENCES INCLUDING: BOUNDARY & TOPOGRAPHIC SURVEY PREPARED BY: CULTEPPER & TERPENING, INC. LAST REVISED: 04/17/2006

   GOOGLE AERIALS: DATED: 01/21/2021

2. THIS PLAN IS INTENDED FOR SKETCH PURPOSES ONLY, NO ORDINANCE OR OTHER AGENCY GUIDELINES HAVE BEEN REFERENCED IN THE DESIGN OF THIS PLAN AND IS SUBJECT TO A DUE DILIGENCE REVIEW.

3. THE EXISTING CONDITIONS SHOWN HEREON IS BASED UPON INFORMATION THAT WAS SUPPLIED TO OUR OFFICE AT THE TIME OF SKETCH PREPARATION AND MAY BE SUBJECT TO CHANGE AND MUST BE UPDATED UPON PERFORMANCE OF A SURVEY.

SKETCH LAYOUT

DYNAMIC ENGINEERING

SKETCH D
08/30/2021
1"=150'

PROPOSED INDUSTRIAL DEVELOPMENT
TREASURE COAST BUSINESS PARK PLAT
FT PIERCE, ST LUCIE COUNTY, FLORIDA

STERLING EG

PREPARED BY:
MICHAEL D. MILES, P.E.
DYNAMIC ENGINEERING CONSULTANTS, P.C.
100 NE 5th AVE, SUITE B2
DELRAY BEACH, FLORIDA 33484

DYNAMIC PROJECT NUMBER:

Plotted: 08/30/21 - 1:07 PM, By: kbarlow
File: P:\DECPC OPPORTUNITY DATA\Florida\2021\Sterling EG\Fort Pierce - Midway Road\DWG\2021.08.30 - Sketch D.dwg, ---> SKETCH D

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APPENDIX B

ST. LUCIE COUNTY 2021 LEVEL OF SERVICE REPORT, FDOT 2012 QUALITY LEVEL OF SERVICE, & ST. LUCIE COUNTY 5-YEAR TIP

St. Lucie Transportation Planning Organization

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Traffic Counts and Level of Service Report
2021

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						Volume	LOS	V/C	Volume	LOS	V/C
PORT ST LUCIE BLVD	MORNINGSIDE BLVD to US 1	945072	33,000	2020	3,170	2,399	C	0.757	1,496	C	0.472
PRIMA VISTA BLVD	BAYSHORE BLVD to AIROSO BLVD	314	24,000	2021	2,100	1,055	C	0.502	1,157	C	0.551
PRIMA VISTA BLVD	AIROSO BLVD to FLORESTA DR	150	20,000	2021	2,100	850	C	0.405	843	C	0.401
PRIMA VISTA BLVD	FLORESTA DR to NARANJA AVE	148	26,500	2021	2,100	1,525	C	0.726	1,451	C	0.691
PRIMA VISTA BLVD	NARANJA AVE to RIO MAR DR	148	26,500	2021	2,000	1,525	C	0.763	1,451	C	0.726
PRIMA VISTA BLVD	RIO MAR DR to US 1	146	17,500	2021	2,100	911	C	0.434	824	C	0.392
PRIMA VISTA BLVD	US 1 to LENNARD RD	699	8,500	2021	1,790	459	C	0.256	437	C	0.244
RANGE LINE RD	MARTIN C.L. to BECKER RD	145	1,767	2019	1,080	118	B	0.109	118	B	0.109
RANGE LINE RD	BECKER RD to 2 MI S OF GLADES CUT-OFF RD	145	1,767	2019	1,080	118	B	0.109	118	B	0.109
RANGE LINE RD	2 MI S OF GLADES CUT-OFF RD to GLADES CUT-OF...	145	1,767	2019	1,080	118	B	0.109	118	B	0.109
RIO MAR DR	PRIMA VISTA BLVD to BEACH AVE	147	5,856	2020	750	362	C	0.483	380	D	0.507
RIO MAR DR	BEACH AVE to US 1	147	5,856	2020	790	362	C	0.458	380	C	0.481
ROSSER BLVD	APRICOT RD to GATLIN BLVD	948510	4,400	2020	920	203	C	0.221	203	C	0.221
ROSSER BLVD	PAAR DR to APRICOT RD	948510	4,400	2020	1,070	203	B	0.19	203	B	0.19
SAVONA BLVD	BECKER RD to PAAR DR	236	9,200	2021	790	819	E	1.037	736	D	0.932
SAVONA BLVD	PAAR DR to GATLIN BLVD	236	9,200	2021	750	819	F	1.092	736	D	0.981
SAVONA BLVD	GATLIN BLVD to CALIFORNIA BLVD	702	13,000	2021	790	603	D	0.763	636	D	0.805
SAVAGE BLVD	GATLIN BLVD to GALIANO RD	168	4,030	2018	920	265	C	0.288	214	C	0.233
SAVANNAH RD	US 1 to INDIAN RIVER DR	514	2,178	2019	540	155	C	0.287	152	C	0.281
SELVITZ RD	BAYSHORE BLVD to ST JAMES BLVD	948501	8,600	2020	750	419	D	0.559	419	D	0.559
SELVITZ RD	ST JAMES BLVD to MIDWAY RD	948501	8,600	2020	750	419	D	0.559	419	D	0.559
SELVITZ RD	MIDWAY RD to GLADES CUT-OFF RD	703	8,600	2021	700	504	C	0.72	508	C	0.726
SELVITZ RD	GLADES CUT-OFF RD to EDWARDS RD	704	13,500	2021	790	715	D	0.905	713	D	0.903
SHINN RD	MIDWAY RD to OKEECHOBEE RD	705	800	2017	580	53	C	0.091	50	C	0.086
SHINN RD	OKEECHOBEE RD to ORANGE AVE	149	804	2019	1,080	60	B	0.056	61	B	0.056

B-1

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2021

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						Volume	LOS	V/C	Volume	LOS	V/C
17TH ST	ORANGE AVE to AVENUE D	608	2,400	2021	750	134	C	0.179	128	C	0.171
17TH ST	AVENUE D to AVENUE Q	608	2,400	2021	750	134	C	0.179	128	C	0.171
25TH ST	MIDWAY RD to BELL AVE	940016	18,200	2020	2,100	1,097	C	0.522	1,023	C	0.487
25TH ST	BELL AVE to EDWARDS RD	159	17,500	2021	2,100	1,026	C	0.489	1,024	C	0.488
25TH ST	EDWARDS RD to CORTEZ BLVD	940021	19,700	2020	2,000	1,097	C	0.549	1,093	C	0.547
25TH ST	CORTEZ BLVD to VIRGINIA AVE	529	23,633	2020	2,000	1,330	C	0.665	1,419	C	0.71
25TH ST	VIRIGINIA AVE to NEBRASKA AVE	940015	22,000	2020	2,000	1,195	C	0.598	1,071	C	0.536
25TH ST	NEBRASKA AVE to OKEECHOBEE RD	940015	22,000	2020	2,000	1,195	C	0.598	1,071	C	0.536
25TH ST	OKEECHOBEE RD to GEORGIA AVE	609	21,500	2021	1,630	993	D	0.609	1,030	D	0.632
25TH ST	GEORGIA AVE to DELAWARE AVE	609	21,500	2021	1,630	993	D	0.609	1,030	D	0.632
25TH ST	DELAWARE AVE to ORANGE AVE	940014	20,200	2020	1,630	976	D	0.599	970	D	0.595
25TH ST	ORANGE AVE to AVENUE D	610	17,459	2020	1,630	805	D	0.494	831	D	0.51
25TH ST	AVENUE D to AVENUE Q	940050	18,900	2020	1,630	904	D	0.555	879	D	0.539
25TH ST	AVENUE Q to JUANITA AVE	945152	17,200	2020	2,000	849	C	0.425	778	C	0.389
25TH ST	JUANITA AVE to ST LUCIE BLVD	945165	9,400	2020	2,100	438	C	0.209	488	C	0.232
25TH ST	ST LUCIE BLVD to US 1	945165	9,400	2020	2,100	438	C	0.209	488	C	0.232
33RD ST	OKEECHOBEE RD to DELAWARE AVE	611	6,647	2020	750	398	D	0.531	349	C	0.465
33RD ST	DELAWARE AVE to ORANGE AVE	948507	6,000	2020	790	277	C	0.351	277	C	0.351
35TH ST	KIRBY LOOP RD to CORTEZ BLVD	612	6,559	2020	540	517	D	0.957	422	D	0.781
35TH ST	CORTEZ BLVD to VIRGINIA AVE	612	6,559	2020	790	517	D	0.654	422	D	0.534
35TH ST	VIRGINIA AVE to OKEECHOBEE RD	613	4,500	2021	750	221	C	0.295	238	C	0.317
53RD ST	ANGLE RD to JUANITA AVE	614	2,833	2016	540	151	C	0.28	167	C	0.309
AE BACKUS AVE	7TH ST to US 1	632	1,067	2017	750	72	C	0.096	84	C	0.112
AIROSO BLVD	PORT ST LUCIE BLVD to THORNHILL DR	303	17,605	2019	2,100	1,149	C	0.547	967	C	0.46
AIROSO BLVD	THORNHILL DR to CROSSTOWN PKWY	303	17,605	2019	2,100	1,149	C	0.547	967	C	0.46

B-2

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						Volume	LOS	V/C	Volume	LOS	V/C
EAST TORINO PKWY	TORINO PKWY to MIDWAY RD	237	14,500	2021	880	940	F	1.068	811	C	0.922
EASY ST	US 1 to BUCHANAN DR	106	5,400	2021	750	299	C	0.399	379	D	0.505
EASY ST	BUCHANAN DR to YUCCA DR	106	5,400	2021	540	299	D	0.554	379	D	0.702
EDWARDS RD	JENKINS RD to MCNEIL RD	174	11,500	2021	630	529	C	0.84	533	C	0.846
EDWARDS RD	MCNEIL RD to SELVITZ RD	174	11,500	2021	700	529	C	0.756	533	C	0.761
EDWARDS RD	SELVITZ RD to 25TH ST	110	14,500	2021	880	729	C	0.828	741	C	0.842
EDWARDS RD	25TH ST to SUNRISE BLVD	108	16,000	2021	1,700	778	D	0.458	778	D	0.458
EDWARDS RD	SUNRISE BLVD to OLEANDER AVE	502	15,401	2019	1,700	764	D	0.449	745	D	0.438
EDWARDS RD	OLEANDER AVE to US 1	173	9,616	2019	1,700	529	C	0.311	462	C	0.272
FARMER'S MARKET RD	OLEANDER AVE to US 1	112	1,848	2019	750	128	C	0.171	125	C	0.167
FLORESTA DR	OAKLYN ST to PORT ST LUCIE BLVD	317	17,572	2019	920	1,216	F	1.322	929	F	1.01
FLORESTA DR	THORNHILL DR to CROSSTOWN PKWY	315	15,459	2019	880	1,002	F	1.139	913	F	1.038
FLORESTA DR	PORT ST LUCIE BLVD to THORNHILL DR	315	15,459	2019	880	1,002	F	1.139	913	F	1.038
FLORESTA DR	CROSSTOWN PKWY to PRIMA VISTA BLVD	109	11,000	2021	920	609	C	0.662	559	C	0.608
FLORESTA DR	PRIMA VISTA BLVD to AIROSO BLVD	107	9,000	2021	920	497	C	0.54	549	C	0.597
FLORESTA DR	SELVITZ RD to BAYSHORE BLVD	313	4,400	2021	630	316	C	0.502	336	C	0.533
FLORESTA DR	AIROSO BLVD to SELVITZ RD	313	4,400	2021	880	316	C	0.359	336	C	0.382
FT PIERCE BLVD	INDRIO RD to EMERSON AVE	226	3,613	2019	580	271	D	0.467	277	D	0.478
GARDENIA AVE	OLEANDER AVE to US 1	666	2,867	2017	750	191	C	0.255	204	C	0.272
GATLIN BLVD	W OF I-95 to E OF I-95	945075	48,500	2020	3,170	3,352	F	1.057	2,732	C	0.862
GATLIN BLVD	E OF I-95 to SAVAGE BLVD	945075	48,500	2020	3,170	3,352	F	1.057	2,732	C	0.862
GATLIN BLVD	SAVAGE BLVD to ROSSER BLVD	945075	48,500	2020	3,170	3,352	F	1.057	2,732	C	0.862
GATLIN BLVD	ROSSER BLVD to SAVONA BLVD	945075	48,500	2020	3,170	3,352	F	1.057	2,732	C	0.862
GATLIN BLVD	SAVONA BLVD to PORT ST LUCIE BLVD	945075	48,500	2020	3,170	3,352	F	1.057	2,732	C	0.862
GEORGIA AVE	25TH ST to OKEECHOBEE RD	667	4,778	2020	600	295	C	0.492	266	C	0.443

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						Volume	LOS	V/C	Volume	LOS	V/C
MCCARTY RD	WILLIAMS RD to MIDWAY RD	680	383	2017	540	33	C	0.061	36	C	0.067
MCCARTY RD	MIDWAY RD to OKEECHOBEE RD	681	391	2020	540	34	C	0.063	34	C	0.063
MCNEIL RD	OKEECHOBEE RD to KIRBY LOOP RD	682	6,480	2020	790	396	D	0.501	395	D	0.5
MCNEIL RD	KIRBY LOOP RD to EDWARDS RD	682	6,480	2020	540	396	D	0.733	395	D	0.731
MELALEUCA BLVD	LENNARD RD to GREEN RIVER PKWY	683	11,000	2021	920	647	C	0.703	617	C	0.671
MIDWAY RD	EAST TORINO PKWY to MILNER DR	134	20,500	2021	880	1,001	F	1.137	1,053	F	1.197
MIDWAY RD	MILNER DR to W OF SELVITZ RD	134	20,500	2021	790	1,001	F	1.267	1,053	F	1.333
MIDWAY RD	OKEECHOBEE RD to SHINN RD	940732	8,400	2020	760	408	C	0.537	519	C	0.683
MIDWAY RD	SHINN RD to MCCARTY RD	940732	8,400	2020	630	408	C	0.648	519	C	0.824
MIDWAY RD	MCCARTY RD to I-95	940732	8,400	2020	700	408	C	0.583	519	C	0.741
MIDWAY RD	I-95 to GLADES CUT-OFF RD	945140	19,400	2020	2,100	899	C	0.428	996	C	0.474
MIDWAY RD	GLADES CUT-OFF RD to EAST TORINO PKWY	228	20,000	2021	2,100	1,056	C	0.503	1,087	C	0.518
MIDWAY RD	W OF SELVITZ RD to SELVITZ RD	134	20,500	2021	920	1,001	F	1.088	1,053	F	1.145
MIDWAY RD	SELVITZ RD to CHRISTENSEN RD	132	16,500	2021	920	793	C	0.862	756	C	0.822
MIDWAY RD	CHRISTENSEN RD to 25TH ST	132	16,500	2021	840	793	E	0.944	756	D	0.9
MIDWAY RD	25TH ST to SUNRISE BLVD	130	18,855	2016	840	1,029	F	1.225	945	F	1.125
MIDWAY RD	SUNRISE BLVD to OLEANDER AVE	130	18,855	2016	840	1,029	F	1.225	945	F	1.125
MIDWAY RD	OLEANDER AVE to US 1	242	15,197	2016	840	802	E	0.955	794	E	0.945
MIDWAY RD	US 1 to WALLACE ST	940023	3,600	2020	840	196	C	0.233	216	C	0.257
MIDWAY RD	WALLACE ST to WEATHERBEE RD	940023	3,600	2020	920	196	C	0.213	216	C	0.235
MIDWAY RD	WEATHERBEE RD to INDIAN RIVER DR	940023	3,600	2020	630	196	C	0.311	216	C	0.343
MORNINGSIDE BLVD	WESTMORELAND BLVD to PORT ST LUCIE BLVD	333	2,577	2017	920	155	C	0.168	148	C	0.161
MORNINGSIDE BLVD	PORT ST LUCIE BLVD to LYNGATE DR	331	3,910	2020	880	311	C	0.353	330	C	0.375
NEBRASKA AVE	25TH ST to 13TH ST	684	3,733	2017	1,710	232	C	0.136	196	C	0.115
OAKRIDGE DR	MOUNTWELL ST to OAKLYN ST	621	6,623	2019	700	412	C	0.589	358	C	0.511

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APPENDIX C

OTHER PROJECT DATA/GROWTH RATE

AM APPROVED PROJECTS			Southern Grove DRI				Western Grove DRI				Wilson Groves DRI				Riverland DRI				Arcosa				LTC Ranch			Wawa Midway & Selvitz				Village at Midway				Ravinia				Willow Lakes				SUM Directional N/E		SUM Directional S/W		Directional N/E		Directional S/W	
Road Name	From	To	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	Non-Residential	Residential	Non-Residential	Residential	Double Count	Net	Double Count	Net
Midway Rd	Glades Cut Off Rd	East Torino Pkwy	0.2%	Out	3	3	0.7%	Out	4	2	0.7%	Out	7	7	0.7%	Out	10	8	42%	In	25	7	17%	Out	69	78	22%	In	17	17	10%	Out	15	36	40%	In	9	27	25%	-	67	85	149	75	158	112	-15	209	-22	248
	East Torino Pkwy	Florida's Turnpike	1.6%	Out	21	25	0.7%	Out	4	2	0.7%	Out	7	7	0.7%	Out	10	8	50%	In	30	8	34%	Out	138	155	29%	In	23	23	10%	Out	15	36	40%	In	9	27	23%	-	61	78	246	70	265	105	-14	302	-21	349
	Florida's Turnpike	Corporate Way	1.6%	Out	21	25	0.7%	Out	4	2	0.7%	Out	7	7	0.7%	Out	10	8	50%	In	30	8	34%	Out	138	155	29%	In	23	23	9%	Out	14	33	40%	In	9	27	23%	-	61	78	245	70	261	105	-14	301	-21	345
	Corporate Way	Jenkins Rd	1.4%	Out	18	22	0.7%	Out	4	2	0.7%	Out	7	7	0.7%	Out	10	8	50%	In	30	8	19%	Out	76	86	29%	In	23	23	7%	Out	11	25	40%	In	9	27	23%	-	61	78	178	70	181	105	-14	234	-21	265
	Jenkins Rd	Selvitz Rd	1.1%	Out	14	17	0.7%	Out	4	2	0.7%	Out	7	7	0.7%	Out	10	8	51%	Out	8	30	15%	Out	62	70	36%	In	28	28	7%	Out	11	25	40%	In	9	27	23%	-	61	78	144	70	189	105	-14	200	-21	273
	Selvitz Rd	25th St	1.1%	Out	14	17	0.6%	Out	3	2	0.6%	Out	6	6	0.6%	Out	8	7	31%	Out	5	18	13%	Out	51	58	31%	out	24	24	5%	Out	8	18	55%	In	12	37	19%	-	51	64	119	63	151	102	-13	169	-20	232
Selvitz Rd	Bayshore Blvd	Midway Rd	0.2%	Out	3	3	0.0%	Out	0	0	0.0%	Out	0	0	0.0%	Out	0	0	8%	In	5	1	1%	In	2	2	15%	In	12	12	0%	-	0	0	0%	-	0	0	3%	-	8	10	21	8	18	10	-2	28	-2	26
	Midway Rd	Glades Cut Off Rd	0.1%	Out	1	2	0.0%	Out	0	0	0.0%	Out	0	0	0.0%	Out	0	0	10%	Out	2	6	1%	out	2	2	18%	out	14	14	0%	-	0	0	0%	-	0	0	1%	-	3	3	19	3	24	3	-1	21	-1	27
					In	1,555			In	338			In	969			In	1,198			In	59			In	457			In	79			In	363			In	22			In	339							
15% of Large Project for 3 year horizon)					Out	1,308			Out	534			Out	952			Out	1,392			Out	16			Out	405			Out	78			Out	151			Out	68			Out	266							
					In	6,218			In	1,352			In	3,875			In	4,791			In	59			In	1,828			In	79			In	1,451			In	22			In	1,355							
					Out	5,233			Out	2,135			Out	3,807			Out	5,568			In	16			Out	1,619			Out	78			Out	603			Out	68			Out	1,065							

+ Transit/Wastepro

2/1 5/5 35/32
9770 1010 40147

PM APPROVED PROJECTS			Southern Grove DRI				Western Grove DRI				Wilson Groves DRI				Riverland DRI						Arcosa				LTC Ranch				Wawa Midway & Selvitz				Village at Midway				Ravinia				Willow Lakes						SUM Directional N/E		SUM Directional S/W		Directional N/E		Directional S/W	
Road Name	From	To	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Daily	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Is N/E In or Out	Directional N/E	Directional S/W	%	Two-Way Trips	Is N/E In or Out	Directional N/E	Directional S/W										
																																													Non-Residential	Residential	Non-Residential	Residential	Double Count	Net	Double Count	Net
Midway Rd	Glades Cut Off Rd	East Torino Pkwy	0.2%	Out	5	3	0.7%	Out	4	4	0.7%	Out	10	8	0.7%	0	25	Out	13	12	42.0%	In	9	14	17.0%	Out	112	87	22.0%	in	14	14	10.0%	Out	46	18	40.0%	In	31	18	25%	248	-	65	91	212	96	162	108	-19	288	-22	248
	East Torino Pkwy	Florida's Turnpike	1.6%	Out	40	28	0.7%	Out	4	4	0.7%	Out	10	8	0.7%	0	25	Out	13	12	50.0%	In	11	17	34.0%	Out	225	174	29.0%	in	18	18	10.0%	Out	46	18	40.0%	In	31	25	23%	228	-	60	83	365	90	280	108	-18	437	-22	367
	Florida's Turnpike	Corporate Way	1.6%	Out	40	28	0.7%	Out	4	4	0.7%	Out	10	8	0.7%	0	25	Out	13	12	50.0%	In	11	17	34.0%	Out	225	174	29.0%	in	18	18	9.0%	Out	41	16	40.0%	In	31	25	23%	228	-	60	83	361	90	278	108	-18	433	-22	365
	Corporate Way	Jenkins Rd	1.4%	Out	35	24	0.7%	Out	4	4	0.7%	Out	10	8	0.7%	0	25	Out	13	12	50.0%	In	11	17	18.8%	OUt	124	96	29.0%	in	18	18	7.0%	Out	32	13	40.0%	In	31	25	23%	228	-	60	83	361	90	193	108	-18	318	-22	280
	Jenkins Rd	Selvitz Rd	1.1%	Out	28	19	0.7%	Out	4	4	0.7%	Out	10	8	0.7%	0	25	Out	13	12	51.0%	Out	17	11	15.4%	Out	102	79	36.0%	in	22	22	7.0%	Out	32	13	40.0%	In	31	25	23%	228	-	60	83	246	90	193	108	-18	299	-22	255
	Selvitz Rd	25th St	1.1%	Out	28	19	0.6%	Out	3	4	0.6%	Out	8	7	0.6%	0	22	Out	11	11	31.0%	Out	11	7	12.6%	Out	83	65	31.0%	out	19	19	5.0%	Out	23	9	55.0%	In	42	34	19%	189	-	49	69	186	92	140	103	-18	259	-21	222
Selvitz Rd	Bayshore Blvd	Midway Rd	0.2%	Out	5	3	0.0%	Out	0	0	0.0%	Out	0	0	0.0%	0	0	Out	0	0	8.0%	In	2	3	0.5%	in	3	3	15.0%	in	9	9	0.0%	-	0	0	0.0%	-	0	0	1%	10	-	3	4	20	3	18	4	-1	22	-1	20
	Midway Rd	Glades Cut Off Rd	0.1%	Out	3	2	0.0%	Out	0	0	0.0%	Out	0	0	0.0%	0	0	Out	0	0	10.0%	Out	3	2	0.5%	out	3	3	18.0%	out	11	11	0.0%	-	0	0	0.0%	-	0	0	1%	10	-	3	4								
(Using 25% of large project for 3 year horizon)				In	1,748			In	628			In	1,136			0	3,593		In	1,774		0	In	21		In	513		In	62		In	182		In	77			In	363											
				Out	2,518			Out	515			Out	1,410						Out	1,819			Out	34		Out	661		Out	62		Out	456		Out	44			Out	259											
				In	6,990			In	2,510			In	4,543			0	14,372		In	7,095		0	In	21		In	2,052		In	62		In	726		In	77			In	1,450											
				Out	10,071			Out	2,061			Out	5,639						Out	7,277			Out	34		Out	2,642		Out	62		Out	1,824		Out	44			Out	1,036											

* Transit and Waste Pro 1/3 5/15 21/36
5/10 10/10 37/40

993

Historical Growth Rate Calculation

Segment	From	To	2018 AADT	2021 AADT	3 Year Historical Growth Rate
Midway	Milner(Jenkins)	W of Selvitz Rd	21,000	20,500	-0.80%
	W of Selvitz Rd	Selvitz Rd	21,000	20,500	-0.80%
	Selvitz Rd	Christensen Rd	22,000	16,500	-9.14%
		Total	64,000	57,500	-2.64%

*Source St Lucie Historical Traffic Counts Use 1% + Committed

MILLER LEGG

St. Lucie County Bus Maintenance Facility Trip Generation

The proposed Project includes a 20,000 square foot administration building, a 4,500 square foot maintenance building with four bus maintenance bays, a four-pump fueling station, and 50 total employees. The Project will also include parking for approximately 150 buses and 180 cars. It is assumed that 150 bus routes will start and end at the facility each day. Bus drivers will arrive for work and park their personal vehicles, transfer to a bus for their shift, and transfer back to their personal vehicle at the end of their shift.

Project trip generation is based on the rates published in the Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition*, and is calculated on a daily basis as well as for the A.M. and P.M peak periods. Because the *Trip Generation* Manual does not include a specific land use for bus maintenance facilities, Warehousing (Land Use 150) was used to represent the administration and maintenance portion of the Project (Table 1). The *Trip Generation* description of Warehousing states "Warehouses are primarily devoted to the storage of materials, but they may also include office and maintenance areas."

Table 1: ITE Land Use

ITE LAND USE			
ITE CODE	**LAND USE**	**INTENSITY**	**UNITS**
150	Warehousing	50	Employees

The Daily, AM Peak Hour and PM Peak Hour trips for the Administration and Maintenance buildings were calculated using the average trip generation rates rather than the fitted curve equations because the average rate provided more accurate estimates for sites with fewer than 500 employees. (See Tables 2-4)

Table 2: Daily Trip Generation

DAILY (ADMIN & MAINTENANCE)					
RATE / EQUATION	**TRIPS**	**% IN**	**IN**	**% OUT**	**OUT**
T=3.89X	195	50%	97	50%	97

X= Number of employees

Table 3: AM Peak Hour Trip Generation

AM PEAK HOUR					
RATE / EQUATION	**TRIPS**	**% IN**	**IN**	**% OUT**	**OUT**
T=0.51X	26	72%	18	28%	7

X= Number of employees

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Table 4: PM Peak Hour Trip Generation

PM PEAK HOUR					
RATE / EQUATION	**TRIPS**	**% IN**	**IN**	**% OUT**	**OUT**
T=0.59X	30	35%	10	65%	19

X= Number of employees

Daily trips for the bus fleet were estimated by including both bus drivers coming to and from work in their personal vehicles (150x2=300 trips per day) as well as the buses exiting and returning to the Project site (an additional 150x2=300 trips per day) for at total of 600 trips per day. (Table 5) Because bus routes typically begin earlier than the AM peak and end later than the PM peak, the bus fleet trips are included in the daily trips, but not the AM and PM peak hour trips.

Table 5: Daily Trip Generation (Bus Fleet)

DAILY (BUS FLEET)					
RATE / EQUATION	**TRIPS**	**% IN**	**IN**	**% OUT**	**OUT**
T=2N+2N	600	50%	300	50%	300

N= Number of bus routes originating at facility

The total daily trips generated by the administration building, bus maintenance facility, and bus fleet are shown in Table 6. The Project is expected to add approximately 800 additional daily trips to the surrounding roadways, with 26 of these trips occurring during the AM peak hour and 30 during the PM peak hour (Tables 3 and 4).

Table 6: Total Daily Trip Generation

DAILY (TOTAL)				
TRIPS	**% IN**	**IN**	**% OUT**	**OUT**
795	50%	**397**	50%	**397**

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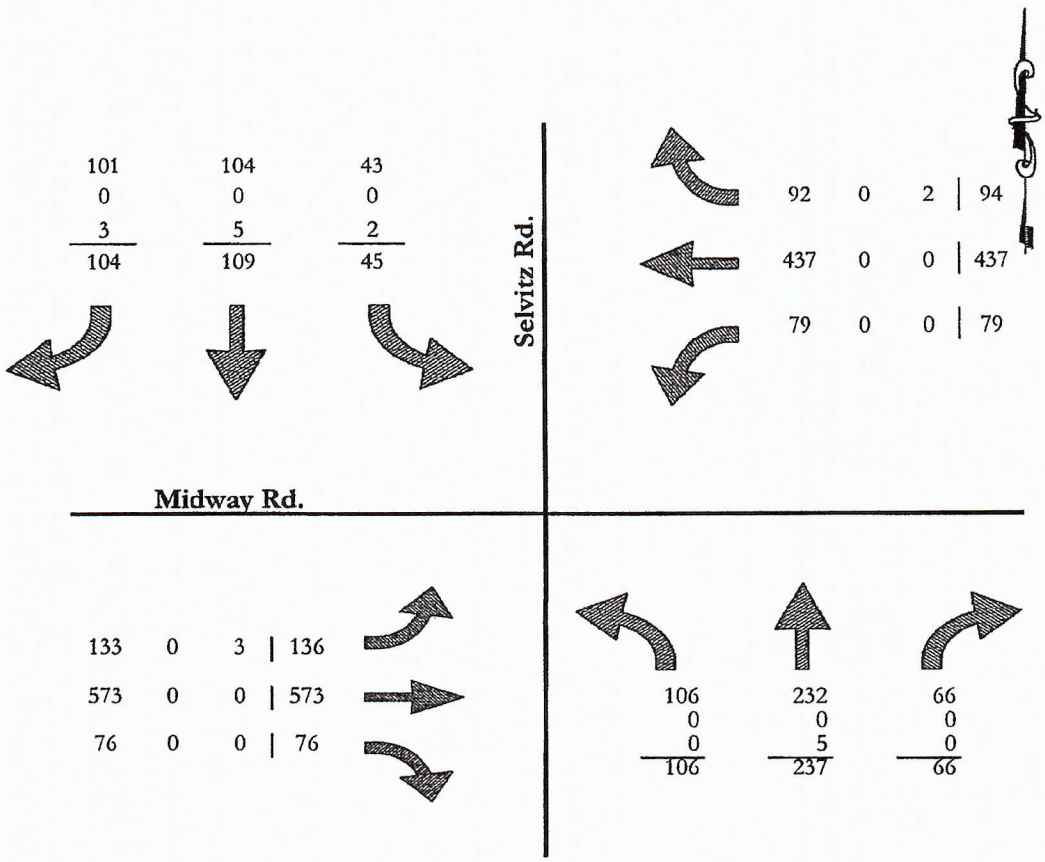


LEGEND

XXX EXISTING TRAFFIC
XXX BACKGROUND
XXX WASTE PRO TRAFFIC IMPACT STUDY
XXX TOTAL TRAFFIC

Buildout year: 2017

Note: No background trips have been identified

FIGURE 4

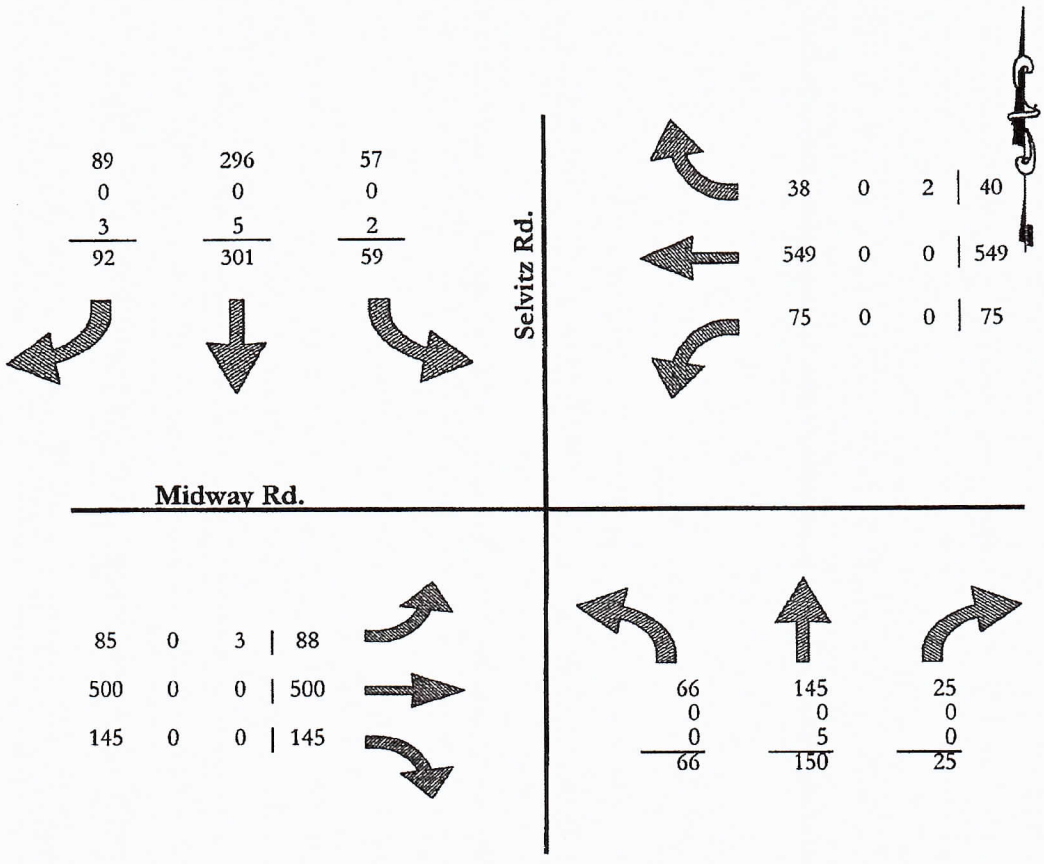
CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34981
(772) 464-3537
STATE OF FLORIDA BOARD PROFESSIONAL ENGINEERS AUTHORIZATION NO. 4288

AM PEAK HOUR TURNING MOVEMENTS

Selvitz Rd. & Midway Rd.

Waste Pro Traffic Impact Study

P:\Proj-2011\11-033 Waste Pro - Selvitz Location\Traffic\11-033 Traffic Analysis.xls
Calculated by: John Adair, E.I.
Checked By: Stef Matthes, P.E.



LEGEND

XXX EXISTING TRAFFIC
XXX BACKGROUND
XXX WASTE PRO TRAFFIC IMPACT STUDY
XXX TOTAL TRAFFIC

Buildout year: 2017

Note: No background trips have been identified

FIGURE 5

CULPEPPER & TERPENING, INC.
CONSULTING ENGINEERS LAND SURVEYORS
2980 SOUTH 25th STREET
FORT PIERCE, FLORIDA 34981
(772) 464-3537
STATE OF FLORIDA BOARD PROFESSIONAL ENGINEERS AUTHORIZATION NO. 4288

PM PEAK HOUR TURNING MOVEMENTS

Selvitz Rd. & Midway Rd.

Waste Pro Traffic Impact Study

P:\Proj-2011\11-033 Waste Pro - Selvitz Location\Traffic\11-033 Traffic Analysis.xls
Calculated by: John Adair, E.I.
Checked By: Stef Matthes, P.E.

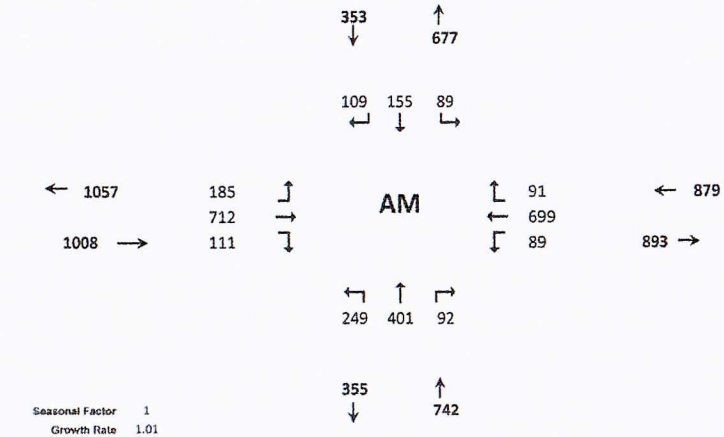
APPENDIX D

INTERSECTION ANALYSIS DATA

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Selvitz Rd
E/W STREET: Midway Rd
CONTROL: Signalized
FILENAME: Energy and Selvitz
COUNT DATE: 2/18/2020
DAY: Tuesday
CITY: St Lucie
REPORT DATE:
ANALYSIS YEAR: 2020 - Exisitng

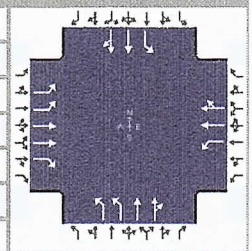
15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	45	71	24	18	24	32	30	196	33	9	148	21	651	2982
7:15-7:30	63	81	22	15	32	27	44	183	28	18	145	23	681	2958
7:30-7:45	67	122	22	37	39	22	59	151	32	22	213	21	807	2853
7:45-8:00	74	127	24	19	60	28	52	182	18	40	193	26	843	2606
8:00-8:15	54	52	11	21	31	20	40	173	28	16	168	13	627	2265
8:15-8:30	52	59	23	13	28	20	34	127	26	17	167	10	576	
8:30-8:45	60	57	23	12	33	25	30	151	29	7	111	22	560	
8:45-9:00	38	39	23	19	15	15	30	150	30	10	116	17	502	
AM PEAK HOUR IS FROM:	7:00AM TO 8:00AM													
Volumes	249	401	92	89	155	109	185	712	111	89	699	91	2982	
Season Factor	249	401	92	89	155	109	185	712	111	89	699	91	2982	
Growth	249	401	92	89	155	109	185	712	111	89	699	91	2982	
Total	249	401	92	89	155	109	185	712	111	89	699	91	2982	



Seasonal Factor	1
Growth Rate	1.01
Years Grown	0

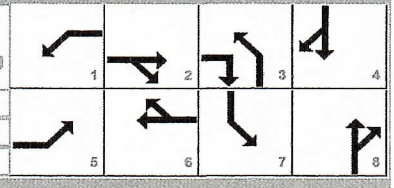
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.88
Urban Street	Midway Rd	Analysis Year	Existing	Analysis Period	1> 7:00
Intersection	Selvitz and Midway	File Name	Midway Rd Selvitz.AM.existingmax 8.11.2022.xus		
Project Description	Ft. Pierce Commerce CenterExisting				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	185	712	111	89	699	91	249	401	92	89	155	109

Signal Information					EB			WB			NB			SB		
Cycle, s	84.1	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	9.1	2.9		23.1	9.1	0.9	15.1					
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	0.0		4.0	4.0	0.0	4.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	0.0		2.0	2.0	0.0	2.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	185	712	111	89	699	91	249	401	92	89	155	109
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None		0	L + R	0		None			None	
Heavy Vehicles (P_{HV}), %	0	0	0	0	0		0	0		0	0	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	0	0	0	0	0		0	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	22.0	24.0	16.0	24.0	14.0	60.0	13.0	60.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s	12	10	10	10	10	10	10	10
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50

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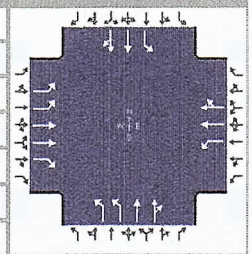
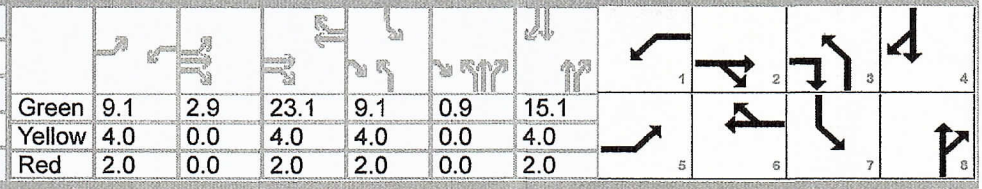
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.88
Urban Street	Midway Rd	Analysis Year	Existing	Analysis Period	1> 7:00
Intersection	Selvitz and Midway	File Name	Midway Rd Selvitz.AM.existingmax 8.11.2022.xus		
Project Description	Ft. Pierce Commerce CenterExisting				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	185	712	111	89	699	91	249	401	92	89	155	109

Signal Information			
Cycle, s	84.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	9.1	2.9		23.1	9.1	0.9	15.1					
Yellow	4.0	0.0		4.0	4.0	0.0	4.0					
Red	2.0	0.0		2.0	2.0	0.0	2.0					

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)												
Heavy Vehicles and Grade Factor (f_{HVg})												
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	0.900	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)												
Lane Utilization Adjustment Factor (f_{LU})	0.971	0.952	1.000	1.000	1.000	1.000	0.971	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.861	0.861		0.935	0.935		0.866	0.866
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})												
DDI Factor (f_{DDI})												
Movement Saturation Flow Rate (s), veh/h	3514	3618	1610	1810	3129	407	3514	2995	682	1810	2132	1414
Proportion of Vehicles Arriving on Green (P)	0.14	0.31	0.31	0.11	0.28	0.28	0.12	0.19	0.19	0.11	0.18	0.18
Incremental Delay Factor (k)	0.04	0.25	0.04	0.04	0.40	0.40	0.04	0.04	0.04	0.04	0.04	0.04

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.14	0.31	0.11	0.28	0.12	0.19	0.11	0.18
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1610						
Protected Right Effective Green Time (g_R), s		10.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.000	1.557	0.000	1.557	0.000	1.852	0.000
Pedestrian F_s / F_{delay}	0.000	0.120	0.000	0.124	0.000	0.133	0.000	0.134
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	617.95	20.08	550.16	22.10	380.39	27.58	358.38	28.33
Bicycle F_w / F_v	-3.64	0.95	-3.64	0.82	-3.64	0.70	-3.64	0.33

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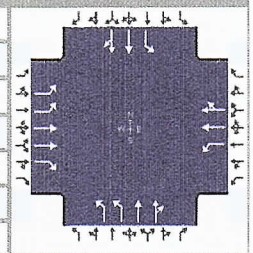
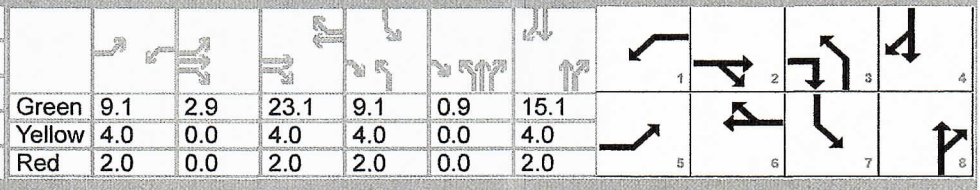
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.88
Urban Street	Midway Rd	Analysis Year	Existing	Analysis Period	1> 7:00
Intersection	Selvitz and Midway	File Name	Midway Rd Selvitz.AM.existingmax 8.11.2022.xus		
Project Description	Ft. Pierce Commerce CenterExisting				



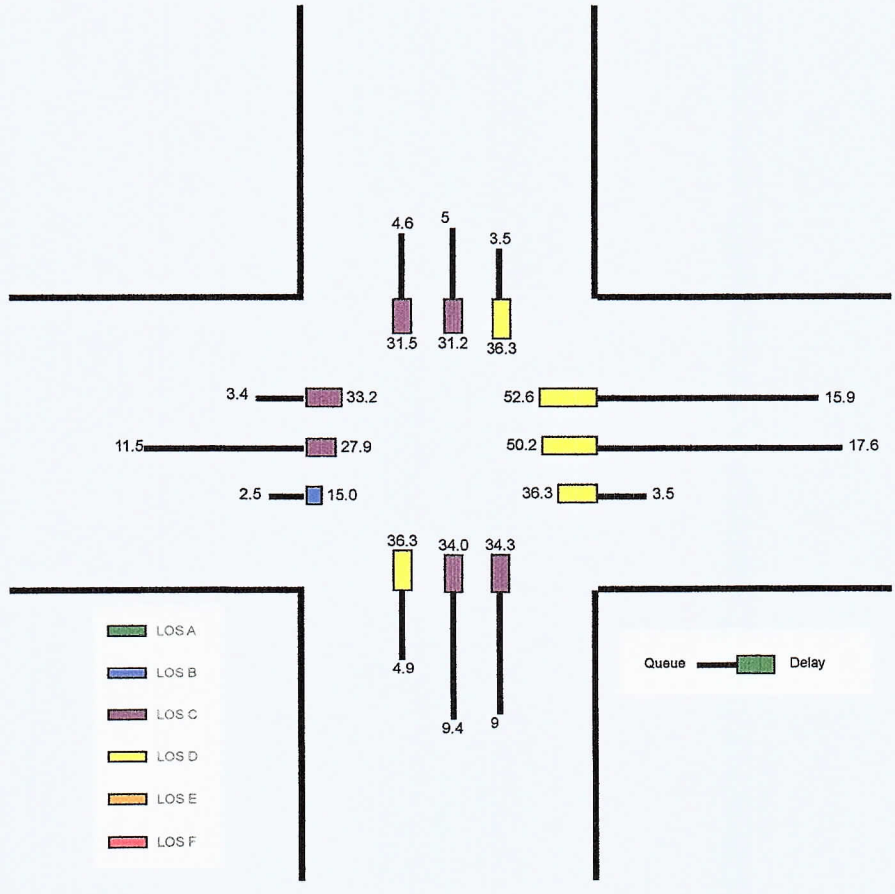
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	185	712	111	89	699	91	249	401	92	89	155	109

Signal Information			
Cycle, s	84.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	9.1	2.9		23.1	9.1	0.9	15.1					
Yellow	4.0	0.0		4.0	4.0	0.0	4.0					
Red	2.0	0.0		2.0	2.0	0.0	2.0					

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	3.4	11.5	2.5	3.5	17.6	15.9	4.9	9.4	9.0	3.5	5.0	4.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Control Delay (*d*), s/veh	33.2	27.9	15.0	36.3	50.2	52.6	36.3	34.0	34.3	36.3	31.2	31.5
Level of Service (LOS)	C	C	B	D	D	D	D	C	C	D	C	C
Approach Delay, s/veh / LOS	27.5		C	49.8		D	34.9		C	32.6		C
Intersection Delay, s/veh / LOS	36.5						D					



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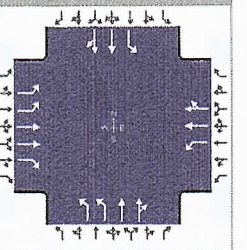
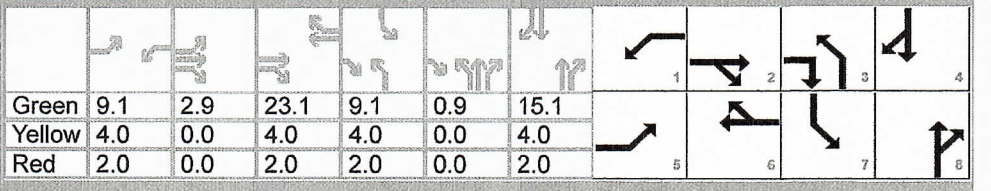
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.88
Urban Street	Midway Rd	Analysis Year	Existing	Analysis Period	1> 7:00
Intersection	Selvitz and Midway	File Name	Midway Rd Selvitz.AM.existingmax 8.11.2022.xus		
Project Description	Ft. Pierce Commerce CenterExisting				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	185	712	111	89	699	91	249	401	92	89	155	109

Signal Information			
Cycle, s	84.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	9.1	2.9		23.1	9.1	0.9	15.1					
Yellow	4.0	0.0		4.0	4.0	0.0	4.0					
Red	2.0	0.0		2.0	2.0	0.0	2.0					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phase Duration, s	17.9	32.0	15.1	29.1	16.0	22.0	15.1	21.1
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	6.6	18.7	6.4	22.7	8.5	14.3	6.4	8.6
Green Extension Time (g_e), s	0.4	2.4	0.1	0.4	0.3	1.7	0.1	1.7
Phase Call Probability	0.99	1.00	0.91	1.00	1.00	1.00	0.91	1.00
Max Out Probability	0.00	0.68	0.00	1.00	0.10	0.00	0.01	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	210	809	126	101	482	416	283	288	272	101	156	144
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1809	1610	1810	1900	1637	1757	1900	1777	1810	1900	1646
Queue Service Time (g_s), s	4.6	16.7	4.1	4.4	20.7	20.7	6.5	12.2	12.3	4.4	6.2	6.6
Cycle Queue Clearance Time (g_c), s	4.6	16.7	4.1	4.4	20.7	20.7	6.5	12.2	12.3	4.4	6.2	6.6
Green Ratio (*g/C*)	0.14	0.31	0.43	0.11	0.28	0.28	0.12	0.19	0.19	0.11	0.18	0.18
Capacity (*c*), veh/h	498	1118	689	195	523	450	417	361	338	195	341	295
Volume-to-Capacity Ratio (*X*)	0.422	0.724	0.183	0.519	0.922	0.923	0.678	0.796	0.806	0.519	0.457	0.489
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	3.4	11.5	2.5	3.5	17.6	15.9	4.9	9.4	9.0	3.5	5.0	4.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	33.0	25.9	14.9	35.5	29.6	29.6	35.5	32.5	32.6	35.5	30.9	31.1
Incremental Delay (d_2), s/veh	0.2	2.0	0.0	0.8	20.6	22.9	0.7	1.5	1.7	0.8	0.4	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	33.2	27.9	15.0	36.3	50.2	52.6	36.3	34.0	34.3	36.3	31.2	31.5
Level of Service (LOS)	C	C	B	D	D	D	D	C	C	D	C	C
Approach Delay, s/veh / LOS	27.5	C		49.8	D		34.9	C		32.6	C	
Intersection Delay, s/veh / LOS	36.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.28	B	2.29	B	2.59	C
Bicycle LOS Score / LOS	1.43	A	1.31	A	1.18	A	0.82	A

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TURNING MOVEMENT VOLUME COUNTS

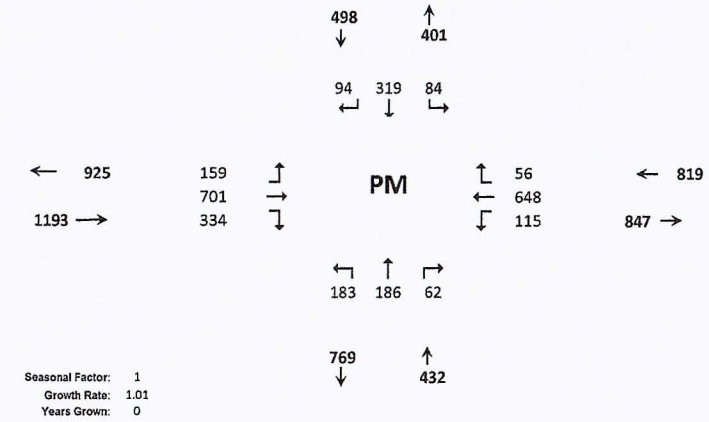
N/S STREET: Selvitz Rd
FILENAME: Energy and Selvitz
COUNT DATE: 2/18/2020
REPORT DATE: 5.12.2022

DAY: Tuesday
ANALYSIS YEAR: Existing

E/W STREET: Midway Rd
County: SLCo

CONTROL: Signalized

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	52	57	12	24	55	39	31	186	58	35	173	10	732	2810
4:15-4:30	72	56	17	15	66	27	36	159	44	37	154	16	699	2794
4:30-4:45	48	49	22	20	69	21	52	151	74	26	162	8	702	2855
4:45-5:00	57	40	13	16	73	22	35	157	75	29	144	16	677	2762
5:00-5:15	24	48	7	33	86	23	26	190	85	23	157	14	716	2635
5:15-5:30	49	44	18	13	82	25	41	182	90	34	166	16	760	
5:30-5:45	30	46	6	14	55	22	29	159	64	28	143	13	609	
5:45-6:00	44	42	11	11	53	12	25	122	59	29	129	13	550	
PM PEAK HOUR IS FROM:			4:30 PM TO 5:30PM											
Volumes	178	181	60	82	310	91	154	680	324	112	629	54	2855	
Season Factor	178	181	60	82	310	91	154	680	324	112	629	54	2855	
Growth	183	186	62	84	319	94	159	701	334	115	648	56	2942	

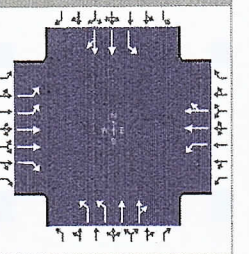


Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 0

D-6

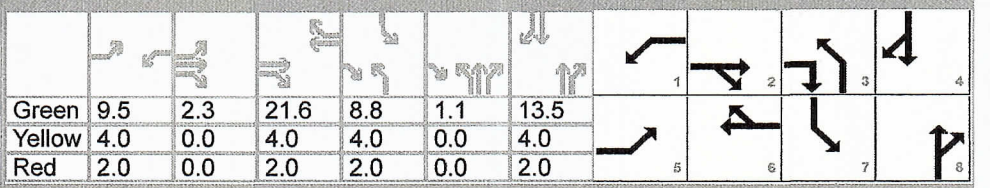
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.88
Urban Street	Midway Rd	Analysis Year	Existing	Analysis Period	1> 7:00
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce -Midway Selvitz.PM.existing...		
Project Description	Ft. Pierce Commerce Center - Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	159	701	334	115	648	56	183	186	62	84	319	94

Signal Information			
Cycle, s	80.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	9.5	2.3		21.6	8.8	1.1	13.5					
Yellow	4.0	0.0		4.0	4.0	0.0	4.0					
Red	2.0	0.0		2.0	2.0	0.0	2.0					

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	159	701	334	115	648	56	183	186	62	84	319	94
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None		0	L + R	0		None			None	
Heavy Vehicles (P_{HV}), %	0	0	0	0	0		0	0		0	0	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	0	0	0	0	0		0	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	22.0	24.0	16.0	24.0	14.0	60.0	13.0	60.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s	12	10	10	10	10	10	10	10
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50

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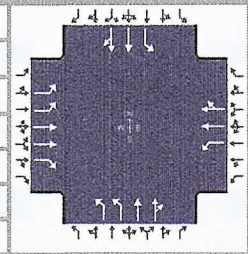
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.88
Urban Street	Midway Rd	Analysis Year	Existing	Analysis Period	1> 7:00
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce -Midway Selvitz.PM.existing...		
Project Description	Ft. Pierce Commerce Center - Existing				

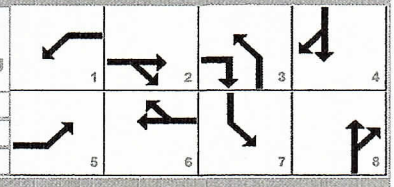


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	159	701	334	115	648	56	183	186	62	84	319	94

Signal Information			
Cycle, s	80.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	9.5	2.3		21.6	8.8	1.1	13.5					
Yellow	4.0	0.0		4.0	4.0	0.0	4.0					
Red	2.0	0.0		2.0	2.0	0.0	2.0					



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)												
Heavy Vehicles and Grade Factor (f_{HVg})												
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	0.900	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)												
Lane Utilization Adjustment Factor (f_{LU})	0.971	0.952	1.000	1.000	1.000	1.000	0.971	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.873	0.873		0.916	0.916		0.922	0.922
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})												
DDI Factor (f_{DDI})												
Movement Saturation Flow Rate (s), veh/h	3514	3618	1610	1810	3276	283	3514	2750	890	1810	2830	822
Proportion of Vehicles Arriving on Green (P)	0.15	0.30	0.30	0.12	0.27	0.27	0.12	0.18	0.18	0.11	0.17	0.17
Incremental Delay Factor (k)	0.04	0.26	0.10	0.04	0.28	0.28	0.04	0.04	0.04	0.04	0.04	0.04

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.15	0.30	0.12	0.27	0.12	0.18	0.11	0.17
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1610						
Protected Right Effective Green Time (g_R), s		9.9						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.000	1.557	0.000	1.557	0.000	1.852	0.000
Pedestrian F_s / F_{delay}	0.000	0.120	0.000	0.123	0.000	0.132	0.000	0.134
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	593.10	19.99	535.60	21.66	360.07	27.17	333.40	28.06
Bicycle F_w / F_v	-3.64	1.12	-3.64	0.77	-3.64	0.40	-3.64	0.47

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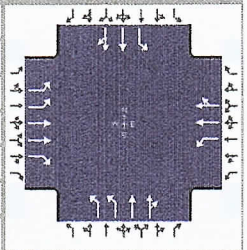
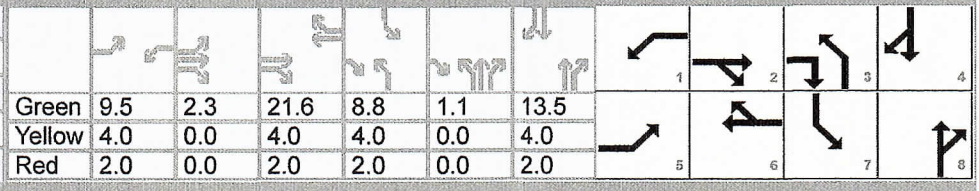
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.88
Urban Street	Midway Rd	Analysis Year	Existing	Analysis Period	1> 7:00
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce -Midway Selvitz.PM.existing...		
Project Description	Ft. Pierce Commerce Center - Existing				



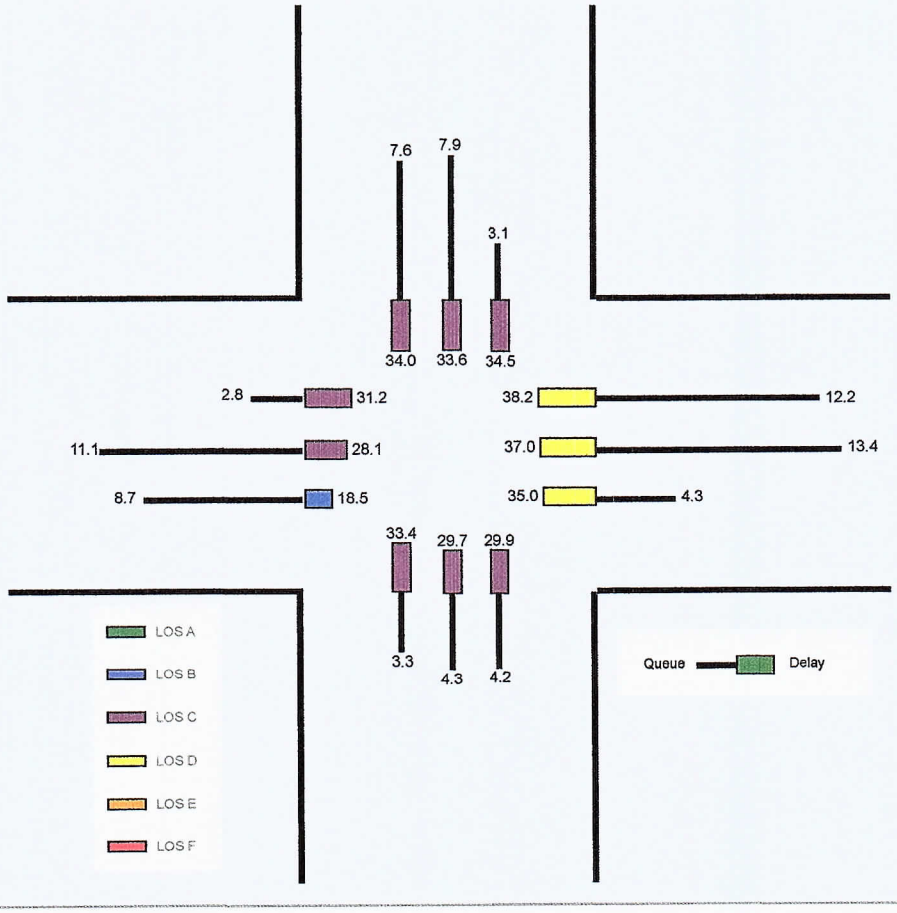
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	159	701	334	115	648	56	183	186	62	84	319	94

Signal Information			
Cycle, s	80.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	9.5	2.3		21.6	8.8	1.1	13.5					
Yellow	4.0	0.0		4.0	4.0	0.0	4.0					
Red	2.0	0.0		2.0	2.0	0.0	2.0					

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	2.8	11.1	8.7	4.3	13.4	12.2	3.3	4.3	4.2	3.1	7.9	7.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Control Delay (*d*), s/veh	31.2	28.1	18.5	35.0	37.0	38.2	33.4	29.7	29.9	34.5	33.6	34.0
Level of Service (LOS)	C	C	B	D	D	D	C	C	C	C	C	C
Approach Delay, s/veh / LOS	25.8	C		37.2	D		31.3	C		33.9	C	
Intersection Delay, s/veh / LOS	31.2						C					



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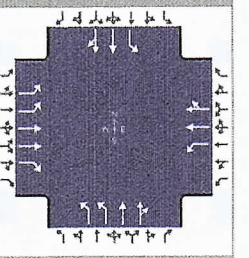
HCS Signalized Intersection Results Summary

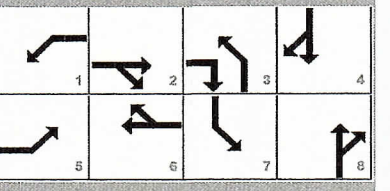
General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.88
Urban Street	Midway Rd	Analysis Year	Existing	Analysis Period	1> 7:00
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce -Midway Selvitz.PM.existing...		
Project Description	Ft. Pierce Commerce Center - Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	159	701	334	115	648	56	183	186	62	84	319	94

Signal Information			
Cycle, s	80.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.5	2.3	21.6	8.8	1.1	13.5	
Yellow	4.0	0.0	4.0	4.0	0.0	4.0	
Red	2.0	0.0	2.0	2.0	0.0	2.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phase Duration, s	17.8	30.0	15.5	27.6	15.9	20.5	14.8	19.5
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	5.7	18.1	7.6	19.2	6.5	7.7	6.0	12.1
Green Extension Time (g_e), s	0.3	2.8	0.1	2.5	0.3	1.4	0.1	1.4
Phase Call Probability	0.98	1.00	0.95	1.00	0.99	1.00	0.88	1.00
Max Out Probability	0.00	0.65	0.00	0.77	0.01	0.00	0.01	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	181	797	380	131	427	373	208	144	138	95	242	228
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1809	1610	1810	1900	1659	1757	1900	1740	1810	1900	1752
Queue Service Time (g_s), s	3.7	16.1	14.5	5.6	17.1	17.2	4.5	5.4	5.7	4.0	9.8	10.1
Cycle Queue Clearance Time (g_c), s	3.7	16.1	14.5	5.6	17.1	17.2	4.5	5.4	5.7	4.0	9.8	10.1
Green Ratio (*g/C*)	0.15	0.30	0.42	0.12	0.27	0.27	0.12	0.18	0.18	0.11	0.17	0.17
Capacity (*c*), veh/h	513	1073	675	212	509	444	431	342	313	198	317	292
Volume-to-Capacity Ratio (*X*)	0.352	0.742	0.562	0.616	0.839	0.840	0.483	0.421	0.440	0.483	0.763	0.779
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	2.8	11.1	8.7	4.3	13.4	12.2	3.3	4.3	4.2	3.1	7.9	7.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	31.1	25.6	17.8	33.9	27.9	28.0	33.1	29.4	29.5	33.8	32.1	32.2
Incremental Delay (d_2), s/veh	0.2	2.5	0.7	1.1	9.0	10.3	0.3	0.3	0.4	0.7	1.4	1.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	31.2	28.1	18.5	35.0	37.0	38.2	33.4	29.7	29.9	34.5	33.6	34.0
Level of Service (LOS)	C	C	B	D	D	D	C	C	C	C	C	C
Approach Delay, s/veh / LOS	25.8	C		37.2	D		31.3	C		33.9	C	
Intersection Delay, s/veh / LOS	31.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.28	B	2.29	B	2.58	C
Bicycle LOS Score / LOS	1.61	B	1.26	A	0.89	A	0.95	A

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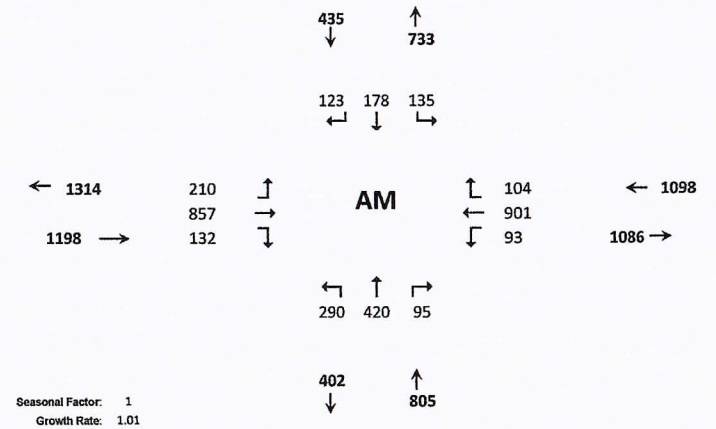
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Selvitz Rd
E/W STREET: Midway Rd
CONTROL: Signalized
FILENAME: Energy and Selvitz
COUNT DATE: 2/18/2020
DAY: Tuesday
CITY: St Lucie
REPORT DATE:
ANALYSIS YEAR: 2023

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	45	71	24	18	24	32	30	196	33	9	148	21	651	2982
7:15-7:30	63	81	22	15	32	27	44	183	28	18	145	23	681	2958
7:30-7:45	67	122	22	37	39	22	59	151	32	22	213	21	807	2853
7:45-8:00	74	127	24	19	60	28	52	182	18	40	193	26	843	2606
8:00-8:15	54	52	11	21	31	20	40	173	28	16	168	13	627	2265
8:15-8:30	52	59	23	13	28	20	34	127	26	17	167	10	576	
8:30-8:45	60	57	23	12	33	25	30	151	29	7	111	22	560	
8:45-9:00	38	39	23	19	15	15	30	150	30	10	116	17	502	
AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM											
Volumes	249	401	92	89	155	109	185	712	111	89	699	91	2982	
Season Factor	249	401	92	89	155	109	185	712	111	89	699	91	2982	
Growth	257	413	95	92	160	112	191	734	114	92	720	94	3072	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Percentage	0%	20%	0%	20%	20%	30%	30%	0%	0%	0%	0%	20%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Arcosa %	8%					10%	10%	31%	8%		31%			
Arcosa	1	0	0	0	0	2	6	5	1	0	5	0		
Southern Grove DRI %								0.7%			0.7%			
Southern Grove DRI								9			11			
Western Grove DRI %								1.1%			1.1%			
Western Grove DRI								6			4			
Wilson Grove DRI %								0.7%			0.7%			
Wilson Grove DRI								7			7			
Riverland DRI %								0.6%			0.6%			
Riverland DRI								8			7			
LTC Ranch %	1.4%							6.3%	1.4%		6.3%			
LTC Ranch	6							25	6		29			
Wawa Midway & Selvitz %	15.0%			49.0%	15.0%						31.0%			
Wawa Midway & Selvitz	12			38	12						25			
Village at Midway %	1.0%					1.0%	1.0%	5.0%	1.0%		5.0%			
Village at Midway	4					2	4	8	2		18			
Ravina %			2.0%	6.0%				16.0%		2.0%	16.0%	6.0%		
Ravina			0	1				4		1	11	4		
Willow Lakes %	3.0%					1.0%	1.0%	19.0%	3.0%		19.0%			
Willow Lakes	10					3	3	51	8		64			
Waste Pro		5		2	5	3	3					2		
Transit		2		2	1	1	3					4		
Total	290	420	95	135	178	123	210	857	132	93	901	104	3072	

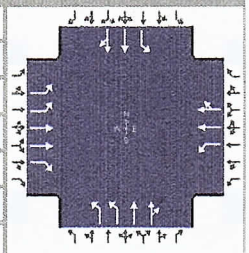


Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 3

	Trips In	Trips Out
Energy and Selvitz		
Arcosa	59	16
Southern Grove DRI	1,555	1,308
Western Grove DRI	338	534
Wilson Grove DRI	969	952
Riverland DRI	1,198	1,392
LTC Ranch	456	406
Wawa Midway & Selvitz	79	78
Village at Midway	363	151
Ravina	22	68
Willow Lakes	339	266

HCS Signalized Intersection Input Data

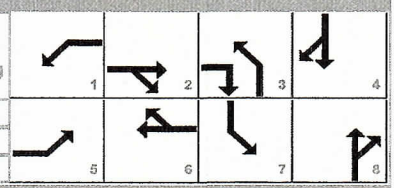
General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.88
Urban Street	Midway Rd	Analysis Year	2023 AM Without	Analysis Period	1> 7:00
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce - Midway Selvitz.AM.without...		
Project Description	Ft. Pierce Commerce Center - Without Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	210	857	132	93	901	104	290	420	95	135	178	125

Signal Information			
Cycle, s	86.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.2	2.7		24.0	9.8	0.5	16.6					
Yellow	4.0	0.0		4.0	4.0	0.0	4.0					
Red	2.0	0.0		2.0	2.0	0.0	2.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	210	857	132	93	901	104	290	420	95	135	178	125
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None		0	L + R	0		None			None	
Heavy Vehicles (P_{HV}), %	0	0	0	0	0		0	0		0	0	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	0	0	0	0	0		0	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	22.0	24.0	16.0	24.0	14.0	60.0	13.0	60.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s	12	10	10	10	10	10	10	10
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50

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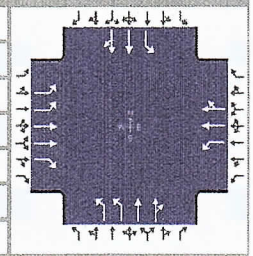
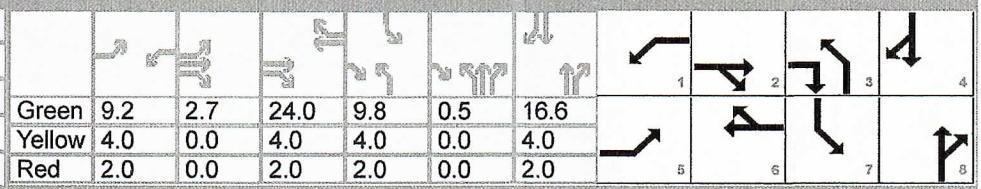
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.88
Urban Street	Midway Rd	Analysis Year	2023 AM Without	Analysis Period	1> 7:00
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce - Midway Selvitz.AM.without...		
Project Description	Ft. Pierce Commerce Center - Without Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	210	857	132	93	901	104	290	420	95	135	178	125

Signal Information			
Cycle, s	86.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	9.2	2.7		24.0	9.8	0.5	16.6					
Yellow	4.0	0.0		4.0	4.0	0.0	4.0					
Red	2.0	0.0		2.0	2.0	0.0	2.0					

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)												
Heavy Vehicles and Grade Factor (f_{HVg})												
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	0.900	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)												
Lane Utilization Adjustment Factor (f_{LU})	0.971	0.952	1.000	1.000	1.000	1.000	0.971	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.865	0.865		0.936	0.936		0.866	0.866
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})												
DDI Factor (f_{DDI})												
Movement Saturation Flow Rate (s), veh/h	3514	3618	1610	1810	3178	367	3514	3004	675	1810	2126	1418
Proportion of Vehicles Arriving on Green (P)	0.14	0.31	0.31	0.11	0.28	0.28	0.12	0.20	0.20	0.11	0.19	0.19
Incremental Delay Factor (k)	0.04	0.38	0.04	0.04	0.50	0.50	0.12	0.04	0.04	0.10	0.04	0.04

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.14	0.31	0.11	0.28	0.12	0.20	0.11	0.19
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1610						
Protected Right Effective Green Time (g_R), s		10.3						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.000	1.557	0.000	1.557	0.000	1.852	0.000
Pedestrian F_s / F_{delay}	0.000	0.122	0.000	0.125	0.000	0.134	0.000	0.134
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	616.22	20.78	553.00	22.72	393.63	28.00	382.15	28.40
Bicycle F_w / F_v	-3.64	1.12	-3.64	1.03	-3.64	0.75	-3.64	0.41

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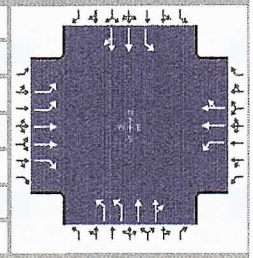
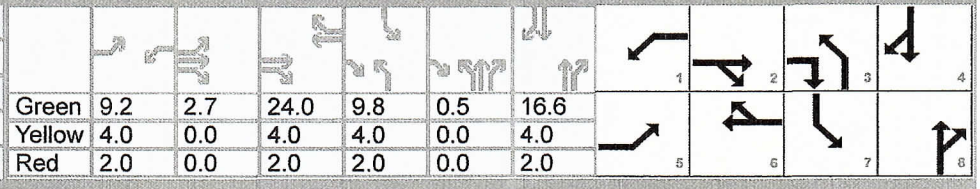
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.88
Urban Street	Midway Rd	Analysis Year	2023 AM Without	Analysis Period	1> 7:00
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce - Midway Selvitz.AM.without...		
Project Description	Ft. Pierce Commerce Center - Without Project				



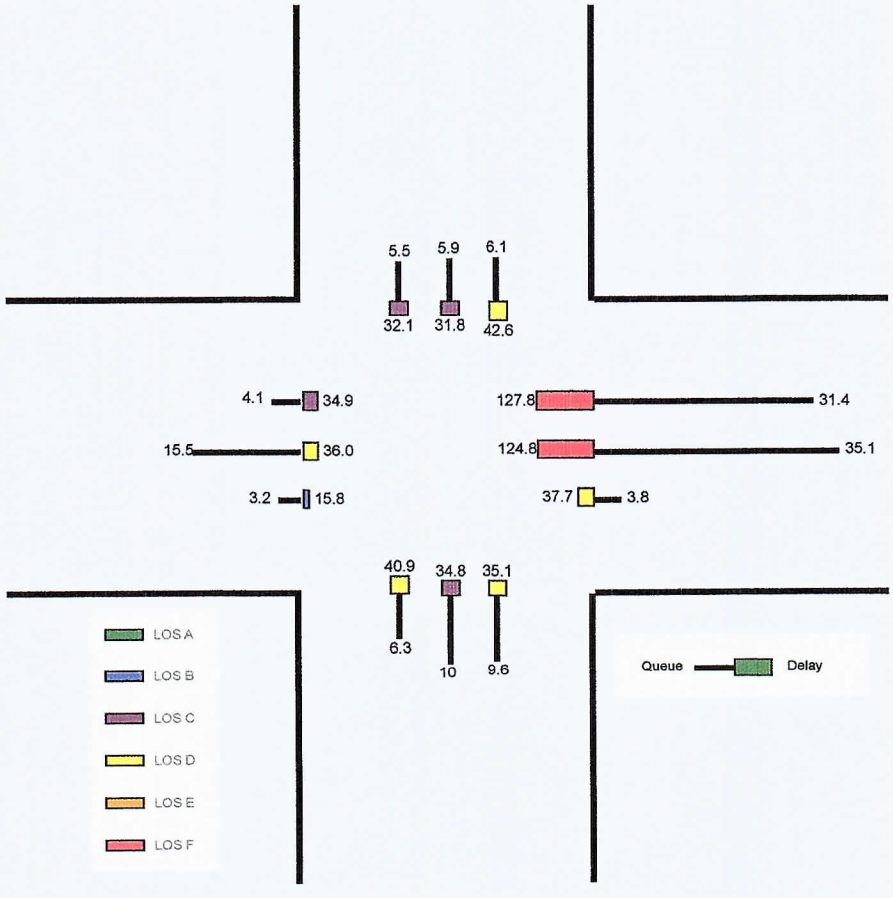
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	210	857	132	93	901	104	290	420	95	135	178	125

Signal Information			
Cycle, s	86.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	9.2	2.7		24.0	9.8	0.5	16.6					
Yellow	4.0	0.0		4.0	4.0	0.0	4.0					
Red	2.0	0.0		2.0	2.0	0.0	2.0					

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	4.1	15.5	3.2	3.8	35.1	31.4	6.3	10.0	9.6	6.1	5.9	5.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Control Delay (*d*), s/veh	34.9	36.0	15.8	37.7	124.8	127.8	40.9	34.8	35.1	42.6	31.8	32.1
Level of Service (LOS)	C	D	B	D	F	F	D	C	D	D	C	C
Approach Delay, s/veh / LOS	33.6		C	118.7		F	37.1		D	35.2		D
Intersection Delay, s/veh / LOS	61.0						E					



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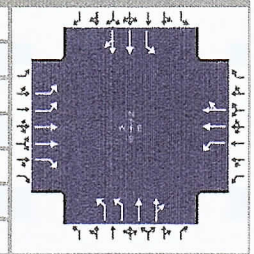
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.88
Urban Street	Midway Rd	Analysis Year	2023 AM Without	Analysis Period	1> 7:00
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce - Midway Selvitz.AM.without...		
Project Description	Ft. Pierce Commerce Center - Without Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	210	857	132	93	901	104	290	420	95	135	178	125

Signal Information			
Cycle, s	86.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.2	2.7	24.0	9.8	0.5	16.6	1	2	3	4		
Yellow	4.0	0.0	4.0	4.0	0.0	4.0	5	6	7	8		
Red	2.0	0.0	2.0	2.0	0.0	2.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phase Duration, s	18.0	32.7	15.2	30.0	16.3	23.1	15.8	22.6
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	7.5	24.1	6.8	26.0	9.9	15.3	9.1	9.8
Green Extension Time (g_e), s	0.5	0.0	0.1	0.0	0.3	1.8	0.1	1.8
Phase Call Probability	1.00	1.00	0.92	1.00	1.00	1.00	0.98	1.00
Max Out Probability	0.00	1.00	0.00	1.00	0.43	0.00	0.43	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	239	974	150	106	612	530	330	301	284	153	180	165
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1809	1610	1810	1900	1644	1757	1900	1779	1810	1900	1645
Queue Service Time (g_s), s	5.5	22.1	5.1	4.8	24.0	24.0	7.9	13.1	13.3	7.1	7.3	7.8
Cycle Queue Clearance Time (g_c), s	5.5	22.1	5.1	4.8	24.0	24.0	7.9	13.1	13.3	7.1	7.3	7.8
Green Ratio (*g/C*)	0.14	0.31	0.43	0.11	0.28	0.28	0.12	0.20	0.20	0.11	0.19	0.19
Capacity (*c*), veh/h	484	1115	686	192	525	455	415	374	350	203	363	314
Volume-to-Capacity Ratio (*X*)	0.493	0.874	0.219	0.550	1.165	1.166	0.794	0.804	0.812	0.754	0.495	0.524
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	4.1	15.5	3.2	3.8	35.1	31.4	6.3	10.0	9.6	6.1	5.9	5.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	34.6	28.4	15.8	36.8	31.4	31.4	37.2	33.3	33.3	37.4	31.4	31.6
Incremental Delay (d_2), s/veh	0.3	7.6	0.1	0.9	93.4	96.4	3.7	1.6	1.8	5.2	0.4	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	34.9	36.0	15.8	37.7	124.8	127.8	40.9	34.8	35.1	42.6	31.8	32.1
Level of Service (LOS)	C	D	B	D	F	F	D	C	D	D	C	C
Approach Delay, s/veh / LOS	33.6	C		118.7	F		37.1	D		35.2	D	
Intersection Delay, s/veh / LOS	61.0						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.28	B	2.29	B	2.59	C
Bicycle LOS Score / LOS	1.61	B	1.52	B	1.24	A	0.90	A

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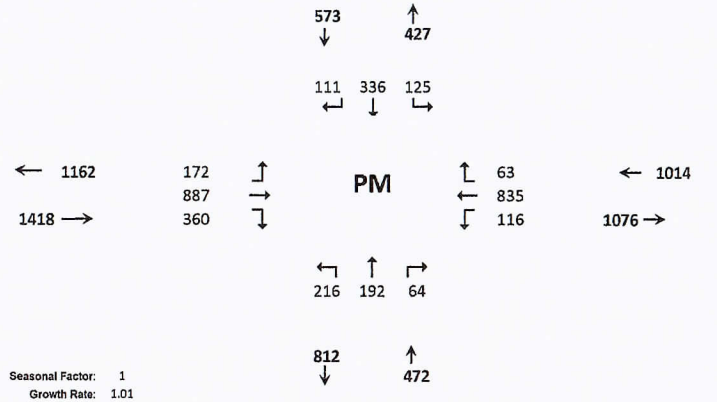
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Selvitz Rd
E/W STREET: Midway Rd
CONTROL: Signalized
FILENAME: Energy and Selvitz
COUNT DATE: 2/18/2020
DAY: Tuesday
County: SLCo
REPORT DATE: 5.12.2022
ANALYSIS YEAR: 2023 PM (without project)

15 Min Period / lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	52	57	12	24	55	39	31	186	58	35	173	10	732	2810
4:15-4:30	72	56	17	15	66	27	36	159	44	37	154	16	699	2794
4:30-4:45	48	49	22	20	69	21	52	151	74	26	162	8	702	2855
4:45-5:00	57	40	13	16	73	22	35	157	75	29	144	16	677	2762
5:00-5:15	24	48	7	33	86	23	26	190	85	23	157	14	716	2635
5:15-5:30	49	44	18	13	82	25	41	182	90	34	166	16	760	
5:30-5:45	30	46	6	14	55	22	29	159	64	28	143	13	609	
5:45-6:00	44	42	11	11	53	12	25	122	59	29	129	13	550	
PM PEAK HOUR IS FROM:			4:30 PM TO 5:30PM											
Volumes	178	181	60	82	310	91	154	680	324	112	629	54	2855	
Season Factor	178	181	60	82	310	91	154	680	324	112	629	54	2855	
Growth	183	186	62	84	319	94	159	701	334	115	648	56	2942	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Percentage	0%	20%	0%	20%	20%	30%	30%	0%	0%	0%	0%	20%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Arcosa %	8%					10%	10%	31%	8%		31%			
Arcosa	3	0	0	0	0	3	2	11	3	0	11	0		
Southern Grove DRI %								0.7%			0.7%			
Southern Grove DRI								18			12			
Western Grove DRI %								1.1%			1.1%			
Western Grove DRI								6			4			
Wilson Grove DRI %								0.7%			0.7%			
Wilson Grove DRI								10			8			
Riverland DRI %								0.6%			0.6%			
Riverland DRI								11			11			
LTC Ranch %	1.4%							6.3%	1.4%		6.3%			
LTC Ranch	8							47	10		37			
Wawa Midway & Selvitz %	15.0%			49.0%	15.0%						31.0%			
Wawa Midway & Selvitz	9			30	9						19			
Village at Midway %	1.0%					1.0%	1.0%	5.0%	1.0%		5.0%			
Village at Midway	2					5	2	23	5		9			
Ravina %			2.0%	6.0%				16.0%		2.0%	16.0%	6.0%		
Ravina			2	5				12		1	7	3		
Willow Lakes %	3.0%					1.0%	1.0%	19.0%	3.0%		19.0%			
Willow Lakes	11					3	4	49	8		69			
Waste Pro		5		2	5	3	3					2		
Trasnit		1		4	3	3	2					2		
Total	216	192	64	125	336	111	172	887	360	116	835	63	2942	

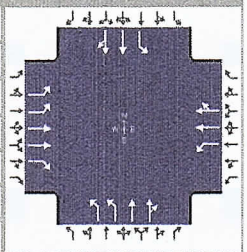


Seasonal Factor:	1
Growth Rate:	1.01
Years Grown:	3

	Trips In	Trips Out
Energy and Selvitz	0	0
Arcosa	21	34
Southern Grove DRI	1,748	2,518
Western Grove DRI	628	515
Wilson Grove DRI	1,136	1,410
Riverland DRI	1,774	1,819
LTC Ranch	580	743
Wawa Midway & Selvitz	62	62
Village at Midway	182	456
Ravina	77	44
Willow Lakes	363	259

HCS Signalized Intersection Input Data

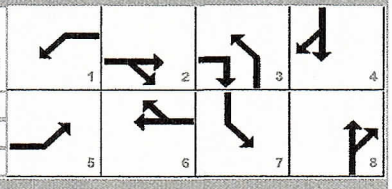
General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.88
Urban Street	Midway Rd	Analysis Year	2023 PM Without	Analysis Period	1> 7:00
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce - Midway Selvitz.PM.without...		
Project Description	Ft. Pierce Commerce Center - Without Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	172	887	360	116	835	63	216	192	64	125	336	125

Signal Information			
Cycle, s	85.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

	EB			WB			NB			SB		
Green	9.6	2.3		24.0	9.7	0.3	15.5					
Yellow	4.0	0.0		4.0	4.0	0.0	4.0					
Red	2.0	0.0		2.0	2.0	0.0	2.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	172	887	360	116	835	63	216	192	64	125	336	125
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None		0	L + R	0		None			None	
Heavy Vehicles (P_{HV}), %	0	0	0	0	0		0	0		0	0	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	0	0	0	0	0		0	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	22.0	24.0	16.0	24.0	14.0	60.0	13.0	60.0
Yellow Change Interval (*Y*), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s	12	10	10	10	10	10	10	10
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50

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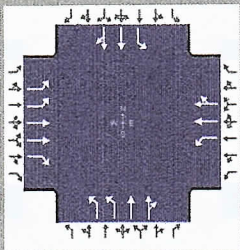
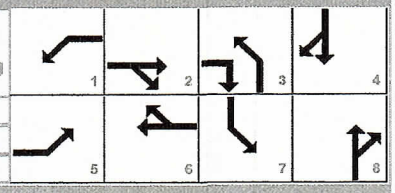
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.88
Urban Street	Midway Rd	Analysis Year	2023 PM Without	Analysis Period	1> 7:00
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce - Midway Selvitz.PM.without...		
Project Description	Ft. Pierce Commerce Center - Without Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	172	887	360	116	835	63	216	192	64	125	336	125

Signal Information			
Cycle, s	85.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	9.6	2.3		24.0	9.7	0.3	15.5					
Yellow	4.0	0.0		4.0	4.0	0.0	4.0					
Red	2.0	0.0		2.0	2.0	0.0	2.0					

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)												
Heavy Vehicles and Grade Factor (f_{HVg})												
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	0.900	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)												
Lane Utilization Adjustment Factor (f_{LU})	0.971	0.952	1.000	1.000	1.000	1.000	0.971	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.876	0.876		0.916	0.916		0.908	0.908
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})												
DDI Factor (f_{DDI})												
Movement Saturation Flow Rate (s), veh/h	3514	3618	1610	1810	3315	250	3514	2749	890	1810	2652	973
Proportion of Vehicles Arriving on Green (P)	0.14	0.31	0.31	0.11	0.28	0.28	0.12	0.19	0.19	0.11	0.18	0.18
Incremental Delay Factor (k)	0.04	0.41	0.13	0.04	0.50	0.50	0.04	0.04	0.04	0.05	0.04	0.04

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.14	0.31	0.11	0.28	0.12	0.19	0.11	0.18
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1610						
Protected Right Effective Green Time (g_R), s		10.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.000	1.557	0.000	1.557	0.000	1.852	0.000
Pedestrian F_s / F_{delay}	0.000	0.121	0.000	0.124	0.000	0.134	0.000	0.134
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	616.75	20.42	562.34	22.05	370.62	28.33	363.26	28.58
Bicycle F_w / F_v	-3.64	1.33	-3.64	0.95	-3.64	0.44	-3.64	0.55

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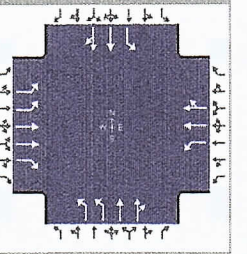
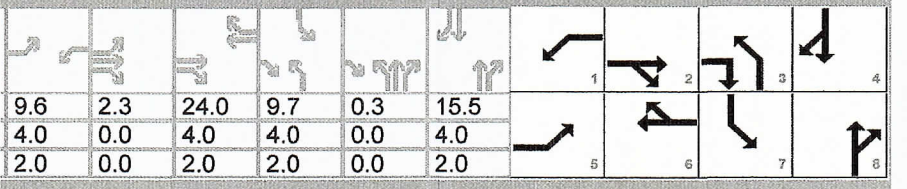
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.88
Urban Street	Midway Rd	Analysis Year	2023 PM Without	Analysis Period	1> 7:00
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce - Midway Selvitz.PM.without...		
Project Description	Ft. Pierce Commerce Center - Without Project				



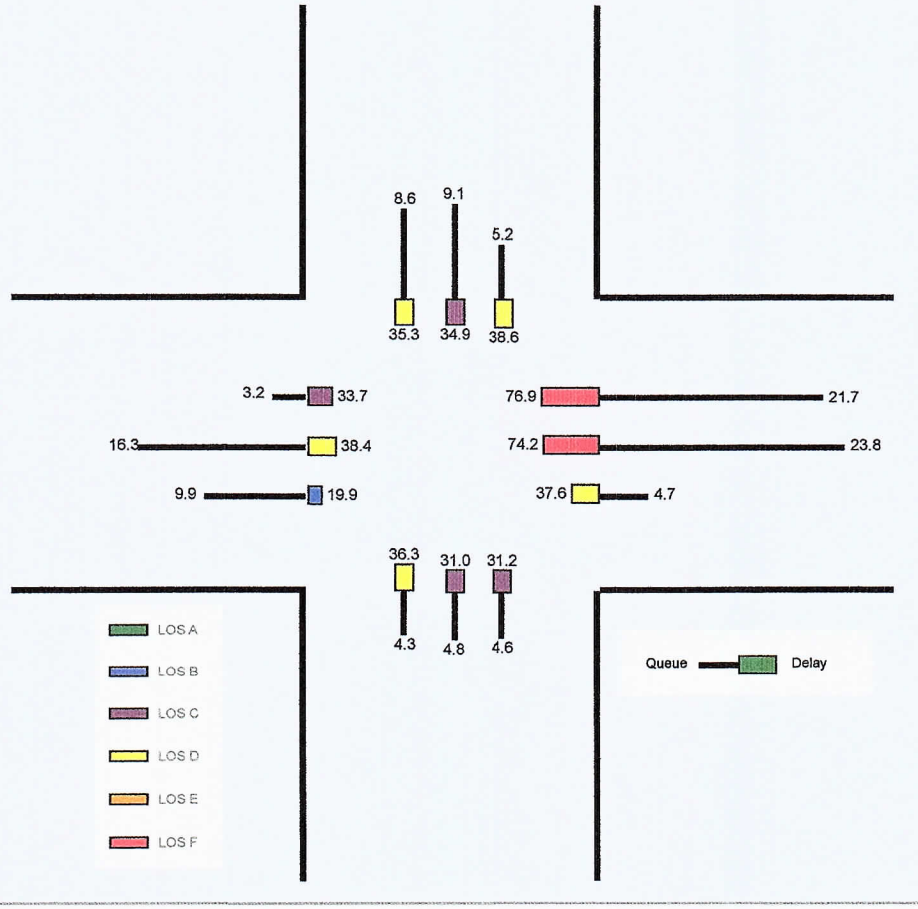
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	172	887	360	116	835	63	216	192	64	125	336	125

Signal Information			
Cycle, s	85.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	9.6	2.3		24.0	9.7	0.3	15.5					
Yellow	4.0	0.0		4.0	4.0	0.0	4.0					
Red	2.0	0.0		2.0	2.0	0.0	2.0					

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	3.2	16.3	9.9	4.7	23.8	21.7	4.3	4.8	4.6	5.2	9.1	8.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Control Delay (*d*), s/veh	33.7	38.4	19.9	37.6	74.2	76.9	36.3	31.0	31.2	38.6	34.9	35.3
Level of Service (LOS)	C	D	B	D	F	F	D	C	C	D	C	D
Approach Delay, s/veh / LOS	33.1	C		71.2	E		33.5	C		35.8	D	
Intersection Delay, s/veh / LOS	44.7						D					



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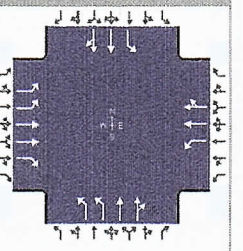
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.88
Urban Street	Midway Rd	Analysis Year	2023 PM Without	Analysis Period	1> 7:00
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce - Midway Selvitz.PM.without...		
Project Description	Ft. Pierce Commerce Center - Without Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	172	887	360	116	835	63	216	192	64	125	336	125

Signal Information			
Cycle, s	85.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.6	2.3	24.0	9.7	0.3	15.5	1	2	3	4		
Yellow	4.0	0.0	4.0	4.0	0.0	4.0	5	6	7	8		
Red	2.0	0.0	2.0	2.0	0.0	2.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phase Duration, s	17.9	32.3	15.6	30.0	16.0	21.8	15.7	21.5
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	6.3	24.8	8.0	26.0	7.7	8.2	8.4	13.9
Green Extension Time (g_e), s	0.4	0.0	0.1	0.0	0.3	1.6	0.1	1.6
Phase Call Probability	0.99	1.00	0.96	1.00	1.00	1.00	0.97	1.00
Max Out Probability	0.00	1.00	0.00	1.00	0.04	0.00	0.19	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	195	1008	409	132	544	477	245	149	142	142	272	252
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1809	1610	1810	1900	1665	1757	1900	1740	1810	1900	1725
Queue Service Time (g_s), s	4.3	22.8	16.7	6.0	24.0	24.0	5.7	5.9	6.2	6.4	11.7	11.9
Cycle Queue Clearance Time (g_c), s	4.3	22.8	16.7	6.0	24.0	24.0	5.7	5.9	6.2	6.4	11.7	11.9
Green Ratio (*g/C*)	0.14	0.31	0.43	0.11	0.28	0.28	0.12	0.19	0.19	0.11	0.18	0.18
Capacity (*c*), veh/h	489	1116	685	203	534	468	410	352	322	205	345	313
Volume-to-Capacity Ratio (*X*)	0.399	0.904	0.598	0.650	1.018	1.018	0.598	0.423	0.441	0.694	0.788	0.804
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	3.2	16.3	9.9	4.7	23.8	21.7	4.3	4.8	4.6	5.2	9.1	8.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	33.5	28.3	18.9	36.3	30.7	30.7	35.8	30.7	30.8	36.4	33.4	33.5
Incremental Delay (d_2), s/veh	0.2	10.1	1.0	1.3	43.6	46.2	0.5	0.3	0.4	2.1	1.5	1.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	33.7	38.4	19.9	37.6	74.2	76.9	36.3	31.0	31.2	38.6	34.9	35.3
Level of Service (LOS)	C	D	B	D	F	F	D	C	C	D	C	D
Approach Delay, s/veh / LOS	33.1	C		71.2	E		33.5	C		35.8	D	
Intersection Delay, s/veh / LOS	44.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.28	B	2.29	B	2.59	C
Bicycle LOS Score / LOS	1.82	B	1.44	A	0.93	A	1.04	A

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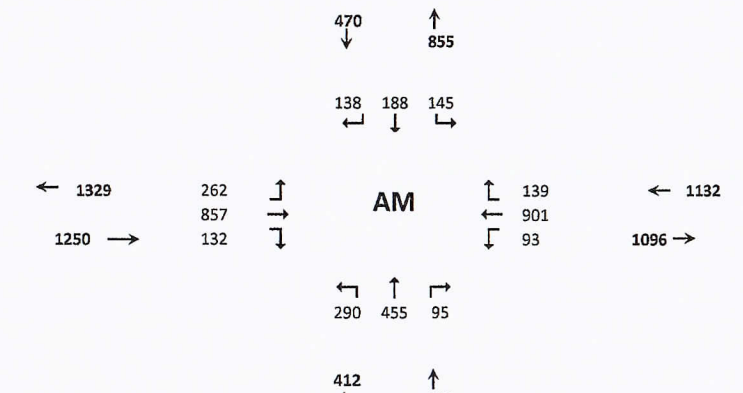
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Selvitz Rd
E/W STREET: Midway Rd
CONTROL: Signalized
FILENAME: Energy and Selvitz
COUNT DATE: 2/18/2020
DAY: Tuesday
County St Lucie
REPORT DATE: 5.12.2022
ANALYSIS YEAR: 2023 AM (with project)

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	45	71	24	18	24	32	30	196	33	9	148	21	651	2982
7:15-7:30	63	81	22	15	32	27	44	183	28	18	145	23	681	2958
7:30-7:45	67	122	22	37	39	22	59	151	32	22	213	21	807	2853
7:45-8:00	74	127	24	19	60	28	52	182	18	40	193	26	843	2606
8:00-8:15	54	52	11	21	31	20	40	173	28	16	168	13	627	2265
8:15-8:30	52	59	23	13	28	20	34	127	26	17	167	10	576	
8:30-8:45	60	57	23	12	33	25	30	151	29	7	111	22	560	
8:45-9:00	38	39	23	19	15	15	30	150	30	10	116	17	502	
AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM											
Volumes	249	401	92	89	155	109	185	712	111	89	699	91	2982	
Season Factor	249	401	92	89	155	109	185	712	111	89	699	91	2982	
Growth	257	413	95	92	160	112	191	734	114	92	720	94	3072	
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN		
Percentage	0%	20%	0%	20%	20%	30%	30%	0%	0%	0%	0%	20%		
PROJECT	0	35	0	10	10	15	52	0	0	0	0	35	157	
Arcosa %	8%					10%	10%	31%	8%		31%			
Arcosa	1	0	0	0	0	2	6	5	1	0	5	0		
Southern Grove DRI %								0.7%			0.7%			
Southern Grove DRI								9			11			
Western Grove DRI %								1.1%			1.1%			
Western Grove DRI								6			4			
Wilson Grove DRI %								0.7%			0.7%			
Wilson Grove DRI								7			7			
Riverland DRI %								0.6%			0.6%			
Riverland DRI								8			7			
LTC Ranch %	1.4%							6.3%	1.4%		6.3%			
LTC Ranch	6							25	6		29			
Wawa Midway & Selvitz %	15.0%			49.0%	15.0%						31.0%			
Wawa Midway & Selvitz	12			38	12						25			
Village at Midway %	1.0%					1.0%	1.0%	5.0%	1.0%		5.0%			
Village at Midway	4					2	4	8	2		18			
Ravina %			2.0%	6.0%				16.0%		2.0%	16.0%	6.0%		
Ravina			0	1				4		1	11	4		
Willow Lakes %	3.0%					1.0%	1.0%	19.0%	3.0%		19.0%			
Willow Lakes	10					3	3	51	8		64			
Waste Pro		5		2	5	3	3					2		
Trasnit		2		2	1	1	3					4		
Total	290	455	95	145	188	138	262	857	132	93	901	139	3229	



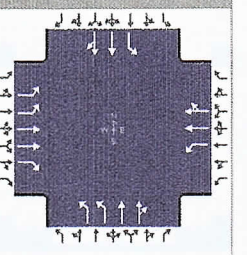
Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 3

	Trips In	Trips Out
Energy and Selvitz	174	50
Arcosa	59	16
Southern Grove DRI	1,555	1,308
Western Grove DRI	338	534
Wilson Grove DRI	969	952
Riverland DRI	1,198	1,392
LTC Ranch	456	406
Wawa Midway & Selvitz	79	78
Village at Midway	363	151
Ravina	22	68
Willow Lakes	339	266

D-21

HCS Signalized Intersection Input Data

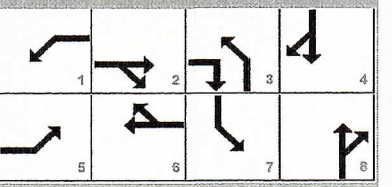
General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.88
Urban Street	Midway Rd	Analysis Year	2023 AM With Project	Analysis Period	1> 7:00
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce - Midway Selvitz.AM.with pr…		
Project Description	Ft. Pierce Commerce Center - With Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	901	139	262	857	132	290	455	95	145	188	138

Signal Information			
Cycle, s	93.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.2	4.8	24.0	10.3	0.6	18.6						
Yellow	4.0	0.0	4.0	4.0	0.0	4.0						
Red	2.0	0.0	2.0	2.0	0.0	2.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	901	139	262	857	132	290	455	95	145	188	138
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None		0	L + R	0		None			None	
Heavy Vehicles (P_{HV}), %	0	0	0	0	0		0	0		0	0	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	0	0	0	0	0		0	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	22.0	24.0	16.0	24.0	14.0	60.0	13.0	60.0
Yellow Change Interval (Y), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s	12	10	10	10	10	10	10	10
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50

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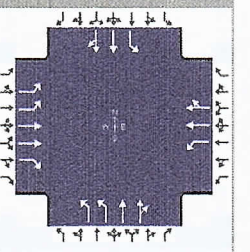
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.88
Urban Street	Midway Rd	Analysis Year	2023 AM With Project	Analysis Period	1> 7:00
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce - Midway Selvitz.AM.with pr...		
Project Description	Ft. Pierce Commerce Center - With Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	901	139	262	857	132	290	455	95	145	188	138

Signal Information			
Cycle, s	93.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.2	4.8	24.0	10.3	0.6	18.6	1	2	3	4		
Yellow	4.0	0.0	4.0	4.0	0.0	4.0	5	6	7	8		
Red	2.0	0.0	2.0	2.0	0.0	2.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)												
Heavy Vehicles and Grade Factor (f_{HVg})												
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	0.900	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)												
Lane Utilization Adjustment Factor (f_{LU})	0.971	0.952	1.000	1.000	1.000	1.000	0.971	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.855	0.855		0.940	0.940		0.862	0.862
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})												
DDI Factor (f_{DDI})												
Movement Saturation Flow Rate (s), veh/h	3514	3618	1610	1810	3055	470	3514	3052	634	1810	2083	1455
Proportion of Vehicles Arriving on Green (P)	0.12	0.26	0.26	0.17	0.31	0.31	0.12	0.21	0.21	0.11	0.20	0.20
Incremental Delay Factor (k)	0.04	0.50	0.04	0.46	0.50	0.50	0.16	0.04	0.04	0.18	0.04	0.04

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.12	0.26	0.17	0.31	0.12	0.21	0.11	0.20
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1610						
Protected Right Effective Green Time (g_R), s		10.8						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.000	1.557	0.000	1.557	0.000	1.852	0.000
Pedestrian F_s / F_{delay}	0.000	0.130	0.000	0.125	0.000	0.136	0.000	0.136
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	513.57	25.81	615.66	22.39	410.79	29.51	398.45	29.97
Bicycle F_w / F_v	-3.64	1.06	-3.64	1.17	-3.64	0.79	-3.64	0.44

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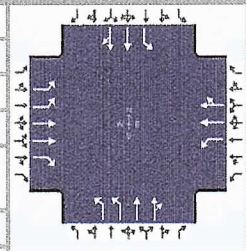
HCS Signalized Intersection Results Graphical Summary

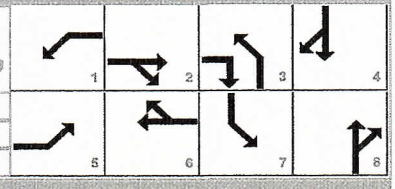
General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.88
Urban Street	Midway Rd	Analysis Year	2023 AM With Project	Analysis Period	1> 7:00
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce - Midway Selvitz.AM.with pr...		
Project Description	Ft. Pierce Commerce Center - With Project				



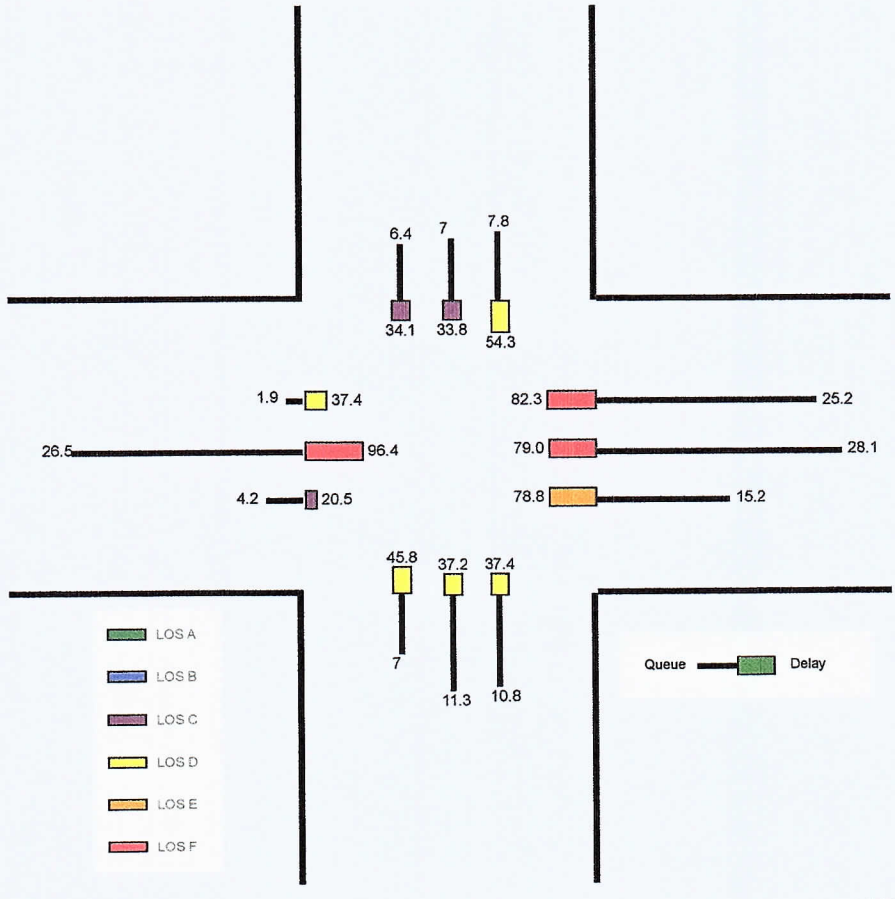
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	901	139	262	857	132	290	455	95	145	188	138

Signal Information			
Cycle, s	93.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

	EB			WB			NB			SB		
Green	11.2	4.8		24.0	10.3	0.6	18.6					
Yellow	4.0	0.0		4.0	4.0	0.0	4.0					
Red	2.0	0.0		2.0	2.0	0.0	2.0					

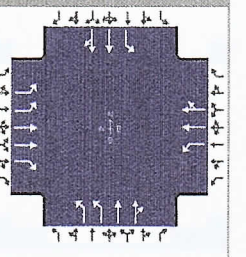


Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	1.9	26.5	4.2	15.2	28.1	25.2	7.0	11.3	10.8	7.8	7.0	6.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Control Delay (*d*), s/veh	37.4	96.4	20.5	78.8	79.0	82.3	45.8	37.2	37.4	54.3	33.8	34.1
Level of Service (LOS)	D	F	C	E	F	F	D	D	D	D	C	C
Approach Delay, s/veh / LOS	82.2	F		80.1	F		40.2	D		40.2	D	
Intersection Delay, s/veh / LOS	66.6						E					



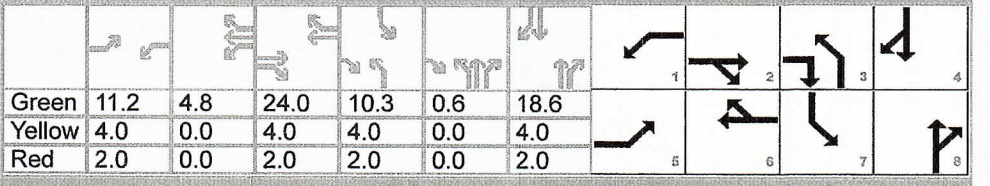
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	AM Peak Hour	PHF	0.88
Urban Street	Midway Rd	Analysis Year	2023 AM With Project	Analysis Period	1> 7:00
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce - Midway Selvitz.AM.with pr...		
Project Description	Ft. Pierce Commerce Center - With Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	93	901	139	262	857	132	290	455	95	145	188	138

Signal Information			
Cycle, s	93.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	11.2	4.8		24.0	10.3	0.6	18.6					
Yellow	4.0	0.0		4.0	4.0	0.0	4.0					
Red	2.0	0.0		2.0	2.0	0.0	2.0					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phase Duration, s	17.2	30.0	22.0	34.8	16.8	25.2	16.3	24.6
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (MAH), s	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	4.5	26.0	17.3	30.8	10.6	17.2	10.3	11.0
Green Extension Time (g_e), s	0.2	0.0	0.0	0.0	0.3	2.0	0.1	2.0
Phase Call Probability	0.94	1.00	1.00	1.00	1.00	1.00	0.99	1.00
Max Out Probability	0.00	1.00	1.00	1.00	0.75	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (v), veh/h	106	1024	158	298	605	518	330	321	304	165	194	177
Adjusted Saturation Flow Rate (s), veh/h/ln	1757	1809	1610	1810	1900	1625	1757	1900	1786	1810	1900	1638
Queue Service Time (g_s), s	2.5	24.0	6.4	15.3	28.8	28.8	8.6	15.1	15.2	8.3	8.5	9.0
Cycle Queue Clearance Time (g_c), s	2.5	24.0	6.4	15.3	28.8	28.8	8.6	15.1	15.2	8.3	8.5	9.0
Green Ratio (g/C)	0.12	0.26	0.37	0.17	0.31	0.31	0.12	0.21	0.21	0.11	0.20	0.20
Capacity (c), veh/h	422	929	600	310	585	500	408	390	367	199	379	326
Volume-to-Capacity Ratio (X)	0.250	1.102	0.263	0.961	1.035	1.036	0.808	0.822	0.829	0.829	0.512	0.541
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	1.9	26.5	4.2	15.2	28.1	25.2	7.0	11.3	10.8	7.8	7.0	6.4
Queue Storage Ratio (RQ) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	37.3	34.7	20.4	38.4	32.4	32.4	40.3	35.5	35.6	40.7	33.4	33.6
Incremental Delay (d_2), s/veh	0.1	61.6	0.1	40.4	46.6	50.0	5.5	1.7	1.9	13.6	0.4	0.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	37.4	96.4	20.5	78.8	79.0	82.3	45.8	37.2	37.4	54.3	33.8	34.1
Level of Service (LOS)	D	F	C	E	F	F	D	D	D	D	C	C
Approach Delay, s/veh / LOS	82.2	F		80.1	F		40.2	D		40.2	D	
Intersection Delay, s/veh / LOS	66.6						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.44	B	2.28	B	2.29	B	2.59	C
Bicycle LOS Score / LOS	1.55	B	1.66	B	1.28	A	0.93	A

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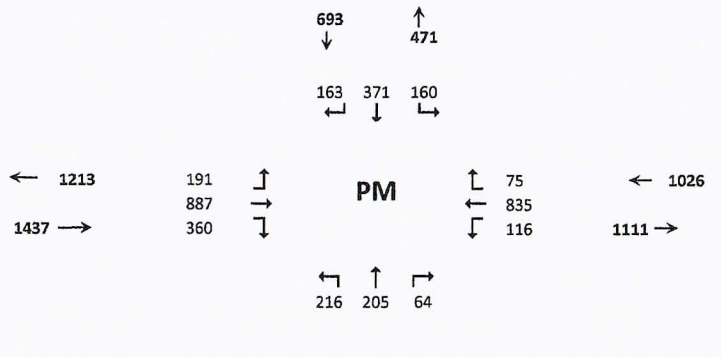
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Selvitz Rd
FILENAME: Energy and Selvitz
COUNT DATE: 2/18/2020
REPORT DATE: 5.12.2022
DAY: Tuesday
ANALYSIS YEAR: 2023 PM (with project)
E/W STREET: Midway Rd
County #REF!
CONTROL: Signalized

15 Min Period Ianes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	52	57	12	24	55	39	31	186	58	35	173	10	732	2810
4:15-4:30	72	56	17	15	66	27	36	159	44	37	154	16	699	2794
4:30-4:45	48	49	22	20	69	21	52	151	74	26	162	8	702	2855
4:45-5:00	57	40	13	16	73	22	35	157	75	29	144	16	677	2762
5:00-5:15	24	48	7	33	86	23	26	190	85	23	157	14	716	2635
5:15-5:30	49	44	18	13	82	25	41	182	90	34	166	16	760	
5:30-5:45	30	46	6	14	55	22	29	159	64	28	143	13	609	
5:45-6:00	44	42	11	11	53	12	25	122	59	29	129	13	550	



PM PEAK HOUR IS FROM: 4:30 PM TO 5:30PM

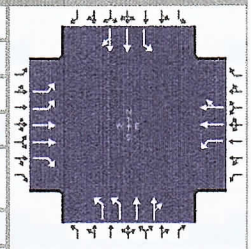
Volumes	178	181	60	82	310	91	154	680	324	112	629	54	2855
Season Factor	178	181	60	82	310	91	154	680	324	112	629	54	2855
Growth	183	186	62	84	319	94	159	701	334	115	648	56	2942
In/Out	-	IN	-	OUT	OUT	OUT	IN	-	-	-	-	IN	
Percentage	0%	20%	0%	20%	20%	30%	30%	0%	0%	0%	0%	20%	
PROJECT	0	13	0	34	34	52	19	0	0	0	0	13	165
Arcosa %	8%					10%	10%	31%	8%		31%		
Arcosa	3	0	0	0	0	3	2	11	3	0	11	0	
Southern Grove DRI %								0.7%			0.7%		
Southern Grove DRI								18			12		
Western Grove DRI %								1.1%			1.1%		
Western Grove DRI								6			4		
Wilson Grove DRI %								0.7%			0.7%		
Wilson Grove DRI								10			8		
Riverland DRI %								0.6%			0.6%		
Riverland DRI								11			11		
LTC Ranch %	1.4%							6.3%	1.4%		6.3%		
LTC Ranch	8							47	10		37		
Wawa Midway & Selvitz %	15.0%			49.0%	15.0%						31.0%		
Wawa Midway & Selvitz	9			30	9						19		
Village at Midway %	1.0%					1.0%	1.0%	5.0%	1.0%		5.0%		
Village at Midway	2					5	2	23	5		9		
Ravina %			2.0%	6.0%				16.0%		2.0%	16.0%	6.0%	
Ravina			2	5				12		1	7	3	
Willow Lakes %	3.0%					1.0%	1.0%	19.0%	3.0%		19.0%		
Willow Lakes	11					3	4	49	8		69		
Waste Pro		5		2	5	3	3					2	
Trasnit		1		4	3	3	2					2	
Total	216	205	64	160	371	163	191	887	360	116	835	75	3106

Seasonal Factor: 1
Growth Rate: 1.01
Years Grown: 3

	Trips In	Trips Out
Energy and Selvitz	63	172
Arcosa	21	34
Southern Grove DRI	1,748	2,518
Western Grove DRI	628	515
Wilson Grove DRI	1,136	1,410
Riverland DRI	1,774	1,819
LTC Ranch	580	743
Wawa Midway & Selvitz	62	62
Village at Midway	182	456
Ravina	77	44
Willow Lakes	363	259

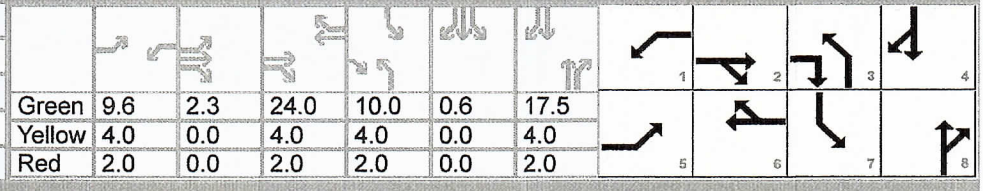
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.88
Urban Street	Midway Rd	Analysis Year	2023 PM With Project	Analysis Period	1> 7:00
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce - Midway Selvitz.PM.with pr...		
Project Description	Ft. Pierce Commerce Center - With Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	191	887	360	116	835	75	216	205	64	160	371	163

Signal Information			
Cycle, s	88.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	9.6	2.3		24.0	10.0	0.6	17.5					
Yellow	4.0	0.0		4.0	4.0	0.0	4.0					
Red	2.0	0.0		2.0	2.0	0.0	2.0					

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	191	887	360	116	835	75	216	205	64	160	371	163
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None		0	L + R	0		None			None	
Heavy Vehicles (P_{HV}), %	0	0	0	0	0		0	0		0	0	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (W), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft	0	0	0	0	0		0	0		0	0	
Grade (Pg), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	22.0	24.0	16.0	24.0	14.0	60.0	13.0	60.0
Yellow Change Interval (Y), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s	12	10	10	10	10	10	10	10
Start-Up Lost Time (l_t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (e), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (PT), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk ($Walk$), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (PC), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50

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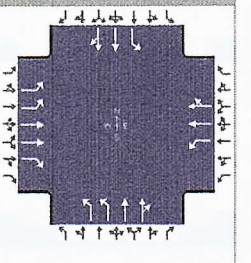
HCS Signalized Intersection Intermediate Values

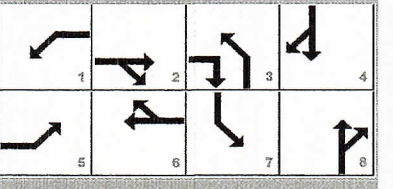
General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.88
Urban Street	Midway Rd	Analysis Year	2023 PM With Project	Analysis Period	1> 7:00
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce - Midway Selvitz.PM.with pr...		
Project Description	Ft. Pierce Commerce Center - With Project				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	191	887	360	116	835	75	216	205	64	160	371	163

Signal Information			
Cycle, s	88.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.6	2.3		24.0	10.0	0.6	17.5					
Yellow	4.0	0.0		4.0	4.0	0.0	4.0					
Red	2.0	0.0		2.0	2.0	0.0	2.0					



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)												
Heavy Vehicles and Grade Factor (f_{HVg})												
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	0.900	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)												
Lane Utilization Adjustment Factor (f_{LU})	0.971	0.952	1.000	1.000	1.000	1.000	0.971	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.872	0.872		0.919	0.919		0.897	0.897
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})												
DDI Factor (f_{DDI})												
Movement Saturation Flow Rate (s), veh/h	3514	3618	1610	1810	3264	293	3514	2796	851	1810	2512	1091
Proportion of Vehicles Arriving on Green (P)	0.14	0.30	0.30	0.11	0.27	0.27	0.11	0.20	0.20	0.12	0.21	0.21
Incremental Delay Factor (k)	0.04	0.44	0.15	0.04	0.50	0.50	0.04	0.04	0.04	0.21	0.04	0.04

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.14	0.30	0.11	0.27	0.11	0.20	0.12	0.21
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		1610						
Protected Right Effective Green Time (g_R), s		10.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.000	1.557	0.000	1.557	0.000	1.852	0.000
Pedestrian F_s / F_{delay}	0.000	0.123	0.000	0.126	0.000	0.134	0.000	0.133
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	598.66	21.60	545.51	23.27	396.74	28.27	410.85	27.78
Bicycle F_w / F_v	-3.64	1.35	-3.64	0.96	-3.64	0.45	-3.64	0.65

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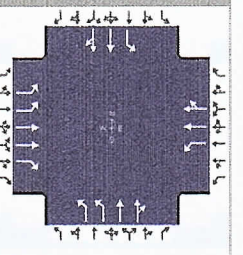
HCS Signalized Intersection Results Graphical Summary

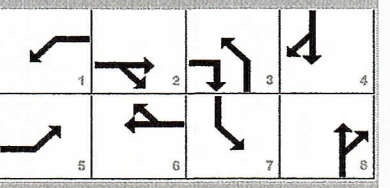
General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	St. Lucie County	Time Period	PM Peak Hour	PHF	0.88
Urban Street	Midway Rd	Analysis Year	2023 PM With Project	Analysis Period	1> 7:00
Intersection	Selvitz and Midway	File Name	Ft Pierce Commerce - Midway Selvitz.PM.with pr…		
Project Description	Ft. Pierce Commerce Center - With Project				



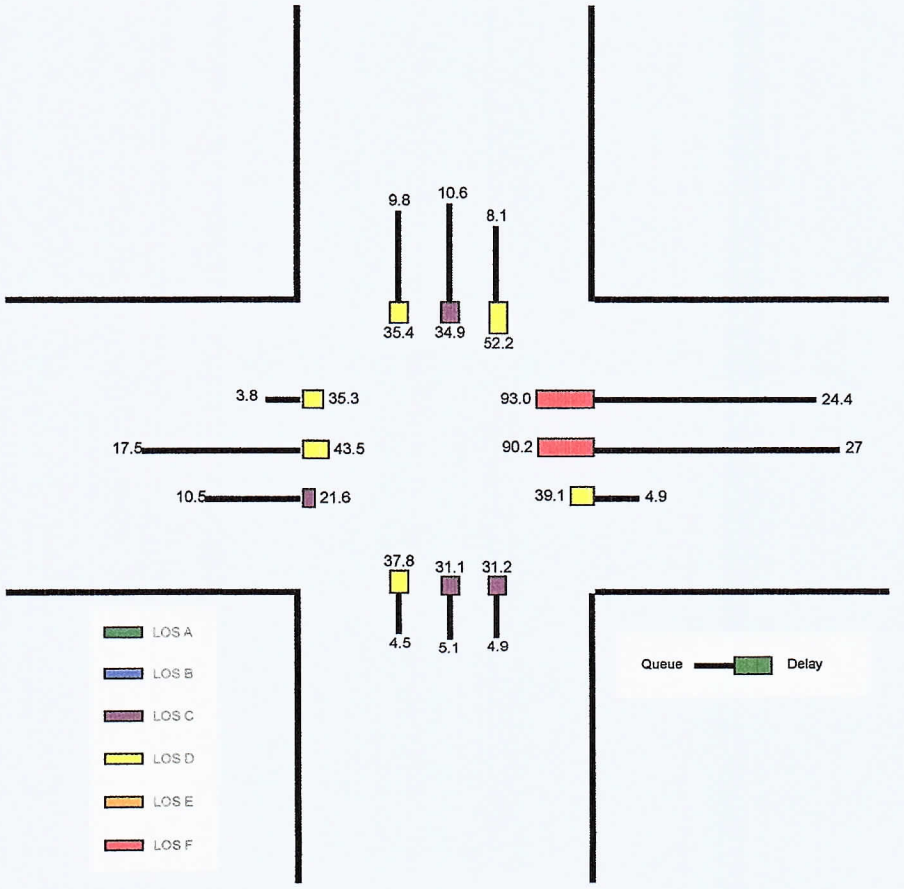
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	191	887	360	116	835	75	216	205	64	160	371	163

Signal Information			
Cycle, s	88.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

	EB			WB			
Green	9.6	2.3		24.0	10.0	0.6	17.5
Yellow	4.0	0.0		4.0	4.0	0.0	4.0
Red	2.0	0.0		2.0	2.0	0.0	2.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	3.8	17.5	10.5	4.9	27.0	24.4	4.5	5.1	4.9	8.1	10.6	9.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Control Delay (*d*), s/veh	35.3	43.5	21.6	39.1	90.2	93.0	37.8	31.1	31.2	52.2	34.9	35.4
Level of Service (LOS)	D	D	C	D	F	F	D	C	C	D	C	D
Approach Delay, s/veh / LOS	37.0	D		85.6	F		34.1	C		39.1	D	
Intersection Delay, s/veh / LOS	50.7						D					



HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	O'Rourke Engineering			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
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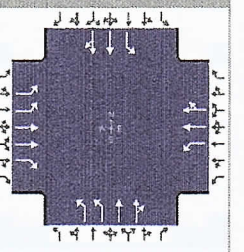
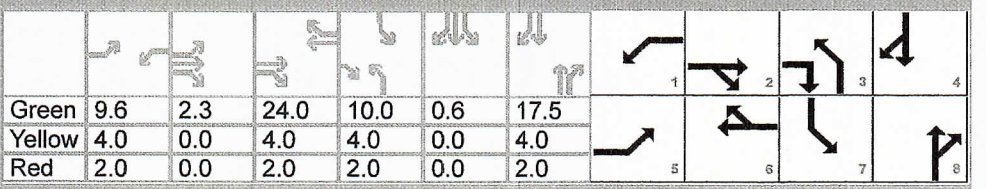


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	191	887	360	116	835	75	216	205	64	160	371	163

Signal Information			
Cycle, s	88.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB		WB			NB		
Green	9.6	2.3	24.0	10.0	0.6	17.5		
Yellow	4.0	0.0	4.0	4.0	0.0	4.0		
Red	2.0	0.0	2.0	2.0	0.0	2.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	4.0	2.0	4.0	2.0	4.0
Phase Duration, s	17.9	32.3	15.6	30.0	16.0	23.5	16.6	24.1
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	7.0	25.8	8.2	26.0	7.9	8.6	10.6	16.3
Green Extension Time (g_e), s	0.4	0.0	0.1	0.0	0.3	1.8	0.1	1.8
Phase Call Probability	1.00	1.00	0.96	1.00	1.00	1.00	0.99	1.00
Max Out Probability	0.00	1.00	0.00	1.00	0.04	0.00	1.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	217	1008	409	132	552	482	245	156	149	182	318	289
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1809	1610	1810	1900	1657	1757	1900	1747	1810	1900	1704
Queue Service Time (g_s), s	5.0	23.8	17.6	6.2	24.0	24.0	5.9	6.3	6.6	8.6	14.0	14.3
Cycle Queue Clearance Time (g_c), s	5.0	23.8	17.6	6.2	24.0	24.0	5.9	6.3	6.6	8.6	14.0	14.3
Green Ratio (*g/C*)	0.14	0.30	0.41	0.11	0.27	0.27	0.11	0.20	0.20	0.12	0.21	0.21
Capacity (*c*), veh/h	477	1083	664	197	518	452	398	377	347	218	390	350
Volume-to-Capacity Ratio (*X*)	0.455	0.931	0.616	0.668	1.066	1.066	0.616	0.415	0.431	0.834	0.814	0.826
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	3.8	17.5	10.5	4.9	27.0	24.4	4.5	5.1	4.9	8.1	10.6	9.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh	35.0	29.9	20.3	37.7	32.0	32.0	37.2	30.8	30.9	37.8	33.4	33.5
Incremental Delay (d_2), s/veh	0.3	13.6	1.3	1.5	58.2	61.0	0.6	0.3	0.3	14.4	1.6	1.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	35.3	43.5	21.6	39.1	90.2	93.0	37.8	31.1	31.2	52.2	34.9	35.4
Level of Service (LOS)	D	D	C	D	F	F	D	C	C	D	C	D
Approach Delay, s/veh / LOS	37.0	D		85.6	F		34.1	C		39.1	D	
Intersection Delay, s/veh / LOS	50.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.28	B	2.29	B	2.58	C
Bicycle LOS Score / LOS	1.84	B	1.45	A	0.94	A	1.14	A

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St. Lucie County

ECONOLITE

00026 - MIDWAY RD @ SELVITZ RD - - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Min Green	10	10	12	10	10	10	10	10	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	24	0	26	0	26	0	29	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	3.0	5.0	5.0	5.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	14	60	22	24	13	60	16	24	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

TURNING MOVEMENT VOLUME COUNTS

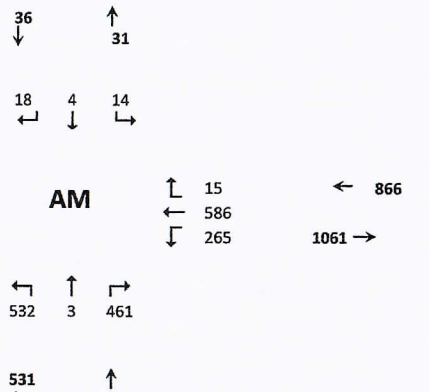
N/S STREET: Torino **E/W STREET:** Midway Road **CONTROL:** Signalized

FILENAME: Fort Pierce Commerce Ctr

COUNT DATE: 2/20/2020 **DAY:** Tuesday **County** SLCo

REPORT DATE: 5/13/2022 **ANALYSIS YEAR:** Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	136	1	126	3	2	1	3	117	52	45	124	5	615	2677
7:15-7:30	103	0	85	1	2	5	4	110	55	64	162	3	594	2623
7:30-7:45	135	1	108	6	0	7	1	161	77	92	145	1	734	2605
7:45-8:00	142	1	128	4	0	4	4	181	70	56	138	6	734	2311
8:00-8:15	110	1	101	2	0	3	8	123	41	49	121	2	561	1969
8:15-8:30	81	0	93	1	0	8	11	134	47	55	143	3	576	
8:30-8:45	82	1	67	3	1	5	4	93	35	48	99	2	440	
8:45-9:00	34	0	57	0	0	3	5	92	52	43	104	2	392	
AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM											
Volumes	516	3	447	14	4	17	12	569	254	257	569	15	2677	
Season Factor	516	3	447	14	4	17	12	569	254	257	569	15	2677	
Growth to 2023	532	3	461	14	4	18	12	586	262	265	586	15	2758	
In/Out		0		0	0	0	0	IN			OUT	0		
Percentage		0%		0%	0%	0%	0%	30%			30%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0%		
In/Out	OUT		OUT						IN	IN				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Arcosa *
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.8%	0.0%		
In/Out								OUT	0.0%		IN			
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Southern Grove DRI *
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	1%	0.0%	0.0%	1.0%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Western Grove DRI *
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.7%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Wilson Grove DRI *
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0.7%	0.0%	0.0%	0.7%	0.0%		
In/Out								OUT		IN	IN			
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Riverland DRI *
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Wawa Midway & Selvitz
%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	9%	1.0%	0.0%	9.0%	0.0%		
In/Out	IN							OUT	OUT		IN			
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Village at Midway *
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%		
In/Out			OUT						IN					
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Ravina
%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	23%	2.0%	0.0%	23.0%	0.0%		
In/Out	IN							OUT	OUT		IN			
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Willow Lakes *
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	17.0%	0.0%	0.0%	17.0%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	LTC Ranch *
%	0.0%	10.0%	18.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN	OUT		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	532	3	461	14	4	18	12	586	262	265	586	15	2758	



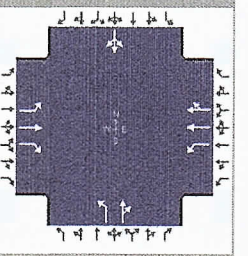
Seasonal Factor: 1
Growth Rate to 2021: 1.01
Growth Rate from 2020 to 2023: 1.01
Years Grown: 3

	Trips In	Trips Out
Project	0	0

* Trips represent 25% of total.

HCS Signalized Intersection Input Data

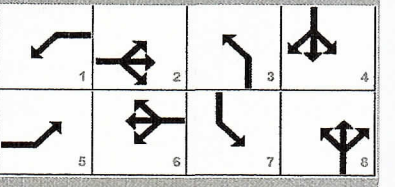
General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	SLCo.	Time Period	AM Existing	PHF	0.92
Urban Street	Midway	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 AM Existing.xus		
Project Description	Ft Pierce CC (Energy Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	12	586	262	265	586	15	532	3	461	14	5	18

Signal Information			
Cycle, s	151.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.5	10.0	53.0	40.0	5.5	0.0	
Yellow	5.0	5.0	5.0	5.0	5.0	0.0	
Red	3.0	3.0	3.0	3.0	3.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	12	586	262	265	586	15	532	3	461	14	5	18
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0	0	0		0	0			0	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	
Turn Bay Length, ft	0	0	0	0	0		0	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	60.0	35.0	60.0	40.0	40.0	15.0	10.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Green (G_{min}), s	6	7	7	7	7	7	6	6
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50

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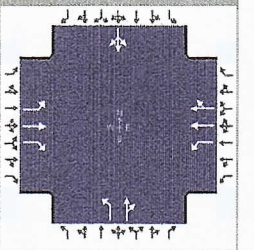
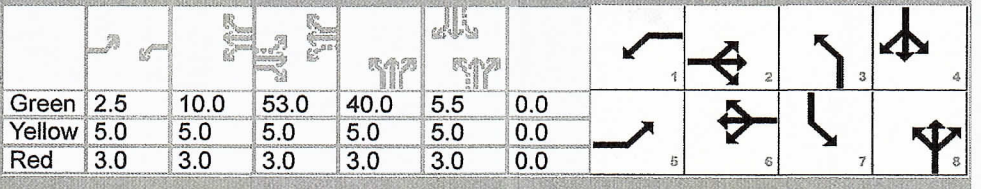
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	SLCo.	Time Period	AM Existing	PHF	0.92
Urban Street	Midway	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 AM Existing.xus		
Project Description	Ft Pierce CC (Energy Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	12	586	262	265	586	15	532	3	461	14	5	18

Signal Information			
Cycle, s	151.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.5	10.0	53.0	40.0	5.5	0.0						
Yellow	5.0	5.0	5.0	5.0	5.0	0.0						
Red	3.0	3.0	3.0	3.0	3.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)												
Heavy Vehicles and Grade Factor (f_{HVg})												
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)												
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.031	0.031	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.991	0.991		0.848	0.848		0.000	0.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})												
DDI Factor (f_{DDI})												
Movement Saturation Flow Rate (s), veh/h	1810	1900	1610	1810	3689	94	1810	10	1601	23	8	29
Proportion of Vehicles Arriving on Green (P)	0.02	0.35	0.35	0.14	0.47	0.47	0.26	0.35	0.35	0.04	0.04	0.04
Incremental Delay Factor (k)	0.04	0.36	0.04	0.13	0.04	0.04	0.50	0.39			0.09	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	8.0	8.0	8.0	8.0	8.0	8.0		8.0
Green Ratio (g/C)	0.37	0.35	0.50	0.47	0.31	0.35	0.00	0.04
Permitted Saturation Flow Rate (s_p), veh/h/ln	792	0	804	0	1408	0	0	909
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s	53.0	0.0	55.0	0.0	7.5	0.0	0.0	4.0
Permitted Service Time (g_u), s	52.3	0.0	3.6	0.0	2.1	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s	0.0		3.6		2.1			0.0
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Queue Service Time Before Blockage (g_{fs}), s								0.1
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	0.972	0.000	1.389	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.139	0.000	0.122	0.000	0.138	0.000	0.170
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	701.80	31.83	940.18	21.22	708.64	31.50	73.31	70.11
Bicycle F_w / F_v	-3.64	1.54	-3.64	0.78	-3.64	1.79	-3.64	0.07

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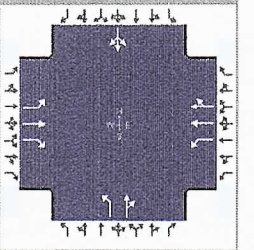
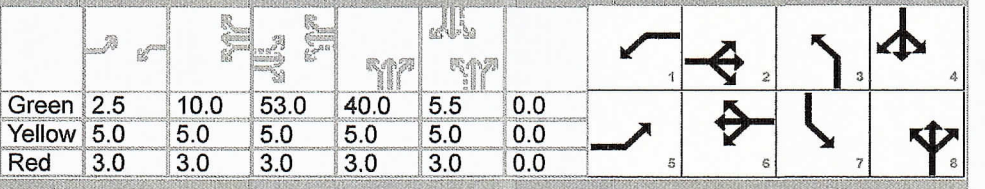
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	SLCo.	Time Period	AM Existing	PHF	0.92
Urban Street	Midway	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 AM Existing.xus		
Project Description	Ft Pierce CC (Energy Selvitz)				



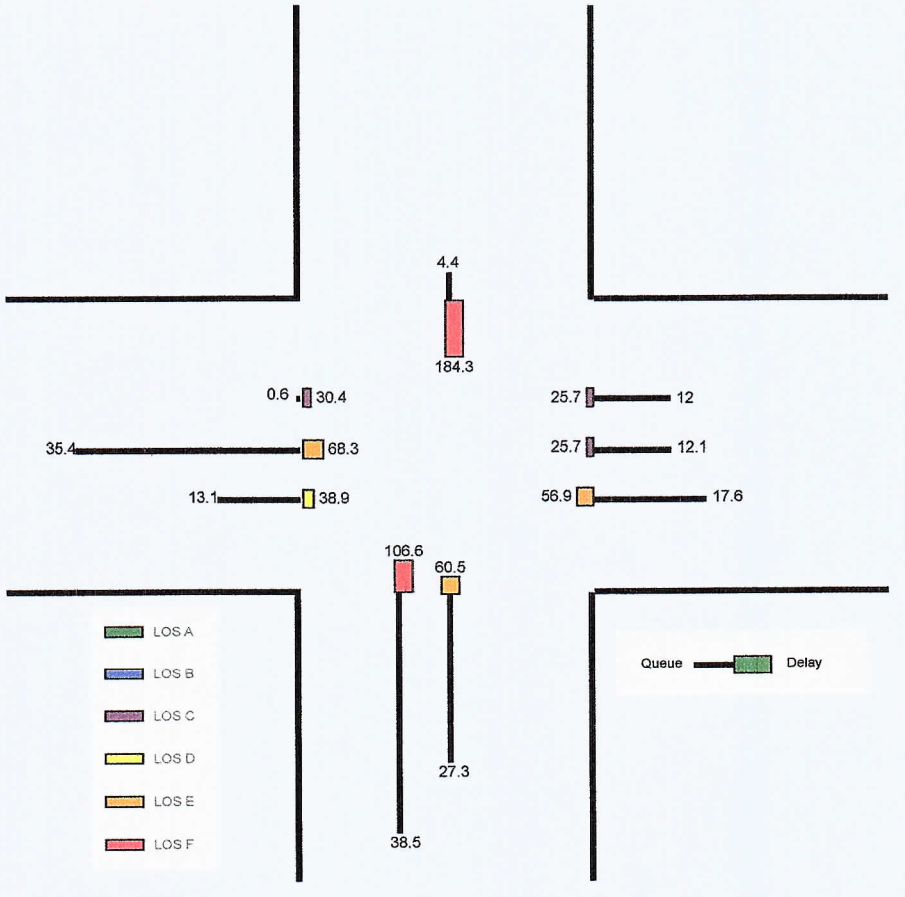
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	12	586	262	265	586	15	532	3	461	14	5	18

Signal Information			
Cycle, s	151.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.5	10.0	53.0	40.0	5.5	0.0						
Yellow	5.0	5.0	5.0	5.0	5.0	0.0						
Red	3.0	3.0	3.0	3.0	3.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	0.6	35.4	13.1	17.6	12.1	12.0	38.5	27.3			4.4	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	
Control Delay (*d*), s/veh	30.4	68.3	38.9	56.9	25.7	25.7	106.6	60.5			184.3	
Level of Service (LOS)	C	E	D	E	C	C	F	E			F	
Approach Delay, s/veh / LOS	58.8	E		35.3	D		85.1	F		184.3	F	
Intersection Delay, s/veh / LOS	62.6						E					



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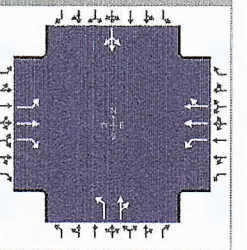
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	SLCo.	Time Period	AM Existing	PHF	0.92
Urban Street	Midway	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 AM Existing.xus		
Project Description	Ft Pierce CC (Energy Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	12	586	262	265	586	15	532	3	461	14	5	18

Signal Information			
Cycle, s	151.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.5	10.0	53.0	40.0	5.5	0.0	1	2	3	4		
Yellow	5.0	5.0	5.0	5.0	5.0	0.0	5	6	7	8		
Red	3.0	3.0	3.0	3.0	3.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	0.0	14.0
Phase Duration, s	10.5	61.0	28.5	79.0	48.0	61.5	0.0	13.5
Change Period, ($Y+R_c$), s	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.4	0.0	3.4
Queue Clearance Time (g_s), s	2.7	51.5	20.1	18.7	42.0	46.4		5.5
Green Extension Time (g_e), s	0.0	1.6	0.5	3.4	0.0	0.0	0.0	0.0
Phase Call Probability	0.42	1.00	1.00	1.00	1.00	1.00		1.00
Max Out Probability	0.00	0.33	0.00	0.00	1.00	1.00		0.58

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	13	637	285	288	328	325	578	504			40	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1610	1810	1900	1883	1810	1612			60	
Queue Service Time (g_s), s	0.7	49.5	21.1	18.1	16.7	16.7	40.0	44.4			3.5	
Cycle Queue Clearance Time (g_c), s	0.7	49.5	21.1	18.1	16.7	16.7	40.0	44.4			3.5	
Green Ratio (*g/C*)	0.37	0.35	0.35	0.50	0.47	0.47	0.31	0.35			0.04	
Capacity (*c*), veh/h	352	667	565	313	893	885	546	571			35	
Volume-to-Capacity Ratio (*X*)	0.037	0.955	0.504	0.921	0.367	0.368	1.059	0.883			1.145	
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	0.6	35.4	13.1	17.6	12.1	12.0	38.5	27.3			4.4	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	
Uniform Delay (d_1), s/veh	30.4	47.9	38.7	44.5	25.6	25.6	51.3	45.8			75.2	
Incremental Delay (d_2), s/veh	0.0	20.4	0.3	12.5	0.1	0.1	55.2	14.6			109.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Control Delay (*d*), s/veh	30.4	68.3	38.9	56.9	25.7	25.7	106.6	60.5			184.3	
Level of Service (LOS)	C	E	D	E	C	C	F	E			F	
Approach Delay, s/veh / LOS	58.8	E		35.3	D		85.1	F		184.3	F	
Intersection Delay, s/veh / LOS	62.6						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	1.69	B	2.13	B	2.33	B
Bicycle LOS Score / LOS	2.03	B	1.26	A	2.27	B	0.55	A

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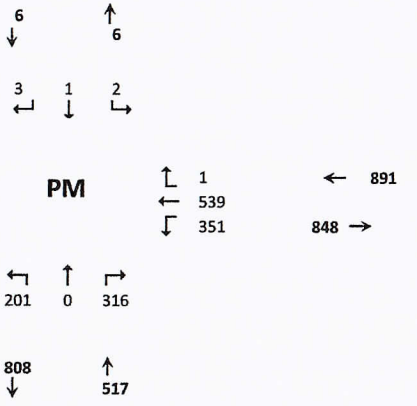
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Torino
FILENAME: Fort Pierce Commerce Ctr
COUNT DATE: 2/20/2022
REPORT DATE: 5/13/2022
DAY: Tuesday
ANALYSIS YEAR: Existing
E/W STREET: Midway Road
County slco
CONTROL: Signalized

	Northbound			Southbound			Eastbound			Westbound				
15 Min Period lanes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	50	1	59	0	2	0	1	143	71	58	98	0	483	2137
4:15-4:30	41	0	76	0	1	0	0	92	95	106	183	1	595	2230
4:30-4:45	54	0	76	0	1	3	1	117	69	63	128	0	512	2303
4:45-5:00	53	0	66	0	0	0	1	141	103	85	98	0	547	2334
5:00-5:15	43	0	63	0	1	2	3	94	98	86	185	1	576	2280
5:15-5:30	57	0	107	0	0	0	1	153	137	89	124	0	668	
5:30-5:45	42	0	71	2	0	1	0	126	104	81	116	0	543	
5:45-6:00	61	1	74	0	0	0	1	107	82	70	95	2	493	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM											
Volumes	195	0	307	2	1	3	5	514	442	341	523	1	2334	
Season Factor	195	0	307	2	1	3	5	514	442	341	523	1	2334	
Growth to 2021	195	0	307	2	1	3	5	514	442	341	523	1	2334	
Growth to 2026	201	0	316	2	1	3	5	530	455	351	539	1	2405	
In/Out	0	0	0	0	0	0	0	IN	0	0	OUT	0		
Percentage	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	30%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0.0%		
In/Out	OUT	0%	OUT	0%	0%	0%	0%	0%	IN	IN	0%	0.0%		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Arcosa *
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.8%	0.0%		
In/Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	OUT	0.0%	0.0%	IN	0.0%		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Southern Grove DRI *
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	1.0%	0.0%		
In/Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	OUT	0.0%	0.0%	IN	0.0%		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Western Grove DRI *
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.7%	0.0%		
In/Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	OUT	0.0%	0.0%	IN	0.0%		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Wilson Grove DRI *
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.7%	0.0%		
In/Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	OUT	0.0%	IN	IN	0.0%		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Riverland DRI *
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT	0.0%	IN	0.0%	0.0%	0.0%	IN	IN	0.0%	0.0%		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Wawa Midway & Selvitz
%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.0%	1.0%	0.0%	9.0%	0.0%		
In/Out	IN	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	OUT	OUT	0.0%	IN	0.0%		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Village at Midway *
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%		
In/Out	0.0%	0.0%	OUT	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	IN	0.0%	0.0%		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Ravina
%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	23.0%	2.0%	0.0%	23.0%	0.0%		
In/Out	IN	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	OUT	OUT	0.0%	IN	0.0%		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	Willow Lakes *
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	17.0%	0.0%	0.0%	17.0%	0.0%		
In/Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	OUT	0.0%	0.0%	IN	0.0%		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	LTC Ranch *
%	0.0%	10.0%	18.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN	OUT		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	201	0	316	2	1	3	5	530	455	351	539	1	2405	



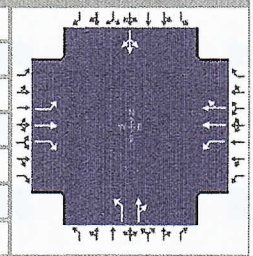
Project	Trips In	Trips Out
	0	0

Arcosa	21	34
Southern Grove DRI	1,748	2,518
Western Grove DRI	628	515
Wilson Grove DRI	1,136	1,410
Riverland DRI	1,774	1,819
LTC Ranch	580	743
Wawa Midway & Selvitz	62	62
Village at Midway	182	456
Ravina	77	44
Willow Lakes	363	259

* Trips represent 25% of total.

HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction		Time Period	PM Existing	PHF	0.87
Urban Street	Midway	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 PM Existing.xus		
Project Description	Ft Pierce CC (Energy Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	5	530	455	351	539	1	201	0	316	2	1	18

Signal Information			
Cycle, s	117.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.0	12.8	41.7	16.2	6.0	0.0	1	2	3	4	
Yellow	5.0	5.0	5.0	5.0	5.0	0.0	5	6	7	8	
Red	3.0	3.0	3.0	3.0	3.0	0.0					

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	5	530	455	351	539	1	201	0	316	2	1	18
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0	0	0		0	0			0	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	
Turn Bay Length, ft	0	0	0	0	0		0	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	60.0	35.0	60.0	40.0	40.0	15.0	10.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Green (G_{min}), s	6	7	7	7	7	7	6	6
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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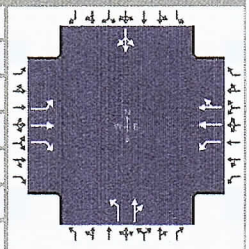
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction		Time Period	PM Existing	PHF	0.87
Urban Street	Midway	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 PM Existing.xus		
Project Description	Ft Pierce CC (Energy Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	5	530	455	351	539	1	201	0	316	2	1	18

Signal Information			
Cycle, s	117.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.0	12.8	41.7	16.2	6.0	0.0	1	2	3	4		
Yellow	5.0	5.0	5.0	5.0	5.0	0.0	5	6	7	8		
Red	3.0	3.0	3.0	3.0	3.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)												
Heavy Vehicles and Grade Factor (f_{HVg})												
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)												
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.213	0.213	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.999	0.999		0.847	0.847		0.000	0.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})												
DDI Factor (f_{DDI})												
Movement Saturation Flow Rate (s), veh/h	1810	1900	1610	1810	3792	7	1810	0	1610	39	19	347
Proportion of Vehicles Arriving on Green (P)	0.01	0.35	0.35	0.19	0.53	0.53	0.14	0.00	0.26	0.05	0.05	0.05
Incremental Delay Factor (k)	0.04	0.16	0.17	0.16	0.04	0.04	0.04	0.19			0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	8.0	8.0	8.0	8.0	8.0	8.0		8.0
Green Ratio (g/C)	0.36	0.35	0.56	0.53	0.21	0.26	0.00	0.05
Permitted Saturation Flow Rate (s_p), veh/h/ln	816	0	825	0	1412	0	0	1035
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s	41.8	0.0	43.8	0.0	8.0	0.0	0.0	4.0
Permitted Service Time (g_u), s	42.3	0.0	5.8	0.0	4.3	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s	0.0		5.8		0.7			0.0
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
Queue Service Time Before Blockage (g_{fs}), s								1.4
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	0.972	0.000	1.389	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.128	0.000	0.103	0.000	0.140	0.000	0.159
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	707.72	24.59	1061.45	12.97	513.36	32.54	101.93	53.04
Bicycle F_w / F_v	-3.64	1.88	-3.64	0.84	-3.64	0.98	-3.64	0.04

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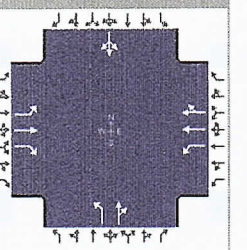
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction		Time Period	PM Existing	PHF	0.87
Urban Street	Midway	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 PM Existing.xus		
Project Description	Ft Pierce CC (Energy Selvitz)				

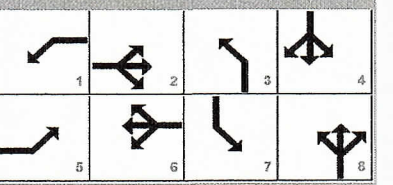


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	5	530	455	351	539	1	201	0	316	2	1	18

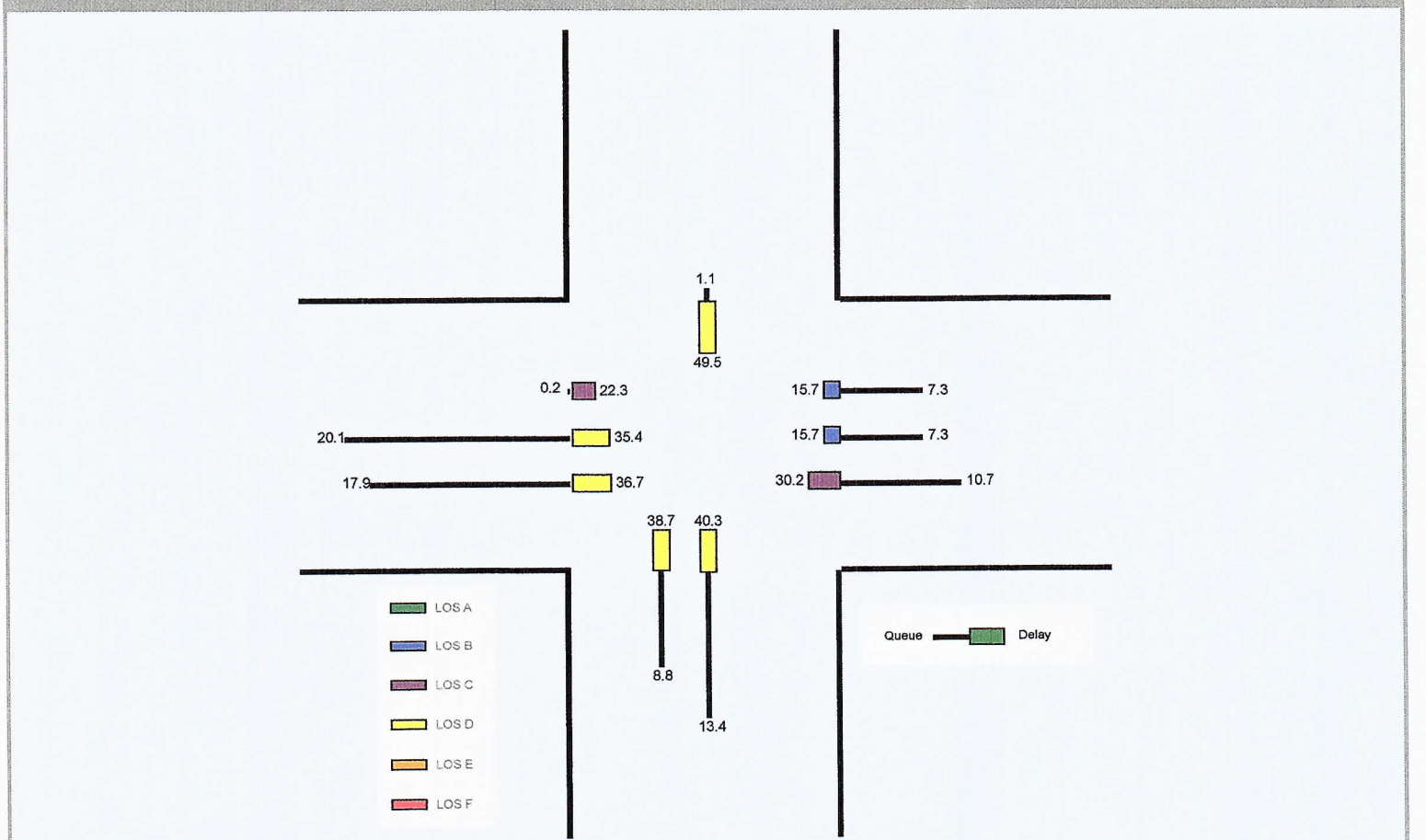
Signal Information			
Cycle, s	117.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.0	12.8	41.7	16.2	6.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	0.0
Red	3.0	3.0	3.0	3.0	3.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	0.2	24.4	21.9	18.6	8.1	8.1	10.2	16.6			1.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	
Control Delay (*d*), s/veh	24.1	43.3	45.9	42.8	15.6	15.6	43.5	52.4			56.4	
Level of Service (LOS)	C	D	D	D	B	B	D	D			E	
Approach Delay, s/veh / LOS	44.4	D		26.3	C		48.9	D		56.4	E	
Intersection Delay, s/veh / LOS	38.8						D					



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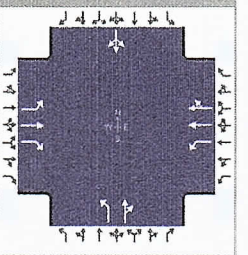
HCS Signalized Intersection Results Summary

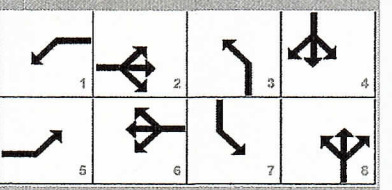
General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction		Time Period	PM Existing	PHF	0.87
Urban Street	Midway	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 PM Existing.xus		
Project Description	Ft Pierce CC (Energy Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	5	530	455	351	539	1	201	0	316	2	1	18

Signal Information			
Cycle, s	117.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.0	12.8	41.7	16.2	6.0	0.0						
Yellow	5.0	5.0	5.0	5.0	5.0	0.0						
Red	3.0	3.0	3.0	3.0	3.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	0.0	14.0
Phase Duration, s	9.0	49.7	29.9	70.5	24.2	38.2	0.0	14.0
Change Period, ($Y+R_c$), s	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.4	0.0	3.4
Queue Clearance Time (g_s), s	2.2	38.7	21.1	12.8	15.7	27.6		3.7
Green Extension Time (g_e), s	0.0	2.8	0.7	4.1	0.4	0.8	0.0	0.5
Phase Call Probability	0.17	1.00	1.00	1.00	1.00	1.00		1.00
Max Out Probability	0.00	0.05	0.00	0.00	0.00	0.00		0.16

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	6	609	523	403	310	310	231	363			24	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1610	1810	1900	1899	1810	1610			405	
Queue Service Time (g_s), s	0.2	36.0	36.7	19.1	10.8	10.8	13.7	25.6			1.7	
Cycle Queue Clearance Time (g_c), s	0.2	36.0	36.7	19.1	10.8	10.8	13.7	25.6			1.7	
Green Ratio (*g/C*)	0.36	0.35	0.35	0.56	0.53	0.53	0.21	0.26			0.05	
Capacity (*c*), veh/h	366	673	570	438	1009	1009	363	413			57	
Volume-to-Capacity Ratio (*X*)	0.016	0.905	0.917	0.921	0.308	0.308	0.637	0.879			0.424	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	0.2	24.4	21.9	18.6	8.1	8.1	10.2	16.6			1.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	
Uniform Delay (d_1), s/veh	24.0	36.3	36.5	31.1	15.5	15.5	42.8	42.1			54.6	
Incremental Delay (d_2), s/veh	0.0	7.1	9.4	11.7	0.1	0.1	0.7	10.2			1.9	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Control Delay (*d*), s/veh	24.1	43.3	45.9	42.8	15.6	15.6	43.5	52.4			56.4	
Level of Service (LOS)	C	D	D	D	B	B	D	D			E	
Approach Delay, s/veh / LOS	44.4	D		26.3	C		48.9	D		56.4	E	
Intersection Delay, s/veh / LOS	38.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.67	B	2.13	B	2.32	B
Bicycle LOS Score / LOS	2.37	B	1.33	A	1.47	A	0.53	A

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TURNING MOVEMENT VOLUME COUNTS

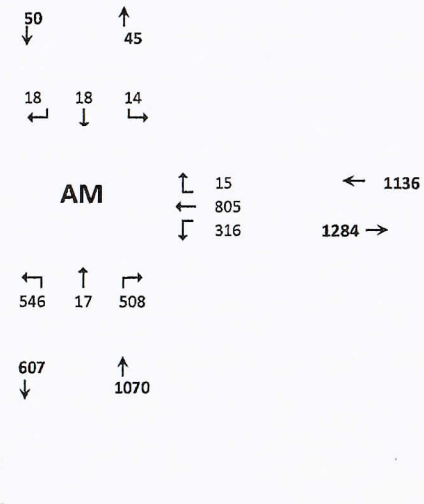
N/S STREET: Torino **E/W STREET:** Midway Road **CONTROL:** Signalized

FILENAME: Fort Pierce Commerce Ctr

COUNT DATE: 2/20/2020 **DAY:** Tuesday **County** SLCo

REPORT DATE: 5/13/2022 **ANALYSIS YEAR:** 2023 AM without project

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	136	1	126	3	2	1	3	117	52	45	124	5	615	2677
7:15-7:30	103	0	85	1	2	5	4	110	55	64	162	3	594	2623
7:30-7:45	135	1	108	6	0	7	1	161	77	92	145	1	734	2605
7:45-8:00	142	1	128	4	0	4	4	181	70	56	138	6	734	2311
8:00-8:15	110	1	101	2	0	3	8	123	41	49	121	2	561	1969
8:15-8:30	81	0	93	1	0	8	11	134	47	55	143	3	576	
8:30-8:45	82	1	67	3	1	5	4	93	35	48	99	2	440	
8:45-9:00	34	0	57	0	0	3	5	92	52	43	104	2	392	
AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM											
Volumes	516	3	447	14	4	17	12	569	254	257	569	15	2677	
Season Factor	516	3	447	14	4	17	12	569	254	257	569	15	2677	
Growth to 2023	532	3	461	14	4	18	12	586	262	265	586	15	2758	
In/Out		0		0	0	0	0	IN			OUT	0		
Percentage		0%		0%	0%	0%	0%	30%			30%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0%		
In/Out	OUT		OUT						IN	IN				
Volume	0	0	6	0	0	0	0	0	2	24	0	0	0	Arcosa *
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.8%	0.0%		
In/Out								OUT	0.0%		IN			
Volume	0	0	0	0	0	0	0	10	0	0	12	0	0	Southern Grove DRI *
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	1%	0.0%	0.0%	1.0%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	5	0	0	3	0	0	Western Grove DRI *
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.7%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	7	0	0	7	0	0	Wilson Grove DRI *
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0.7%	0.0%	0.0%	0.7%	0.0%		
In/Out								OUT		IN	IN			
Volume	0	0	0	0	0	0	0	10	0	0	8	0	0	Riverland DRI *
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	3	14	20	0	14	0	0	0	3	21	0	0	0	Wawa Midway & Selvitz
%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	9%	1.0%	0.0%	9.0%	0.0%		
In/Out	IN							OUT	OUT		IN			
Volume	4	0	0	0	0	0	0	14	2	0	33	0	0	Village at Midway *
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%		
In/Out			OUT							IN				
Volume	0	0	20	0	0	0	0	0	0	7	0	0	0	Ravina
%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	23%	2.0%	0.0%	23.0%	0.0%		
In/Out	IN							OUT	OUT		IN			
Volume	7	0	0	0	0	0	0	61	5	0	78	0	0	Willow Lakes *
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	17.0%	0.0%	0.0%	17.0%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	69	0	0	78	0	0	LTC Ranch *
%	0.0%	10.0%	18.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN	OUT		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	14	14	47	0	14	0	0	176	12	51	219	0	0	
Total	546	17	508	14	18	18	12	762	273	316	805	15	2758	



Seasonal Factor: 1
Growth Rate to 2021: 1.01
Growth Rate to 2023: 1.01
Years Grown: 3

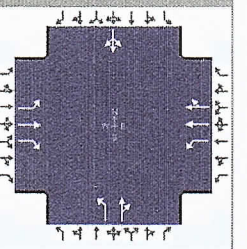
Project	Trips In	Trips Out
Project	0	0

	Trips In	Trips Out
Arcosa *	59	16
Southern Grove DRI *	1,555	1,308
Western Grove DRI *	338	534
Wilson Grove DRI *	969	952
Riverland DRI *	1,198	1,392
Wawa Midway & Selvitz	79	78
Village at Midway *	363	151
Ravina	22	68
Willow Lakes *	339	266
LTC Ranch *	456	406

* Trips represent 25% of total.

HCS Signalized Intersection Input Data

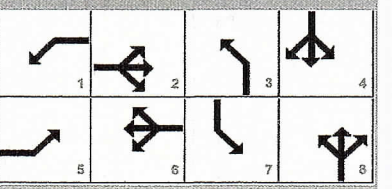
General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCo	Time Period	AM Without Project	PHF	0.92
Urban Street	Midway	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 AM without project....		
Project Description	Ft Pierce CC (Energy Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	12	762	273	316	805	15	546	17	508	14	18	18

Signal Information			
Cycle, s	169.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

	EB			WB								
Green	2.8	19.3		60.0	40.0	7.2	0.0					
Yellow	5.0	5.0		5.0	5.0	5.0	0.0					
Red	3.0	3.0		3.0	3.0	3.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	12	762	273	316	805	15	546	17	508	14	18	18
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None		0	L			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0	0	0		0	0			0	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	
Turn Bay Length, ft	0	0	0	0	0		0	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	60.0	35.0	60.0	40.0	40.0	15.0	10.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Green (G_{min}), s	6	7	7	7	7	7	6	6
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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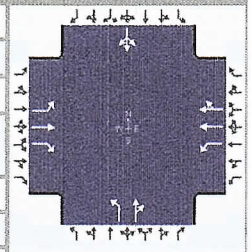
HCS Signalized Intersection Intermediate Values

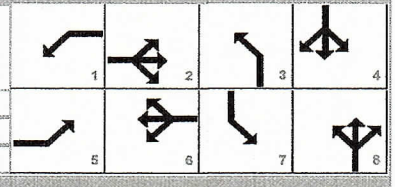
General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCo	Time Period	AM Without Project	PHF	0.92
Urban Street	Midway	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 AM without project....		
Project Description	Ft Pierce CC (Energy Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	12	762	273	316	805	15	546	17	508	14	18	18

Signal Information			
Cycle, s	169.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.8	19.3	60.0	40.0	7.2	0.0						
Yellow	5.0	5.0	5.0	5.0	5.0	0.0						
Red	3.0	3.0	3.0	3.0	3.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)												
Heavy Vehicles and Grade Factor (f_{HVg})												
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)												
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.013	0.013	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.993	0.993		0.852	0.852		0.000	0.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})												
DDI Factor (f_{DDI})												
Movement Saturation Flow Rate (s), veh/h	1810	1900	1610	1810	3718	69	1810	52	1566	7	9	9
Proportion of Vehicles Arriving on Green (P)	0.02	0.35	0.35	0.18	0.52	0.52	0.24	0.33	0.33	0.04	0.04	0.04
Incremental Delay Factor (k)	0.04	0.50	0.06	0.34	0.04	0.04	0.50	0.50			0.50	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	8.0	8.0	8.0	8.0	8.0	8.0		8.0
Green Ratio (g/C)	0.37	0.35	0.54	0.52	0.29	0.33	0.00	0.04
Permitted Saturation Flow Rate (s_p), veh/h/ln	634	0	672	0	1390	0	0	855
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s	60.0	0.0	62.0	0.0	9.2	0.0	0.0	4.0
Permitted Service Time (g_u), s	60.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s	0.0		0.0		2.0			0.0
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								0.0
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	0.972	0.000	1.389	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.143	0.000	0.120	0.000	0.146	0.000	0.174
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	708.95	35.27	1031.61	19.84	652.29	38.43	85.14	77.58
Bicycle F_w / F_v	-3.64	1.88	-3.64	1.02	-3.64	1.92	-3.64	0.09

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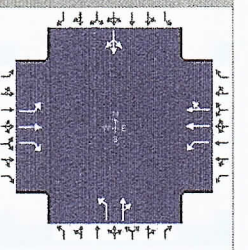
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCo	Time Period	AM Without Project	PHF	0.92
Urban Street	Midway	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 AM without project....		
Project Description	Ft Pierce CC (Energy Selvitz)				

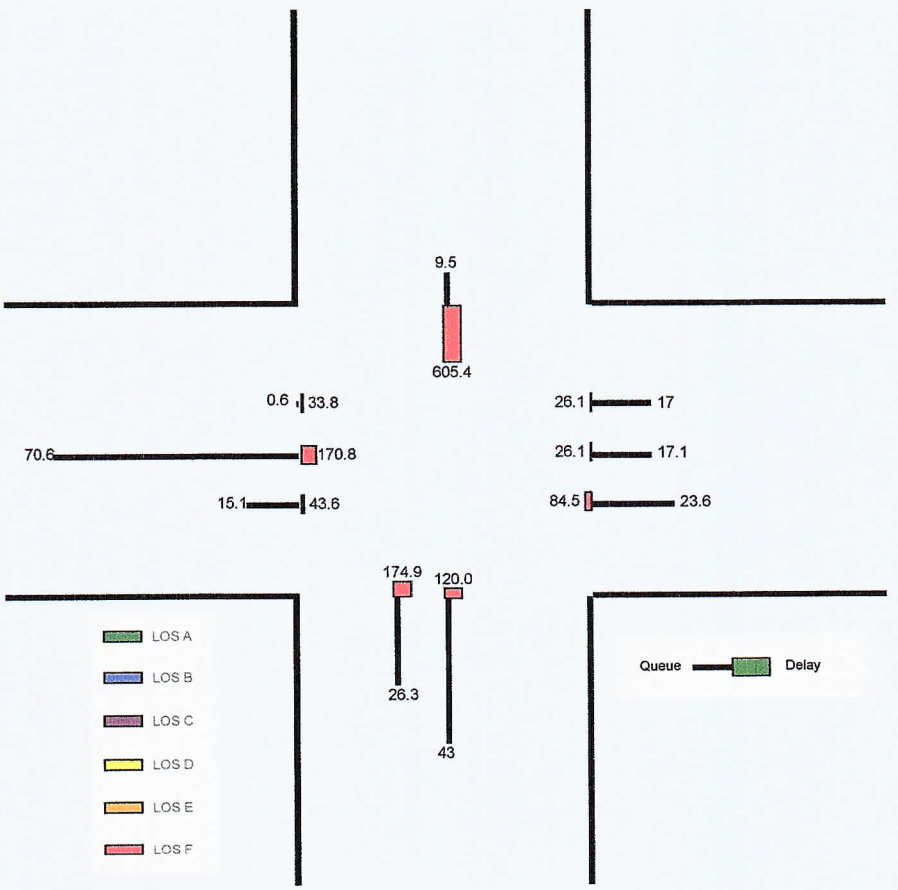


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	12	762	273	316	805	15	546	17	508	14	18	18

Signal Information			
Cycle, s	169.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

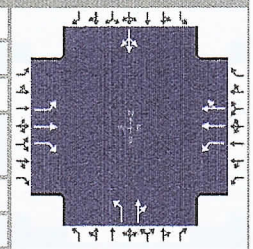
Green	2.8	19.3	60.0	40.0	7.2	0.0	1	2	3	4		
Yellow	5.0	5.0	5.0	5.0	5.0	0.0	5	6	7	8		
Red	3.0	3.0	3.0	3.0	3.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	0.6	70.6	15.1	23.6	17.1	17.0	26.3	43.0			9.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	
Control Delay (*d*), s/veh	33.8	170.8	43.6	84.5	26.1	26.1	174.9	120.0			605.4	
Level of Service (LOS)	C	F	D	F	C	C	F	F			F	
Approach Delay, s/veh / LOS	136.0	F		42.3	D		148.0	F		605.4	F	
Intersection Delay, s/veh / LOS	114.8						F					



HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCo	Time Period	AM Without Project	PHF	0.92
Urban Street	Midway	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 AM without project....		
Project Description	Ft Pierce CC (Energy Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	12	762	273	316	805	15	546	17	508	14	18	18

Signal Information			
Cycle, s	169.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.8	19.3	60.0	40.0	7.2	0.0	1	2	3	4	
Yellow	5.0	5.0	5.0	5.0	5.0	0.0	5	6	7	8	
Red	3.0	3.0	3.0	3.0	3.0	0.0					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	0.0	14.0
Phase Duration, s	10.8	68.0	38.1	95.3	48.0	63.2	0.0	15.2
Change Period, ($Y+R_c$), s	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.4	0.0	3.4
Queue Clearance Time (g_s), s	2.8	62.0	29.7	27.2	42.0	57.2		7.2
Green Extension Time (g_e), s	0.0	0.0	0.4	4.9	0.0	0.0	0.0	0.0
Phase Call Probability	0.46	1.00	1.00	1.00	1.00	1.00		1.00
Max Out Probability	0.00	1.00	0.19	0.02	1.00	1.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	13	828	297	343	447	444	593	571			54	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1610	1810	1900	1888	1810	1618			24	
Queue Service Time (g_s), s	0.8	60.0	24.7	27.7	25.2	25.2	40.0	55.2			5.2	
Cycle Queue Clearance Time (g_c), s	0.8	60.0	24.7	27.7	25.2	25.2	40.0	55.2			5.2	
Green Ratio (*g/C*)	0.37	0.35	0.35	0.54	0.52	0.52	0.29	0.33			0.04	
Capacity (*c*), veh/h	297	674	571	364	980	974	487	528			28	
Volume-to-Capacity Ratio (*X*)	0.044	1.230	0.520	0.944	0.456	0.456	1.219	1.081			1.923	
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	0.6	70.6	15.1	23.6	17.1	17.0	26.3	43.0			9.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	
Uniform Delay (d_1), s/veh	33.8	54.6	43.2	57.4	25.9	25.9	59.0	57.0			84.4	
Incremental Delay (d_2), s/veh	0.0	116.1	0.4	27.1	0.1	0.1	115.9	62.9			521.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Control Delay (*d*), s/veh	33.8	170.8	43.6	84.5	26.1	26.1	174.9	120.0			605.4	
Level of Service (LOS)	C	F	D	F	C	C	F	F			F	
Approach Delay, s/veh / LOS	136.0		F	42.3		D	148.0		F	605.4		F
Intersection Delay, s/veh / LOS	114.8						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	1.69	B	2.13	B	2.33	B
Bicycle LOS Score / LOS	2.37	B	1.51	B	2.41	B	0.58	A

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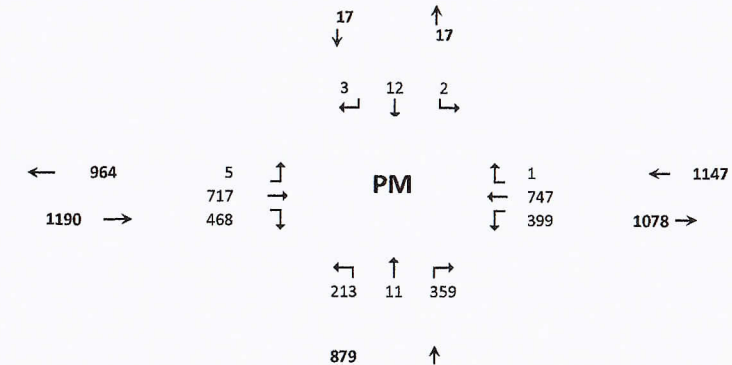
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Torino
FILENAME: Fort Pierce Commerce Ctr
COUNT DATE: 2/20/2020
REPORT DATE: 5/13/2022
DAY: Tuesday
ANALYSIS YEAR: 2023 PM without project
E/W STREET: Midway Road
County slco
CONTROL: Signalized

15 Min Perlod lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	50	1	59	0	2	0	1	143	71	58	98	0	483	2137
4:15-4:30	41	0	76	0	1	0	0	92	95	106	183	1	595	2230
4:30-4:45	54	0	76	0	1	3	1	117	69	63	128	0	512	2303
4:45-5:00	53	0	66	0	0	0	1	141	103	85	98	0	547	2334
5:00-5:15	43	0	63	0	1	2	3	94	98	86	185	1	576	2280
5:15-5:30	57	0	107	0	0	0	1	153	137	89	124	0	668	
5:30-5:45	42	0	71	2	0	1	0	126	104	81	116	0	543	
5:45-6:00	61	1	74	0	0	0	1	107	82	70	95	2	493	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM											
Volumes	195	0	307	2	1	3	5	514	442	341	523	1	2334	
Season Factor	195	0	307	2	1	3	5	514	442	341	523	1	2334	
Growth to 2023	201	0	316	2	1	3	5	530	455	351	539	1	2405	
In/Out	0	0	0	0	0	0	0	IN	0	0	OUT	0		
Percentage	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	30%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0.0%		
In/Out	OUT	0%	OUT	0%	0%	0%	0%	0%	IN	IN	0%	0.0%		
Volume	1	0	14	0	0	0	0	0	1	8	0	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.8%	0.0%		
In/Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	OUT	0.0%	0.0%	IN	0.0%		
Volume	0	0	0	0	0	0	0	20	0	0	14	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	1.0%	0.0%		
In/Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	OUT	0.0%	0.0%	IN	0.0%		
Volume	0	0	0	0	0	0	0	5	0	0	6	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.7%	0.0%		
In/Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	OUT	0.0%	0.0%	IN	0.0%		
Volume	0	0	0	0	0	0	0	10	0	0	8	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.7%	0.0%		
In/Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	OUT	0.0%	IN	IN	0.0%		
Volume	0	0	0	0	0	0	0	13	0	0	12	0	0	
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT	0.0%	IN	0.0%	0.0%	0.0%	IN	IN	0.0%	0.0%		
Volume	2	11	16	0	11	0	0	0	2	16	0	0	0	
%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.0%	1.0%	0.0%	9.0%	0.0%		
In/Out	IN	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	OUT	OUT	0.0%	IN	0.0%		
Volume	2	0	0	0	0	0	0	41	5	0	16	0	0	
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%		
In/Out	0.0%	0.0%	OUT	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	IN	0.0%	0.0%		
Volume	0	0	13	0	0	0	0	0	0	23	0	0	0	
%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	23.0%	2.0%	0.0%	23.0%	0.0%		
In/Out	IN	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	OUT	OUT	0.0%	IN	0.0%		
Volume	7	0	0	0	0	0	0	60	5	0	83	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	17.0%	0.0%	0.0%	17.0%	0.0%		
In/Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	OUT	0.0%	0.0%	IN	0.0%		
Volume	0	0	0	0	0	0	0	39	0	0	68	0	0	
%	0.0%	10.0%	18.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN	OUT		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	13	11	43	0	11	0	0	187	13	48	208	0	0	
Total	213	11	359	2	12	3	5	717	468	399	747	1	2405	



Project	Trips In	Trips Out
0	0	0
Arcosa *	21	34
Southern Grove DRI *	1,748	2,518
Western Grove DRI *	628	515
Wilson Grove DRI *	1,136	1,410
Riverland DRI *	1,774	1,819
Wawa Midway & Selvitz	62	62
Village at Midway *	182	456
Ravina	77	44
Willow Lakes *	363	259
LTC Ranch *	398	229
0	0	0

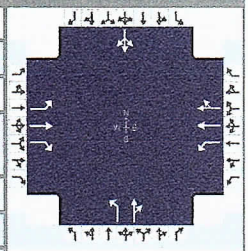
Arcosa	21	34
Southern Grove DRI	1,748	2,518
Western Grove DRI	628	515
Wilson Grove DRI	1,136	1,410
Riverland DRI	1,774	1,819
LTC Ranch	580	743
Wawa Midway & Selvitz	62	62
Village at Midway	182	456
Ravina	77	44
Willow Lakes	363	259

* Trips represent 25% of total.

D-47

HCS Signalized Intersection Input Data

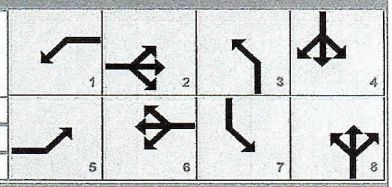
General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	SLCo.	Time Period	PM Without Project	PHF	0.87
Urban Street	Midway	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 PM without project....		
Project Description	Ft Pierce CC (Energy Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	5	717	468	399	747	1	213	11	359	2	12	3

Signal Information			
Cycle, s	159.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

	EB			WB			
Green	1.3	25.7	60.0	20.0	12.0	0.0	
Yellow	5.0	5.0	5.0	5.0	5.0	0.0	
Red	3.0	3.0	3.0	3.0	3.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	5	717	468	399	747	1	213	11	359	2	12	3
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0	0	0		0	0			0	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	
Turn Bay Length, ft	0	0	0	0	0		0	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	60.0	35.0	60.0	20.0	40.0	15.0	10.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Green (G_{min}), s	6	7	7	7	7	7	6	6
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50

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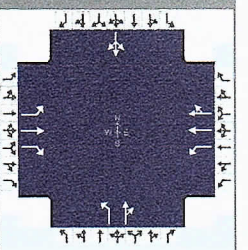
HCS Signalized Intersection Intermediate Values

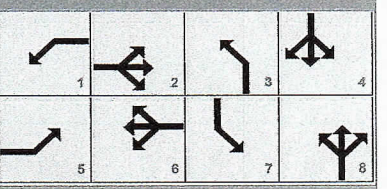
General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	SLCo.	Time Period	PM Without Project	PHF	0.87
Urban Street	Midway	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 PM without project....		
Project Description	Ft Pierce CC (Energy Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	5	717	468	399	747	1	213	11	359	2	12	3

Signal Information			
Cycle, s	159.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.3	25.7	60.0	20.0	12.0	0.0						
Yellow	5.0	5.0	5.0	5.0	5.0	0.0						
Red	3.0	3.0	3.0	3.0	3.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)												
Heavy Vehicles and Grade Factor (f_{HVg})												
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)												
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.110	0.110	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		1.000	1.000		0.851	0.851		0.000	0.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})												
DDI Factor (f_{DDI})												
Movement Saturation Flow Rate (s), veh/h	1810	1900	1610	1810	3794	5	1810	48	1569	25	147	37
Proportion of Vehicles Arriving on Green (P)	0.01	0.38	0.38	0.22	0.59	0.59	0.13	0.25	0.25	0.08	0.08	0.08
Incremental Delay Factor (k)	0.04	0.50	0.39	0.50	0.04	0.04	0.20	0.50			0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	8.0	8.0	8.0	8.0	8.0	8.0		8.0
Green Ratio (g/C)	0.39	0.38	0.61	0.59	0.21	0.25	0.00	0.08
Permitted Saturation Flow Rate (s_p), veh/h/ln	653	0	675	0	1418	0	0	977
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s	60.0	0.0	62.0	0.0	14.0	0.0	0.0	4.0
Permitted Service Time (g_u), s	60.0	0.0	0.0	0.0	10.4	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s	0.0		0.0		0.7			0.0
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3
Queue Service Time Before Blockage (g_{fs}), s								0.8
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	0.972	0.000	1.389	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.137	0.000	0.104	0.000	0.152	0.000	0.169
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	754.71	30.82	1178.03	13.43	503.14	44.53	150.94	67.95
Bicycle F_w / F_v	-3.64	2.26	-3.64	1.09	-3.64	1.11	-3.64	0.03

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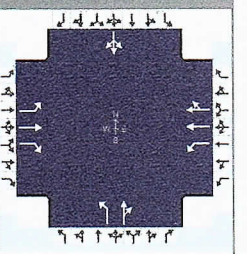
HCS Signalized Intersection Results Graphical Summary

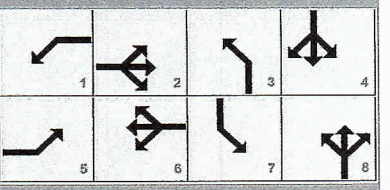
General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	SLCo.	Time Period	PM Without Project	PHF	0.87
Urban Street	Midway	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 PM without project....		
Project Description	Ft Plerce CC (Energy Selvitz)				



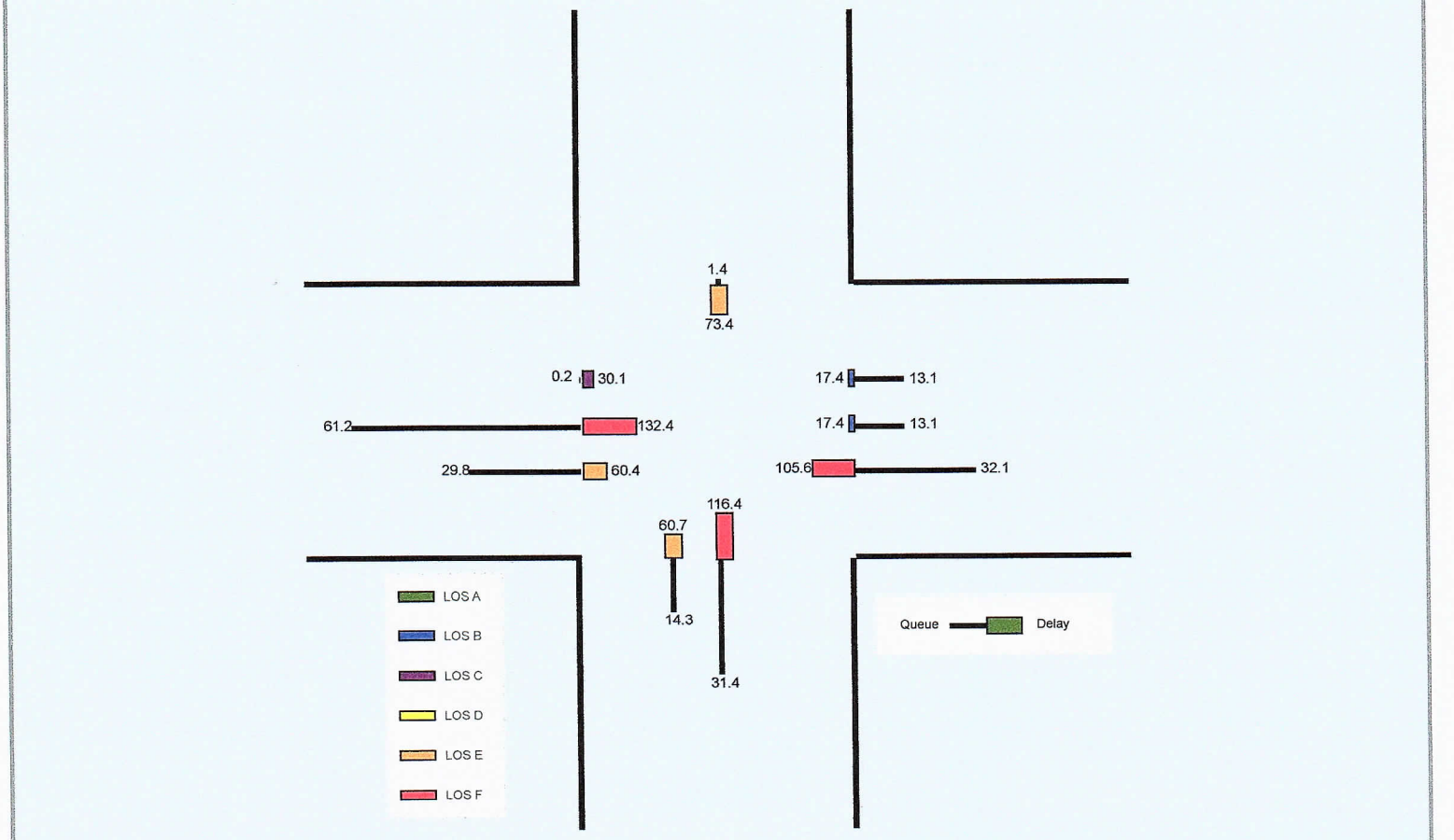
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	5	717	468	399	747	1	213	11	359	2	12	3

Signal Information			
Cycle, s	159.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.3	25.7	60.0	20.0	12.0	0.0	
Yellow	5.0	5.0	5.0	5.0	5.0	0.0	
Red	3.0	3.0	3.0	3.0	3.0	0.0	

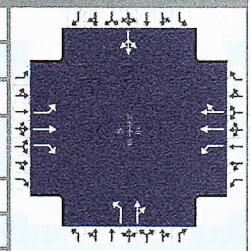


Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	0.2	61.2	29.8	32.1	13.1	13.1	14.3	31.4			1.4	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	
Control Delay (*d*), s/veh	30.1	132.4	60.4	105.6	17.4	17.4	60.7	116.4			73.4	
Level of Service (LOS)	C	F	E	F	B	B	E	F			E	
Approach Delay, s/veh / LOS	103.7	F		48.1	D		96.0	F		73.4	E	
Intersection Delay, s/veh / LOS	80.3						F					



HCS Signalized Intersection Results Summary

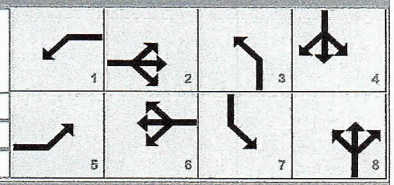
General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	SLCo.	Time Period	PM Without Project	PHF	0.87
Urban Street	Midway	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 PM without project....		
Project Description	Ft Pierce CC (Energy Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	5	717	468	399	747	1	213	11	359	2	12	3

Signal Information			
Cycle, s	159.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.3	25.7	60.0	20.0	12.0	0.0	
Yellow	5.0	5.0	5.0	5.0	5.0	0.0	
Red	3.0	3.0	3.0	3.0	3.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	0.0	14.0
Phase Duration, s	9.3	68.0	43.0	101.7	28.0	48.0	0.0	20.0
Change Period, (*Y+R c*), s	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.4	0.0	3.4
Queue Clearance Time (*g s*), s	2.3	62.0	37.0	21.1	21.6	42.0		3.6
Green Extension Time (*g e*), s	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.7
Phase Call Probability	0.22	1.00	1.00	1.00	1.00	1.00		1.00
Max Out Probability	0.00	1.00	1.00	0.02	1.00	1.00		0.17

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	6	824	538	459	430	430	245	425			20	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1610	1810	1900	1899	1810	1618			209	
Queue Service Time (*g s*), s	0.3	60.0	49.7	35.0	19.1	19.1	19.6	40.0			1.6	
Cycle Queue Clearance Time (*g c*), s	0.3	60.0	49.7	35.0	19.1	19.1	19.6	40.0			1.6	
Green Ratio (*g/C*)	0.39	0.38	0.38	0.61	0.59	0.59	0.21	0.25			0.08	
Capacity (*c*), veh/h	307	717	608	444	1119	1119	366	407			42	
Volume-to-Capacity Ratio (*X*)	0.019	1.149	0.885	1.034	0.384	0.384	0.669	1.045			0.470	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	0.2	61.2	29.8	32.1	13.1	13.1	14.3	31.4			1.4	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	
Uniform Delay (*d 1*), s/veh	30.1	49.5	46.3	53.9	17.4	17.4	56.9	59.5			70.4	
Incremental Delay (*d 2*), s/veh	0.0	82.9	14.2	51.7	0.1	0.1	3.8	56.9			3.1	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Control Delay (*d*), s/veh	30.1	132.4	60.4	105.6	17.4	17.4	60.7	116.4			73.4	
Level of Service (LOS)	C	F	E	F	B	B	E	F			E	
Approach Delay, s/veh / LOS	103.7	F		48.1	D		96.0	F		73.4	E	
Intersection Delay, s/veh / LOS	80.3						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.68	B	2.14	B	2.33	B
Bicycle LOS Score / LOS	2.74	C	1.58	B	1.59	B	0.52	A

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TURNING MOVEMENT VOLUME COUNTS

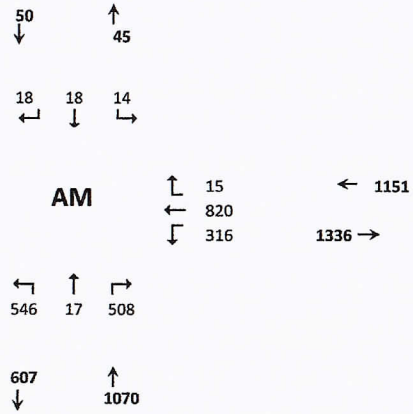
N/S STREET: Torino **E/W STREET:** Midway Road **CONTROL:** Signalized

FILENAME: Fort Pierce Commerce Ctr

COUNT DATE: 2/20/2020 **DAY:** Tuesday **County** SLCo

REPORT DATE: 5/13/2022 **ANALYSIS YEAR:** 2023 AM with project

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	136	1	126	3	2	1	3	117	52	45	124	5	615	2677
7:15-7:30	103	0	85	1	2	5	4	110	55	64	162	3	594	2623
7:30-7:45	135	1	108	6	0	7	1	161	77	92	145	1	734	2605
7:45-8:00	142	1	128	4	0	4	4	181	70	56	138	6	734	2311
8:00-8:15	110	1	101	2	0	3	8	123	41	49	121	2	561	1969
8:15-8:30	81	0	93	1	0	8	11	134	47	55	143	3	576	
8:30-8:45	82	1	67	3	1	5	4	93	35	48	99	2	440	
8:45-9:00	34	0	57	0	0	3	5	92	52	43	104	2	392	
AM PEAK HOUR IS FROM:			7:00AM TO 8:00AM											
Volumes	516	3	447	14	4	17	12	569	254	257	569	15	2677	
Season Factor	516	3	447	14	4	17	12	569	254	257	569	15	2677	
Growth to 2023	532	3	461	14	4	18	12	586	262	265	586	15	2758	
In/Out		0		0	0	0	0	IN			OUT	0		
Percentage		0%		0%	0%	0%	0%	30%			30%	0%		
PROJECT	0	0	0	0	0	0	0	52	0	0	15	0	67	
SUBPROJECTS														
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0%		
In/Out	OUT		OUT						IN	IN				
Volume	0	0	6	0	0	0	0	0	2	24	0	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.8%	0.0%		
In/Out								OUT	0.0%		IN			
Volume	0	0	0	0	0	0	0	10	0	0	12	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	1%	0.0%	0.0%	1.0%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	5	0	0	3	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.7%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	7	0	0	7	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0.7%	0.0%	0.0%	0.7%	0.0%		
In/Out								OUT		IN	IN			
Volume	0	0	0	0	0	0	0	10	0	0	8	0	0	
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN				IN	IN				
Volume	3	14	20	0	14	0	0	0	3	21	0	0	0	
%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	9%	1.0%	0.0%	9.0%	0.0%		
In/Out	IN							OUT	OUT		IN			
Volume	4	0	0	0	0	0	0	14	2	0	33	0	0	
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%		
In/Out			OUT						IN					
Volume	0	0	20	0	0	0	0	0	0	7	0	0	0	
%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	23%	2.0%	0.0%	23.0%	0.0%		
In/Out	IN							OUT	OUT		IN			
Volume	7	0	0	0	0	0	0	61	5	0	78	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	17.0%	0.0%	0.0%	17.0%	0.0%		
In/Out								OUT			IN			
Volume	0	0	0	0	0	0	0	69	0	0	78	0	0	
%	0.0%	10.0%	18.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN	OUT		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	14	14	47	0	14	0	0	176	12	51	219	0	0	
Total	546	17	508	14	18	18	12	814	273	316	820	15	2825	



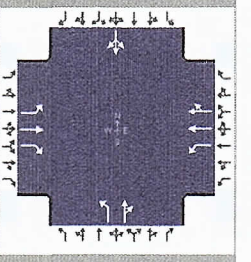
Seasonal Factor: 1
Growth Rate to 2021: 1.01
Growth Rate from to 2023: 1.01
Years Grown: 3

	Trips In	Trips Out
Project	174	50
Arcosa *	59	16
Southern Grove DRI *	1,555	1,308
Western Grove DRI *	338	534
Wilson Grove DRI *	969	952
Riverland DRI *	1,198	1,392
Wawa Midway & Selvitz	79	78
Village at Midway *	363	151
Ravina	22	68
Willow Lakes *	339	266
LTC Ranch *	456	406

* Trips represent 25% of total.

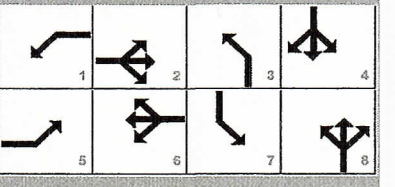
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	SLCo.	Time Period	AM With Project	PHF	0.92
Urban Street	Midway	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 AM with project.xus		
Project Description	Ft Pierce CC (Energy Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	12	814	273	316	820	15	546	17	508	14	18	18

Signal Information			
Cycle, s	169.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	2.8	19.3		60.0	40.0	7.2	0.0					
Yellow	5.0	5.0		5.0	5.0	5.0	0.0					
Red	3.0	3.0		3.0	3.0	3.0	0.0					

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	12	814	273	316	820	15	546	17	508	14	18	18
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0	0	0		0	0			0	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	
Turn Bay Length, ft	0	0	0	0	0		0	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	60.0	35.0	60.0	40.0	40.0	15.0	10.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Green (G_{min}), s	6	7	7	7	7	7	6	6
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50

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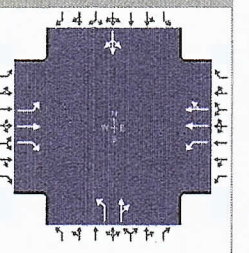
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	SLCo.	Time Period	AM With Project	PHF	0.92
Urban Street	Midway	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 AM with project.xus		
Project Description	Ft Pierce CC (Energy Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	12	814	273	316	820	15	546	17	508	14	18	18

Signal Information			
Cycle, s	169.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	2.8	19.3	60.0	40.0	7.2	0.0	5	6	7	8		
Yellow	5.0	5.0	5.0	5.0	5.0	0.0						
Red	3.0	3.0	3.0	3.0	3.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)												
Heavy Vehicles and Grade Factor (f_{HVg})												
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)												
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.013	0.013	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.994	0.994		0.852	0.852		0.000	0.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})												
DDI Factor (f_{DDI})												
Movement Saturation Flow Rate (s), veh/h	1810	1900	1610	1810	3720	68	1810	52	1566	7	9	9
Proportion of Vehicles Arriving on Green (P)	0.02	0.35	0.35	0.18	0.52	0.52	0.24	0.33	0.33	0.04	0.04	0.04
Incremental Delay Factor (k)	0.04	0.50	0.06	0.34	0.04	0.04	0.50	0.50			0.50	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	8.0	8.0	8.0	8.0	8.0	8.0		8.0
Green Ratio (g/C)	0.37	0.35	0.54	0.52	0.29	0.33	0.00	0.04
Permitted Saturation Flow Rate (s_p), veh/h/ln	624	0	638	0	1390	0	0	855
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s	60.0	0.0	62.0	0.0	9.2	0.0	0.0	4.0
Permitted Service Time (g_u), s	59.5	0.0	0.0	0.0	2.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s	0.0		0.0		2.0			0.0
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								0.0
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	0.972	0.000	1.389	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.143	0.000	0.120	0.000	0.146	0.000	0.174
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	708.95	35.27	1031.61	19.84	652.29	38.43	85.14	77.58
Bicycle F_w / F_v	-3.64	1.97	-3.64	1.03	-3.64	1.92	-3.64	0.09

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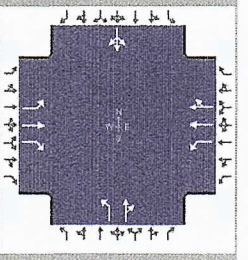
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	SLCo.	Time Period	AM With Project	PHF	0.92
Urban Street	Midway	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 AM with project.xus		
Project Description	Ft Pierce CC (Energy Selvitz)				

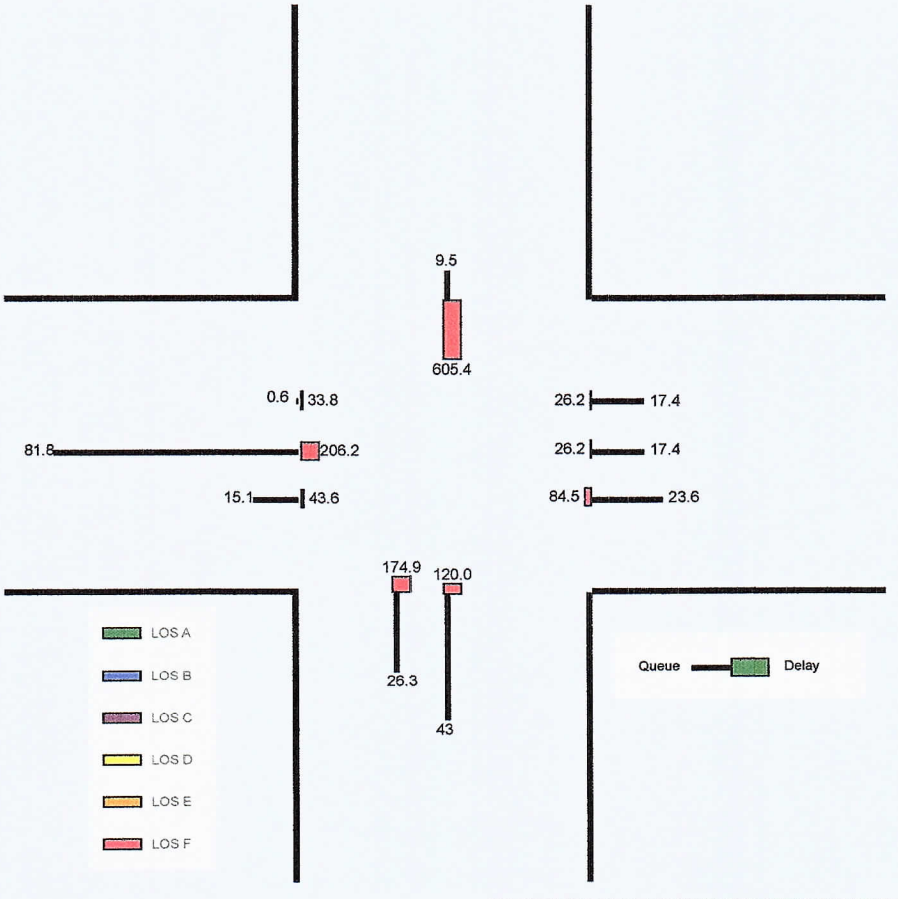


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	12	814	273	316	820	15	546	17	508	14	18	18

Signal Information			
Cycle, s	169.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.8	19.3	60.0	40.0	7.2	0.0	1	2	3	4		
Yellow	5.0	5.0	5.0	5.0	5.0	0.0	5	6	7	8		
Red	3.0	3.0	3.0	3.0	3.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	0.6	81.8	15.1	23.6	17.4	17.4	26.3	43.0			9.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	
Control Delay (*d*), s/veh	33.8	206.2	43.6	84.5	26.2	26.2	174.9	120.0			605.4	
Level of Service (LOS)	C	F	D	F	C	C	F	F			F	
Approach Delay, s/veh / LOS	164.0	F		42.2	D		148.0	F		605.4	F	
Intersection Delay, s/veh / LOS	123.9						F					



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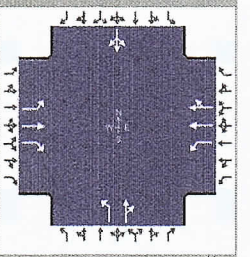
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	SLCo.	Time Period	AM With Project	PHF	0.92
Urban Street	Midway	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 AM with project.xus		
Project Description	Ft Pierce CC (Energy Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	12	814	273	316	820	15	546	17	508	14	18	18

Signal Information			
Cycle, s	169.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.8	19.3	60.0	40.0	7.2	0.0	1	2	3	4		
Yellow	5.0	5.0	5.0	5.0	5.0	0.0	5	6	7	8		
Red	3.0	3.0	3.0	3.0	3.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	0.0	14.0
Phase Duration, s	10.8	68.0	38.1	95.3	48.0	63.2	0.0	15.2
Change Period, ($Y+R_c$), s	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.4	0.0	3.4
Queue Clearance Time (g_s), s	2.8	62.0	29.7	27.8	42.0	57.2		7.2
Green Extension Time (g_e), s	0.0	0.0	0.4	5.3	0.0	0.0	0.0	0.0
Phase Call Probability	0.46	1.00	1.00	1.00	1.00	1.00		1.00
Max Out Probability	0.00	1.00	0.19	0.03	1.00	1.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	13	885	297	343	455	452	593	571			54	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1610	1810	1900	1888	1810	1618			24	
Queue Service Time (g_s), s	0.8	60.0	24.7	27.7	25.8	25.8	40.0	55.2			5.2	
Cycle Queue Clearance Time (g_c), s	0.8	60.0	24.7	27.7	25.8	25.8	40.0	55.2			5.2	
Green Ratio (*g/C*)	0.37	0.35	0.35	0.54	0.52	0.52	0.29	0.33			0.04	
Capacity (*c*), veh/h	291	674	571	364	980	974	487	528			28	
Volume-to-Capacity Ratio (*X*)	0.045	1.314	0.520	0.944	0.465	0.465	1.219	1.081			1.923	
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)	0.6	81.8	15.1	23.6	17.4	17.4	26.3	43.0			9.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	
Uniform Delay (d_1), s/veh	33.8	54.6	43.2	57.4	26.1	26.1	59.0	57.0			84.4	
Incremental Delay (d_2), s/veh	0.0	151.6	0.4	27.1	0.1	0.1	115.9	62.9			521.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Control Delay (*d*), s/veh	33.8	206.2	43.6	84.5	26.2	26.2	174.9	120.0			605.4	
Level of Service (LOS)	C	F	D	F	C	C	F	F			F	
Approach Delay, s/veh / LOS	164.0	F		42.2	D		148.0	F		605.4	F	
Intersection Delay, s/veh / LOS	123.9						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	1.69	B	2.13	B	2.33	B
Bicycle LOS Score / LOS	2.46	B	1.52	B	2.41	B	0.58	A

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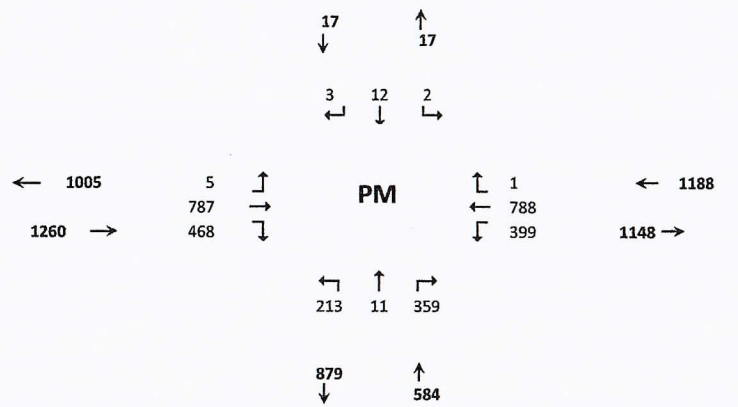
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Torino
E/W STREET: Midway Road
CONTROL: Signalized
FILENAME: Fort Pierce Commerce Ctr
COUNT DATE: 2/20/2020
DAY: Tuesday
County slco
REPORT DATE: 5/13/2022
ANALYSIS YEAR: 2023 PM with project

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	50	1	59	0	2	0	1	143	71	58	98	0	483	2137
4:15-4:30	41	0	76	0	1	0	0	92	95	106	183	1	595	2230
4:30-4:45	54	0	76	0	1	3	1	117	69	63	128	0	512	2303
4:45-5:00	53	0	66	0	0	0	1	141	103	85	98	0	547	2334
5:00-5:15	43	0	63	0	1	2	3	94	98	86	185	1	576	2280
5:15-5:30	57	0	107	0	0	0	1	153	137	89	124	0	668	
5:30-5:45	42	0	71	2	0	1	0	126	104	81	116	0	543	
5:45-6:00	61	1	74	0	0	0	1	107	82	70	95	2	493	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM											
Volumes	195	0	307	2	1	3	5	514	442	341	523	1	2334	
Season Factor	195	0	307	2	1	3	5	514	442	341	523	1	2334	
Growth to 2021	195	0	307	2	1	3	5	514	442	341	523	1	2334	
Growth to 2026	201	0	316	2	1	3	5	530	455	351	539	1	2405	
In/Out	0	0	0	0	0	0	0	IN	0	0	OUT	0		
Percentage	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	30%	0%		
PROJECT	0	0	0	0	0	0	0	70	0	0	41	0	111	
SUBPROJECTS														
%	3%	0%	40%	0%	0%	0%	0%	0%	3%	40%	0%	0.0%		
In/Out	OUT	0%	OUT	0%	0%	0%	0%	0%	IN	IN	0%	0.0%		
Volume	1	0	14	0	0	0	0	0	1	8	0	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.8%	0.0%		
In/Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	OUT	0.0%	0.0%	IN	0.0%		
Volume	0	0	0	0	0	0	0	20	0	0	14	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	1.0%	0.0%		
In/Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	OUT	0.0%	0.0%	IN	0.0%		
Volume	0	0	0	0	0	0	0	5	0	0	6	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.7%	0.0%		
In/Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	OUT	0.0%	0.0%	IN	0.0%		
Volume	0	0	0	0	0	0	0	10	0	0	8	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.7%	0.0%		
In/Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	OUT	0.0%	IN	IN	0.0%		
Volume	0	0	0	0	0	0	0	13	0	0	12	0	0	
%	4.0%	18.0%	26.0%	0.0%	18.0%	0.0%	0.0%	0.0%	4.0%	26.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT	0.0%	IN	0.0%	0.0%	0.0%	IN	IN	0.0%	0.0%		
Volume	2	11	16	0	11	0	0	0	2	16	0	0	0	
%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.0%	1.0%	0.0%	9.0%	0.0%		
In/Out	IN	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	OUT	OUT	0.0%	IN	0.0%		
Volume	2	0	0	0	0	0	0	41	5	0	16	0	0	
%	0.0%	0.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.0%	0.0%	0.0%		
In/Out	0.0%	0.0%	OUT	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	IN	0.0%	0.0%		
Volume	0	0	13	0	0	0	0	0	0	23	0	0	0	
%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	23.0%	2.0%	0.0%	23.0%	0.0%		
In/Out	IN	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	OUT	OUT	0.0%	IN	0.0%		
Volume	7	0	0	0	0	0	0	60	5	0	83	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	17.0%	0.0%	0.0%	17.0%	0.0%		
In/Out	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	OUT	0.0%	0.0%	IN	0.0%		
Volume	0	0	0	0	0	0	0	39	0	0	68	0	0	
%	0.0%	10.0%	18.0%	0.0%	10.0%	3.0%	13.0%	52.0%	0.0%	13.0%	52.0%	0.0%		
In/Out		OUT	OUT		IN	IN	OUT	OUT		IN	IN	OUT		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	13	11	43	0	11	0	0	187	13	48	208	0	0	
Total	213	11	359	2	12	3	5	787	468	399	788	1	2516	



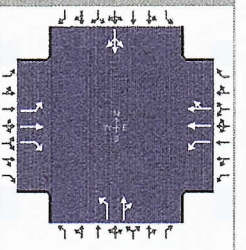
Project	Trips In	Trips Out
Arcosa *	21	34
Southern Grove DRI *	1,748	2,518
Western Grove DRI *	628	515
Wilson Grove DRI *	1,136	1,410
Riverland DRI *	1,774	1,819
Wawa Midway & Selvitz	62	62
Village at Midway *	182	456
Ravina	77	44
Willow Lakes *	363	259
LTC Ranch *	398	229
0	0	0

Arcosa	21	34
Southern Grove DRI	1,748	2,518
Western Grove DRI	628	515
Wilson Grove DRI	1,136	1,410
Riverland DRI	1,774	1,819
LTC Ranch	580	743
Wawa Midway & Selvitz	62	62
Village at Midway	182	456
Ravina	77	44
Willow Lakes	363	259

* Trips represent 25% of total.

HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	SLCo.	Time Period	PM With Project	PHF	0.87
Urban Street	Midway	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 PM with project.xus		
Project Description	Ft Pierce CC (Energy Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	5	787	468	399	788	1	213	11	359	2	12	3

Signal Information			
Cycle, s	159.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4	
Green	1.3	25.7	60.0	22.0	10.0	0.0					
Yellow	5.0	5.0	5.0	5.0	5.0	0.0					
Red	3.0	3.0	3.0	3.0	3.0	0.0	5	6	7	8	

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	5	787	468	399	788	1	213	11	359	2	12	3
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0	0	0		0	0			0	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	
Turn Bay Length, ft	0	0	0	0	0		0	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	60.0	35.0	60.0	40.0	40.0	15.0	10.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Green (G_{min}), s	6	7	7	7	7	7	6	6
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50

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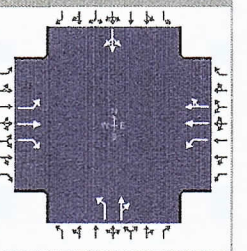
HCS Signalized Intersection Intermediate Values

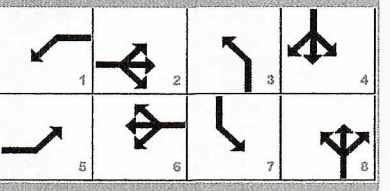
General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	SLCo.	Time Period	PM With Project	PHF	0.87
Urban Street	Midway	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 PM with project.xus		
Project Description	Ft Pierce CC (Energy Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	5	787	468	399	788	1	213	11	359	2	12	3

Signal Information			
Cycle, s	159.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.3	25.7	60.0	22.0	10.0	0.0						
Yellow	5.0	5.0	5.0	5.0	5.0	0.0						
Red	3.0	3.0	3.0	3.0	3.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)												
Heavy Vehicles and Grade Factor (f_{HVg})												
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)												
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.132	0.132	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		1.000	1.000		0.851	0.851		0.000	0.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})												
DDI Factor (f_{DDI})												
Movement Saturation Flow Rate (s), veh/h	1810	1900	1610	1810	3794	5	1810	48	1569	29	176	44
Proportion of Vehicles Arriving on Green (P)	0.01	0.38	0.38	0.22	0.59	0.59	0.14	0.25	0.25	0.06	0.06	0.06
Incremental Delay Factor (k)	0.04	0.50	0.39	0.50	0.04	0.04	0.04	0.50			0.04	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	8.0	8.0	8.0	8.0	8.0	8.0		8.0
Green Ratio (g/C)	0.39	0.38	0.61	0.59	0.21	0.25	0.00	0.06
Permitted Saturation Flow Rate (s_p), veh/h/ln	625	0	626	0	1418	0	0	977
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s	60.0	0.0	62.0	0.0	12.0	0.0	0.0	4.0
Permitted Service Time (g_u), s	60.0	0.0	0.0	0.0	8.4	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s	0.0		0.0		0.8			0.0
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3
Queue Service Time Before Blockage (g_{fs}), s								0.8
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	0.972	0.000	1.389	0.000	1.557	0.000
Pedestrian F_s / F_{delay}	0.000	0.137	0.000	0.104	0.000	0.152	0.000	0.170
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	754.71	30.82	1178.03	13.43	503.14	44.53	126.14	69.79
Bicycle F_w / F_v	-3.64	2.39	-3.64	1.13	-3.64	1.11	-3.64	0.03

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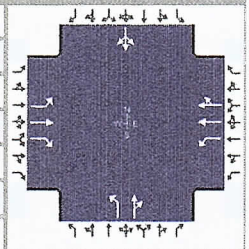
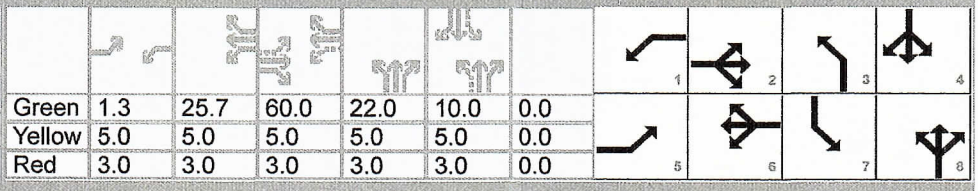
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	SLCo.	Time Period	PM With Project	PHF	0.87
Urban Street	Midway	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 PM with project.xus		
Project Description	Ft Pierce CC (Energy Selvitz)				



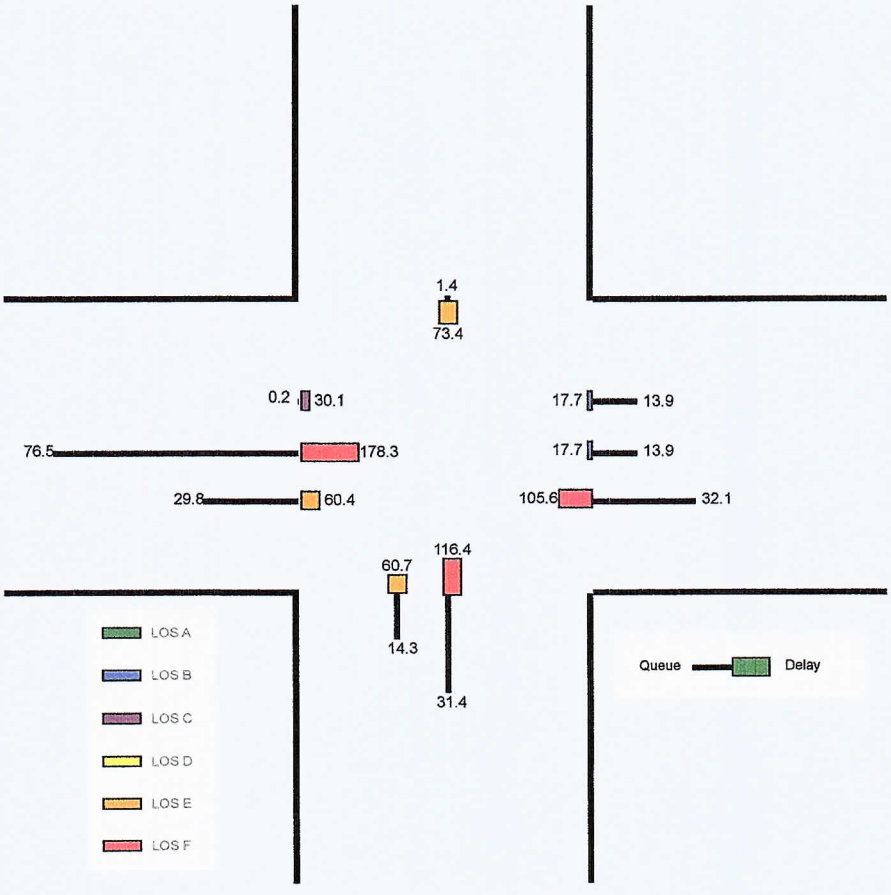
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	5	787	468	399	788	1	213	11	359	2	12	3

Signal Information			
Cycle, s	159.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.3	25.7	60.0	22.0	10.0	0.0	
Yellow	5.0	5.0	5.0	5.0	5.0	0.0	
Red	3.0	3.0	3.0	3.0	3.0	0.0	

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	0.2	76.5	29.8	32.1	13.9	13.9	13.9	31.4			1.4	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	
Control Delay (*d*), s/veh	30.1	178.3	60.4	105.6	17.7	17.7	57.6	116.4			75.0	
Level of Service (LOS)	C	F	E	F	B	B	E	F			E	
Approach Delay, s/veh / LOS	134.0	F		47.2	D		94.9	F		75.0	E	
Intersection Delay, s/veh / LOS	92.4						F					



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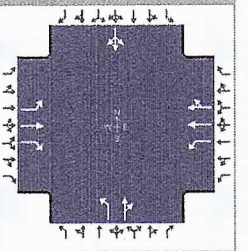
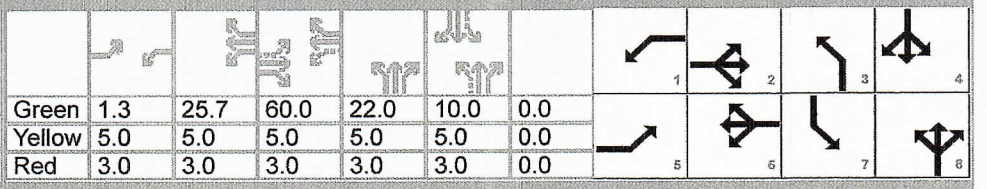
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	Aug 11, 2022	Area Type	Other
Jurisdiction	SLCo.	Time Period	PM With Project	PHF	0.87
Urban Street	Midway	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Torino and Midway	File Name	Midway and Torino.8.11.2022 PM with project.xus		
Project Description	Ft Pierce CC (Energy Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	5	787	468	399	788	1	213	11	359	2	12	3

Signal Information			
Cycle, s	159.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.3	25.7	60.0	22.0	10.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	0.0
Red	3.0	3.0	3.0	3.0	3.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	3.0	1.1	4.0	1.1	4.0	0.0	14.0
Phase Duration, s	9.3	68.0	43.0	101.7	30.0	48.0	0.0	18.0
Change Period, ($Y+R_c$), s	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.4	0.0	3.4
Queue Clearance Time (g_s), s	2.3	62.0	37.0	22.5	21.6	42.0		3.6
Green Extension Time (g_e), s	0.0	0.0	0.0	6.5	0.4	0.0	0.0	0.6
Phase Call Probability	0.22	1.00	1.00	1.00	1.00	1.00		1.00
Max Out Probability	0.00	1.00	1.00	0.03	0.00	1.00		0.17

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	6	905	538	459	454	453	245	425			20	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1610	1810	1900	1899	1810	1618			250	
Queue Service Time (g_s), s	0.3	60.0	49.7	35.0	20.5	20.5	19.6	40.0			1.6	
Cycle Queue Clearance Time (g_c), s	0.3	60.0	49.7	35.0	20.5	20.5	19.6	40.0			1.6	
Green Ratio (*g/C*)	0.39	0.38	0.38	0.61	0.59	0.59	0.21	0.25			0.06	
Capacity (*c*), veh/h	296	717	608	444	1119	1119	370	407			42	
Volume-to-Capacity Ratio (*X*)	0.019	1.262	0.885	1.034	0.405	0.405	0.661	1.045			0.470	
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)	0.2	76.5	29.8	32.1	13.9	13.9	13.9	31.4			1.4	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			0.00	
Uniform Delay (d_1), s/veh	30.1	49.5	46.3	53.9	17.6	17.6	56.9	59.5			72.0	
Incremental Delay (d_2), s/veh	0.0	128.8	14.2	51.7	0.1	0.1	0.8	56.9			3.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	
Control Delay (*d*), s/veh	30.1	178.3	60.4	105.6	17.7	17.7	57.6	116.4			75.0	
Level of Service (LOS)	C	F	E	F	B	B	E	F			E	
Approach Delay, s/veh / LOS	134.0	F		47.2	D		94.9	F		75.0	E	
Intersection Delay, s/veh / LOS	92.4						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.68	B	2.14	B	2.33	B
Bicycle LOS Score / LOS	2.88	C	1.61	B	1.59	B	0.52	A

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ECONOLITE

00027 - MIDWAY RD @ TORINO PKWY - - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	E-L	W-T	S-L	N-T	W-L	E-T	N-L	S-T	N	N	N	N	N	N	N	N
Min Green	7	7	7	7	7	7	7	7	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	15	60	15	40	35	60	40	10	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

- Ø in use

TURNING MOVEMENT VOLUME COUNTS

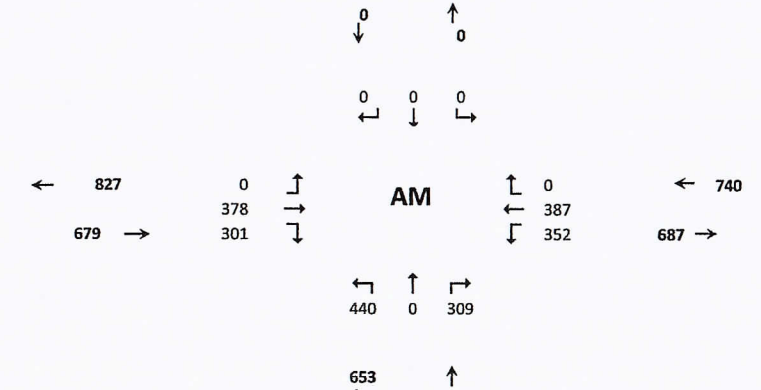
N/S STREET: Selvitz Rd **E/W STREET:** Edwards Rd **CONTROL:** Signalized

FILENAME: Fort Pierce Commerce Ctr

COUNT DATE: 4/21/2022 **DAY:** Tuesday **County** SLCo

REPORT DATE: **ANALYSIS YEAR:** Existing Count

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	67	0	50	0	0	0	0	64	37	54	90	0	362	1862
7:15-7:30	88	0	55	0	0	0	0	79	49	86	114	0	471	2031
7:30-7:45	91	0	66	0	0	0	0	89	59	74	105	0	484	2091
7:45-8:00	97	0	80	0	0	0	0	102	70	85	111	0	545	2104
8:00-8:15	103	0	78	0	0	0	0	93	79	87	91	0	531	2020
8:15-8:30	115	0	61	0	0	0	0	97	73	102	83	0	531	
8:30-8:45	112	0	81	0	0	0	0	75	70	68	91	0	497	
8:45-9:00	88	0	70	0	0	0	0	66	60	78	99	0	461	



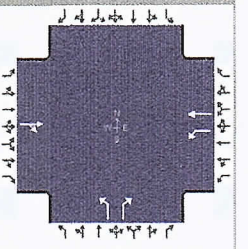
AM PEAK HOUR IS FROM:			7:45AM TO 8:45AM										
Volumes	427	0	300	0	0	0	0	367	292	342	376	0	2104
Season Factor	440	0	309	0	0	0	0	378	301	352	387	0	2167
Growth to 2023	440	0	309	0	0	0	0	378	301	352	387	0	2167
In/Out	OUT		OUT	OUT	OUT	OUT	IN		IN	IN		0	
Percentage	10%	0%	10%	0%	0%	0%	0%	0%	10%	10%		0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0
SUBPROJECTS													
%	2%	0%	3%	0%	0%	0%	0%	0%	2%	3%	0%	0%	
In/Out	OUT		OUT						IN	IN			
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
%	4.0%	0.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	0.0%	0.0%	4.0%	
In/Out	OUT		OUT			IN	OUT	OUT	IN		IN	in	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
%	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	1.4%	
In/Out			IN	out				0%		OUT	OUT	in	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%	
In/Out			IN	IN						OUT		OUT	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	440	0	309	0	0	0	0	378	301	352	387	0	2167

Seasonal Factor: 1.03
Growth Rate to 2021: 1
Growth Rate: 1.0495
Years Grown: 0

	Trips In	Trips Out
Project	0	0
Arcosa	0	0
Wawa at Midway/Selvitz	0	0
LTC Ranch	0	0
Ravinia	0	0

HCS Signalized Intersection Input Data

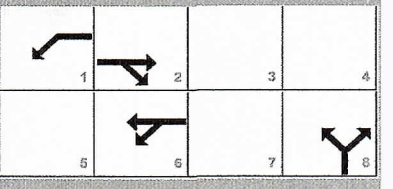
General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCO	Time Period	AM Existing	PHF	0.92
Urban Street	Edwards Road	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz AM Existing 5.11.2022.xus		
Project Description	Ft. Pierce Commerce (Energy/Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		378	301	352	387		440		309			

Signal Information			
Cycle, s	111.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	48.1	15.0	30.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		378	301	352	387		440		309			
Initial Queue (Q_b), veh/h		0	0	0	0		0		0			
Base Saturation Flow Rate (s_o), veh/h		1900	1900	1900	1900		1900		1900			
Parking (N_m), man/h		None			None			None				
Heavy Vehicles (P_{HV}), %		0		0	0		0		0			
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0			
Arrival Type (*AT*)		3	3	3	3		3		3			
Upstream Filtering (*I*)		1.00	1.00	1.00	1.00		1.00		1.00			
Lane Width (*W*), ft		12.0		12.0	12.0		12.0		12.0			
Turn Bay Length, ft		0		0	0		0		0			
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h		35	35	35	35		35		35			

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		50.0	15.0	50.0		30.0		
Yellow Change Interval (Y), s		4.0	4.0	4.0		4.0		
Red Clearance Interval (R_c), s		2.0	2.0	2.0		2.0		
Minimum Green (G_{min}), s		15	7	15		10		
Start-Up Lost Time (*l1*), s		2.0	2.0	2.0	2.0			
Extension of Effective Green (*e*), s		2.0	2.0	2.0	2.0			
Passage (*PT*), s		2.0	2.0	2.0		2.0		
Recall Mode		Min	Off	Min		Off		
Dual Entry		Yes	No	Yes		Yes		
Walk (*Walk*), s		0.0				0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0				0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0				0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0				9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0		No	0.0	0	No		0	
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0			
Pedestrian Signal / Occupied Parking	No	0.50			0.50		No	0.50		No		

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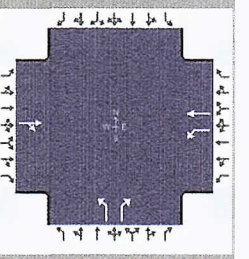
HCS Signalized Intersection Intermediate Values

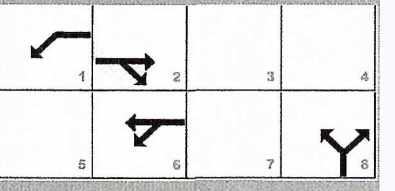
General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCO	Time Period	AM Existing	PHF	0.92
Urban Street	Edwards Road	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz AM Existing 5.11.2022.xus		
Project Description	Ft. Pierce Commerce (Energy/Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		378	301	352	387		440		309			

Signal Information			
Cycle, s	111.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	48.1	15.0	30.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)												
Heavy Vehicles and Grade Factor (f_{HVg})												
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Area Type Adjustment Factor (f_a)												
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	1.000	0.926		0.952	0.000		0.952	0.000				
Right-Turn Adjustment Factor (f_{RT})		0.000	0.926		1.000	1.000		0.000	0.847			
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000					
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			
Work Zone Adjustment Factor (f_{wz})												
DDI Factor (f_{DDI})												
Movement Saturation Flow Rate (s), veh/h	0	980	780	1810	1900	0	1810	0	1610			
Proportion of Vehicles Arriving on Green (P)	0.00	0.43	0.43	0.13	0.62	0.00	0.27	0.00	0.27	0.00	0.00	0.00
Incremental Delay Factor (k)		0.44		0.50	0.04		0.48		0.29			

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.0	6.0	6.0		4.0		
Green Ratio (g/C)		0.43	0.55	0.62		0.27		
Permitted Saturation Flow Rate (s_p), veh/h/ln		982	732	0		1810		
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		0						
Permitted Effective Green Time (g_p), s		0.0	46.1	0.0		0.0		
Permitted Service Time (g_u), s		0.0	0.6	0.0		0.0		
Permitted Queue Service Time (g_{ps}), s			0.6					
Time to First Blockage (g_f), s		48.1	0.0	0.0		0.0		
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		
Protected Right Effective Green Time (g_R), s						0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	0.000	0.000	1.198	0.000	0.972	0.000
Pedestrian F_s / F_{delay}	0.000	0.149	0.000	0.083	0.000	0.161	0.000	0.161
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	269.99	41.57	1244.02	7.94		62.78	-90.00	60.67
Bicycle F_w / F_v	-3.64	1.22	-3.64	1.33	-3.64	Infinity	-3.64	

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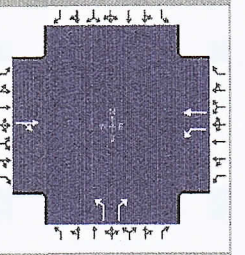
HCS Signalized Intersection Results Graphical Summary

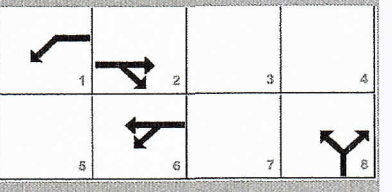
General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCO	Time Period	AM Existing	PHF	0.92
Urban Street	Edwards Road	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz AM Existing 5.11.2022.xus		
Project Description	Ft. Pierce Commerce (Energy/Selvitz)				



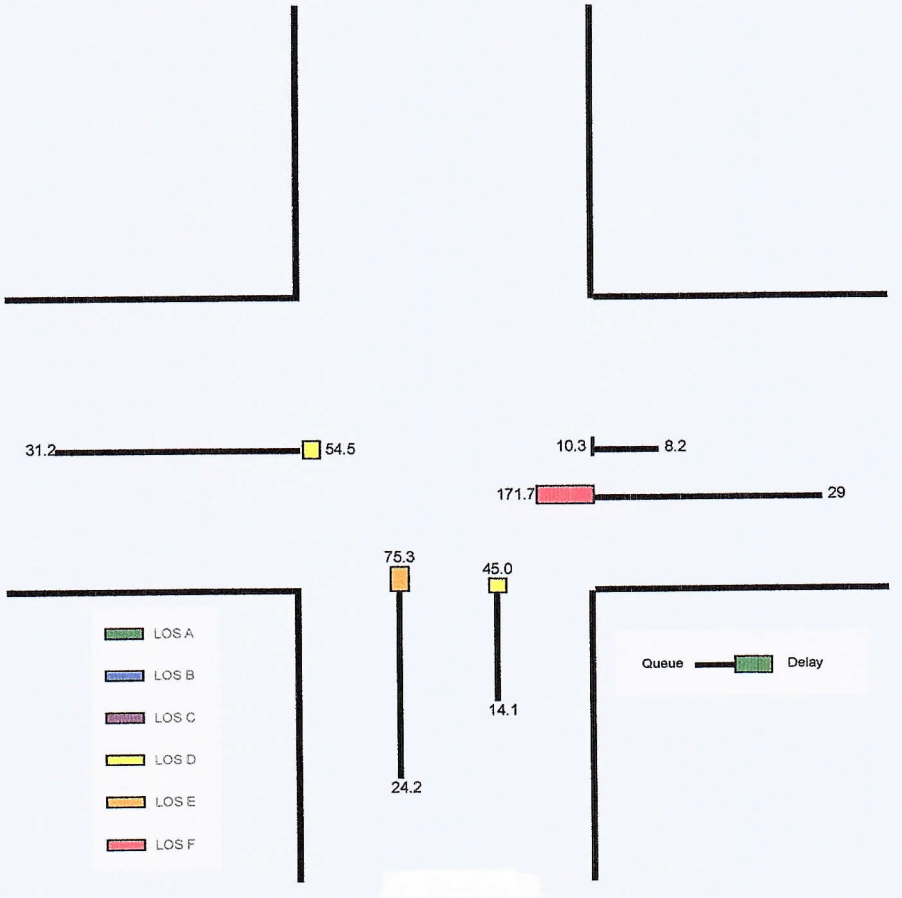
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		378	301	352	387		440		309			

Signal Information			
Cycle, s	111.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	48.1	15.0	30.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)		31.2		29.0	8.2		24.2		14.1			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00		0.00		0.00			
Control Delay (*d*), s/veh		54.5		171.7	10.3		75.3		45.0			
Level of Service (LOS)		D		F	B		E		D			
Approach Delay, s/veh / LOS	54.5		D	87.1		F	62.8		E	0.0		
Intersection Delay, s/veh / LOS	68.5						E					



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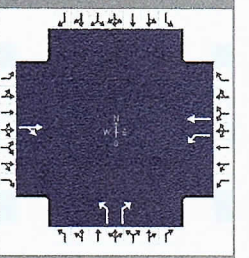
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCO	Time Period	AM Existing	PHF	0.92
Urban Street	Edwards Road	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz AM Existing 5.11.2022.xus		
Project Description	Ft. Pierce Commerce (Energy/Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		378	301	352	387		440		309			

Signal Information			
Cycle, s	111.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	48.1	15.0	30.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0	5	6	7	8		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		8.4	1.0	4.0		9.0		
Phase Duration, s		54.1	21.0	75.1		36.0		
Change Period, ($Y+R_c$), s		6.0	6.0	6.0		6.0		
Max Allow Headway (*MAH*), s		3.2	3.1	3.1		3.2		
Queue Clearance Time (g_s), s		47.5	17.0	13.9		31.1		
Green Extension Time (g_e), s		0.6	0.0	1.6		0.0		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		1.00	1.00	0.00		1.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (*v*), veh/h		738		383	421		478		336			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1760		1810	1900		1810		1610			
Queue Service Time (g_s), s		45.5		15.0	11.9		29.1		21.4			
Cycle Queue Clearance Time (g_c), s		45.5		15.0	11.9		29.1		21.4			
Green Ratio (*g/C*)		0.43		0.55	0.62		0.27		0.27			
Capacity (*c*), veh/h		762		313	1182		489		435			
Volume-to-Capacity Ratio (*X*)		0.969		1.222	0.356		0.979		0.773			
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)		31.2		29.0	8.2		24.2		14.1			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00		0.00		0.00			
Uniform Delay (d_1), s/veh		30.8		46.4	10.2		40.2		37.4			
Incremental Delay (d_2), s/veh		23.8		125.3	0.1		35.0		7.6			
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		54.5		171.7	10.3		75.3		45.0			
Level of Service (LOS)		D		F	B		E		D			
Approach Delay, s/veh / LOS	54.5	D		87.1	F		62.8	E		0.0		
Intersection Delay, s/veh / LOS	68.5						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.95	B	0.68	A	1.96	B	1.73	B
Bicycle LOS Score / LOS	1.71	B	1.81	B		F		

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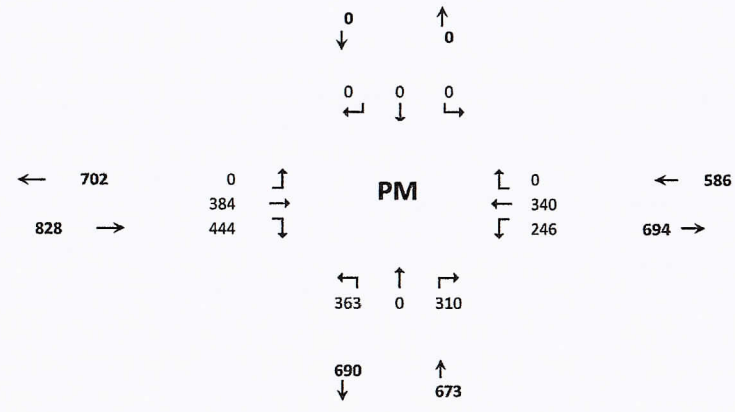
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Selvitz Rd
E/W STREET: Edwards Rd
CONTROL: Signalized
FILENAME: Fort Pierce Commerce Ctr
COUNT DATE: 4/21/2022
DAY: Tuesday
County slco
REPORT DATE:
ANALYSIS YEAR: Existing Count

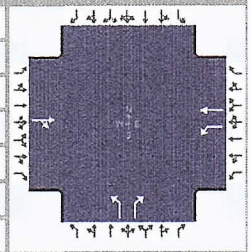
15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	70	0	63	0	0	0	0	85	82	43	76	0	419	1850
4:15-4:30	84	0	46	0	0	0	0	99	72	61	70	0	432	1963
4:30-4:45	77	0	84	0	0	0	0	96	97	53	86	0	493	2026
4:45-5:00	78	0	78	0	0	0	0	104	105	49	92	0	506	1970
5:00-5:15	102	0	79	0	0	0	0	81	123	71	76	0	532	1901
5:15-5:30	95	0	60	0	0	0	0	92	106	66	76	0	495	
5:30-5:45	86	0	45	0	0	0	0	89	86	61	70	0	437	
5:45-6:00	91	0	48	0	0	0	0	89	83	51	75	0	437	
PM PEAK HOUR IS FROM:	4:30 PM TO 5:30PM													
Volumes	352	0	301	0	0	0	0	373	431	239	330	0	2026	
Season Factor	363	0	310	0	0	0	0	384	444	246	340	0	2087	
Growth to 2021	363	0	310	0	0	0	0	384	444	246	340	0	2087	
Growth to 2023	363	0	310	0	0	0	0	384	444	246	340	0	2087	
In/Out	OUT	0	OUT	OUT	OUT	OUT	IN	0	IN	IN	0	0		
Percentage	10%	0%	10%	0%	0%	0%	0%	0%	10%	10%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	5%	0%	5%	0%	0%	0%	0%	0%	5%	5%	0%	0.0%		
In/Out	OUT	0%	OUT	0%	0%	0%	0%	0%	IN	IN	0%	0.0%		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	9.0%	0.0%	9.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.0%	0.0%	0.0%	9.0%		
In/Out	OUT	0.0%	OUT	0.0%	0.0%	IN	OUT	OUT	IN	0.0%	IN	in		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%		
In/Out	0.0%	0.0%	IN	out	0.0%	0.0%	0.0%	0.0%	0.0%	OUT	OUT	in		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	0.0%	3.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	0.0%	2.0%		
In/Out	0.0%	0.0%	IN	IN	0.0%	0.0%	0.0%	0.0%	0.0%	OUT	0.0%	OUT		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	363	0	310	0	0	0	0	384	444	246	340	0	2087	



	Trips In	Trips Out
Project	0	0
Arcosa	0	0
Wawa at Midway/Selvitz	0	0
LTC Ranch	0	0
Ravinia	0	0

HCS Signalized Intersection Input Data

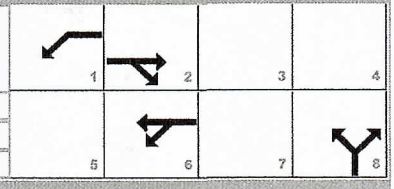
General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCO	Time Period	PM Existing	PHF	0.92
Urban Street	Edwards Road	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz PM Existing 5.11.2022.xus		
Project Description	Ft. Pierce Commerce (Energy/Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		384	444	246	340		363		309			

Signal Information			
Cycle, s	107.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	50.0	13.7	25.7	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		384	444	246	340		363		309			
Initial Queue (Q_b), veh/h		0	0	0	0		0		0			
Base Saturation Flow Rate (s_o), veh/h		1900	1900	1900	1900		1900		1900			
Parking (N_m), man/h		None			None			None				
Heavy Vehicles (P_{HV}), %		0		0	0		0		0			
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0			
Arrival Type (*AT*)		3	3	3	3		3		3			
Upstream Filtering (*I*)		1.00	1.00	1.00	1.00		1.00		1.00			
Lane Width (*W*), ft		12.0		12.0	12.0		12.0		12.0			
Turn Bay Length, ft		0		0	0		0		0			
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h		35	35	35	35		35		35			

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		50.0	15.0	50.0		30.0		
Yellow Change Interval (*Y*), s		4.0	4.0	4.0		4.0		
Red Clearance Interval (R_c), s		2.0	2.0	2.0		2.0		
Minimum Green (G_{min}), s		15	7	15		10		
Start-Up Lost Time (*l1*), s		2.0	2.0	2.0	2.0			
Extension of Effective Green (*e*), s		2.0	2.0	2.0	2.0			
Passage (*PT*), s		2.0	2.0	2.0		2.0		
Recall Mode		Min	Off	Min		Off		
Dual Entry		Yes	No	Yes		Yes		
Walk (*Walk*), s		0.0				0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0				0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0				0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0				9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0		No	0.0	0	No		0	
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0			
Pedestrian Signal / Occupied Parking	No		0.50			0.50	No		0.50	No		

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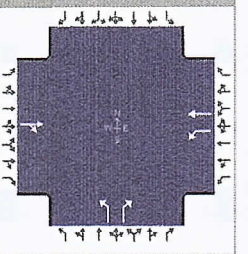
HCS Signalized Intersection Intermediate Values

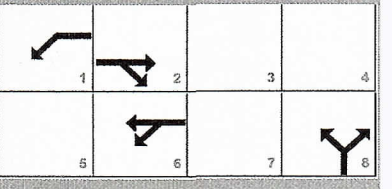
General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCO	Time Period	PM Existing	PHF	0.92
Urban Street	Edwards Road	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz PM Existing 5.11.2022.xus		
Project Description	Ft. Pierce Commerce (Energy/Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		384	444	246	340		363		309			

Signal Information			
Cycle, s	107.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	50.0	13.7		25.7	0.0		0.0					
Yellow	4.0	4.0		4.0	0.0		0.0					
Red	2.0	2.0		2.0	0.0		0.0					



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)												
Heavy Vehicles and Grade Factor (f_{HVg})												
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Area Type Adjustment Factor (f_a)												
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	1.000	0.912		0.952	0.000		0.952	0.000				
Right-Turn Adjustment Factor (f_{RT})		0.000	0.912		1.000	1.000		0.000	0.847			
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000					
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			
Work Zone Adjustment Factor (f_{wz})												
DDI Factor (f_{DDI})												
Movement Saturation Flow Rate (s), veh/h	0	804	929	1810	1900	0	1810	0	1610			
Proportion of Vehicles Arriving on Green (P)	0.00	0.47	0.47	0.13	0.65	0.00	0.24	0.00	0.24	0.00	0.00	0.00
Incremental Delay Factor (k)		0.50		0.35	0.04		0.30		0.27			

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.0	6.0	6.0		4.0		
Green Ratio (g/C)		0.47	0.57	0.65		0.24		
Permitted Saturation Flow Rate (s_p), veh/h/ln		1029	629	0		1810		
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		0						
Permitted Effective Green Time (g_p), s		0.0	48.0	0.0		0.0		
Permitted Service Time (g_u), s		0.0	0.0	0.0		0.0		
Permitted Queue Service Time (g_{ps}), s			0.0					
Time to First Blockage (g_f), s		50.0	0.0	0.0		0.0		
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		
Protected Right Effective Green Time (g_R), s						0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	0.000	0.000	1.198	0.000	0.972	0.000
Pedestrian F_s / F_{delay}	0.000	0.149	0.000	0.076	0.000	0.160	0.000	0.160
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	254.79	40.89	1297.61	6.62		60.93	-93.11	58.82
Bicycle F_w / F_v	-3.64	1.49	-3.64	1.05	-3.64	Infinity	-3.64	

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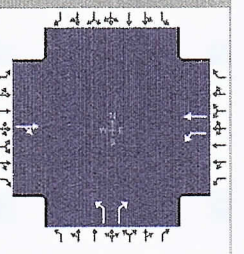
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCO	Time Period	PM Existing	PHF	0.92
Urban Street	Edwards Road	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz PM Existing 5.11.2022.xus		
Project Description	Ft. Pierce Commerce (Energy/Selvitz)				

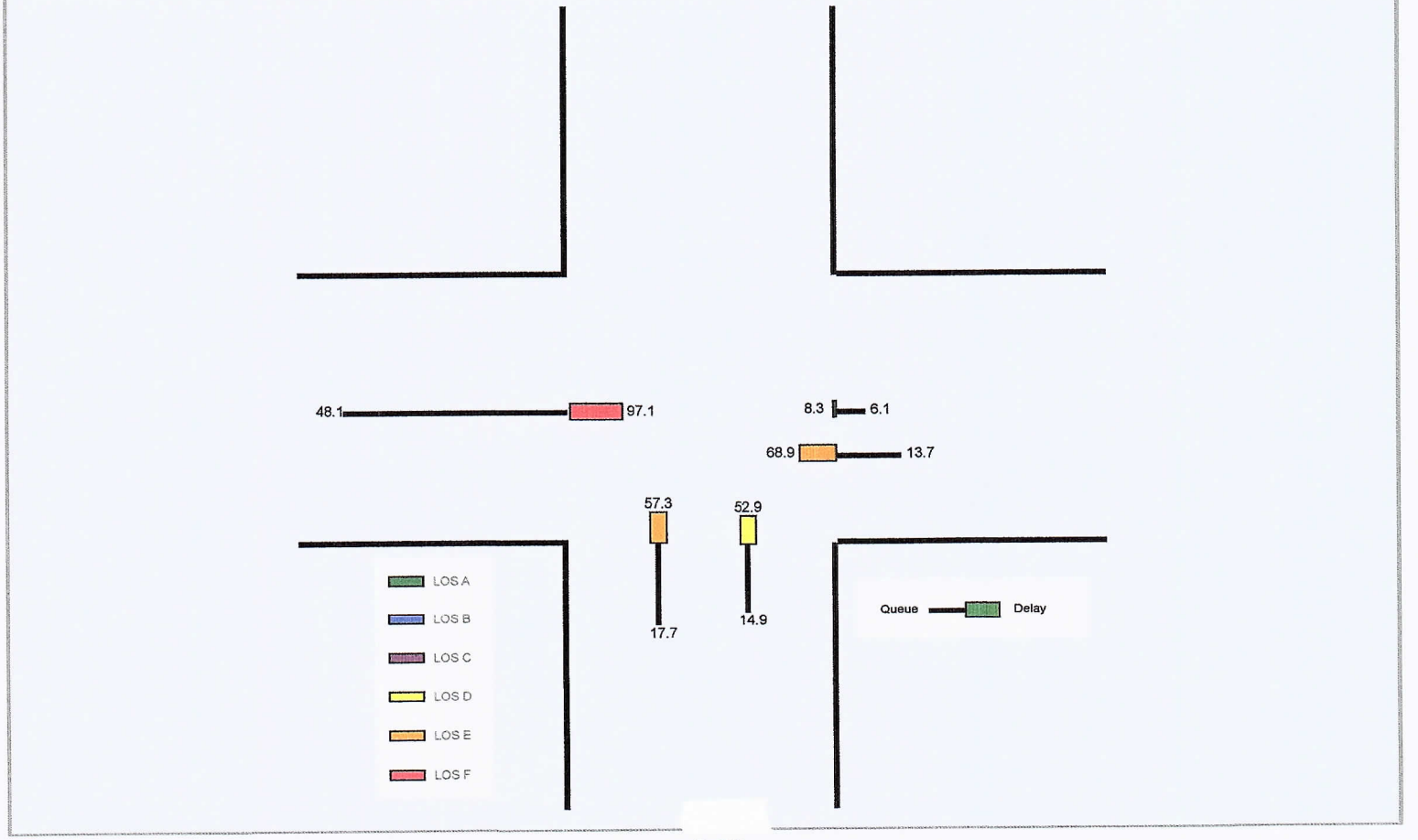


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		384	444	246	340		363		309			

Signal Information			
Cycle, s	107.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4		
Green	50.0	13.7	25.7	0.0	0.0	0.0	5	6	7	8		
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)		48.1		13.7	6.1		17.7		14.9			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00		0.00		0.00			
Control Delay (*d*), s/veh		97.1		68.9	8.3		57.3		52.9			
Level of Service (LOS)		F		E	A		E		D			
Approach Delay, s/veh / LOS	97.1	F		33.7	C		55.3	E		0.0		
Intersection Delay, s/veh / LOS	65.8						E					



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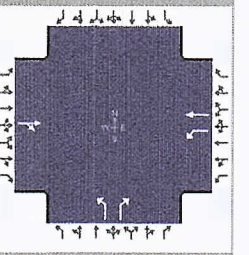
HCS Signalized Intersection Results Summary

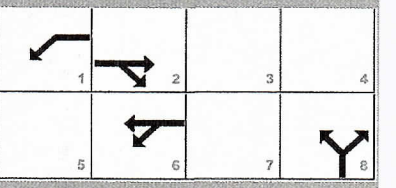
General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCO	Time Period	PM Existing	PHF	0.92
Urban Street	Edwards Road	Analysis Year	2022	Analysis Period	1> 7:00
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz PM Existing 5.11.2022.xus		
Project Description	Ft. Pierce Commerce (Energy/Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		384	444	246	340		363		309			

Signal Information			
Cycle, s	107.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	50.0	13.7		25.7	0.0		0.0					
Yellow	4.0	4.0		4.0	0.0		0.0					
Red	2.0	2.0		2.0	0.0		0.0					



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		8.4	1.0	4.0		9.0		
Phase Duration, s		56.0	19.7	75.7		31.7		
Change Period, (*Y+R c*), s		6.0	6.0	6.0		6.0		
Max Allow Headway (*MAH*), s		3.2	3.1	3.1		3.2		
Queue Clearance Time (*g s*), s		52.0	13.6	11.1		24.8		
Green Extension Time (*g e*), s		0.0	0.1	1.2		0.9		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		1.00	1.00	0.00		0.43		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (*v*), veh/h		900		267	370		395		336			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1733		1810	1900		1810		1610			
Queue Service Time (*g s*), s		50.0		11.6	9.1		22.8		21.5			
Cycle Queue Clearance Time (*g c*), s		50.0		11.6	9.1		22.8		21.5			
Green Ratio (*g/C*)		0.47		0.57	0.65		0.24		0.24			
Capacity (*c*), veh/h		807		298	1233		433		386			
Volume-to-Capacity Ratio (*X*)		1.116		0.899	0.300		0.911		0.871			
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)		48.1		13.7	6.1		17.7		14.9			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00		0.00		0.00			
Uniform Delay (*d 1*), s/veh		28.7		44.5	8.2		39.7		39.2			
Incremental Delay (*d 2*), s/veh		68.4		24.4	0.1		17.6		13.6			
Initial Queue Delay (*d 3*), s/veh		0.0		0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		97.1		68.9	8.3		57.3		52.9			
Level of Service (LOS)		F		E	A		E		D			
Approach Delay, s/veh / LOS	97.1	F		33.7	C		55.3	E		0.0		
Intersection Delay, s/veh / LOS	65.8						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.95	B	0.68	A	1.96	B	1.73	B
Bicycle LOS Score / LOS	1.97	B	1.54	B		F		

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TURNING MOVEMENT VOLUME COUNTS

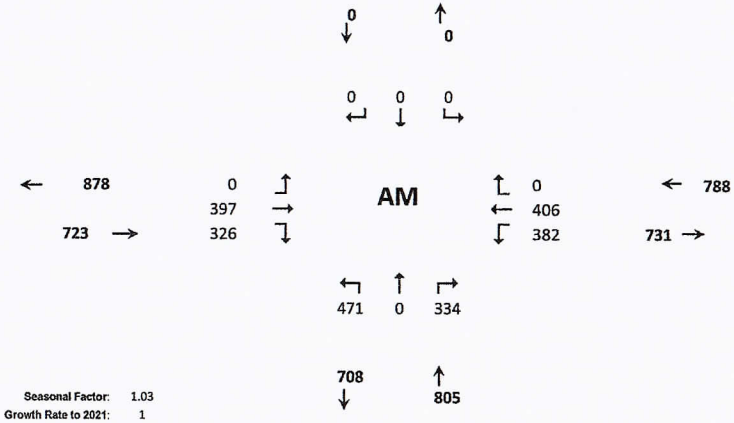
N/S STREET: Selvitz Rd **E/W STREET:** Edwards Rd **CONTROL:** Signalized

FILENAME: Fort Pierce Commerce Ctr

COUNT DATE: 4/21/2022 **DAY:** Tuesday **County** SLCo

REPORT DATE: **ANALYSIS YEAR:** 2023 AM Without Project

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	67	0	50	0	0	0	0	64	37	54	90	0	362	1862
7:15-7:30	88	0	55	0	0	0	0	79	49	86	114	0	471	2031
7:30-7:45	91	0	66	0	0	0	0	89	59	74	105	0	484	2091
7:45-8:00	97	0	80	0	0	0	0	102	70	85	111	0	545	2104
8:00-8:15	103	0	78	0	0	0	0	93	79	87	91	0	531	2020
8:15-8:30	115	0	61	0	0	0	0	97	73	102	83	0	531	
8:30-8:45	112	0	81	0	0	0	0	75	70	68	91	0	497	
8:45-9:00	88	0	70	0	0	0	0	66	60	78	99	0	461	
AM PEAK HOUR IS FROM:			7:45AM TO 8:45AM											
Volumes	427	0	300	0	0	0	0	367	292	342	376	0	2104	
Season Factor	440	0	309	0	0	0	0	378	301	352	387	0	2167	
Growth to 2023	462	0	324	0	0	0	0	397	316	370	406	0	2274	
In/Out	OUT		OUT	OUT	OUT	OUT	IN		IN	IN		0		
Percentage	10%	0%	10%	0%	0%	0%	0%	0%	10%	10%		0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	5%	0%	5%	0%	0%	0%	0%	0%	5%	5%	0%	0%		
In/Out	OUT		OUT						IN	IN				
Volume	1	0	1	0	0	0	0	0	3	3	0	0	0	
%	9.0%	0.0%	9.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.0%	9.0%	0.0%	0.0%		
In/Out	OUT		OUT			IN	OUT	OUT	IN	IN	IN			
Volume	7	0	7	0	0	0	0	0	7	7	0	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%		
In/Out			IN	out				0%		OUT	OUT	in		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	3.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	3.0%	0.0%	0.0%		
In/Out	OUT		OUT	IN					in	OUT				
Volume	2	0	2	0	0	0	0	0	1	2	0	0	0	
Subtotal	10	0	10	0	0	0	0	0	11	12	0	0	0	
Total	471	0	334	0	0	0	0	397	326	382	406	0	2274	



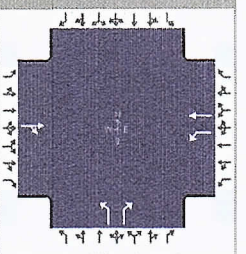
Seasonal Factor: 1.03
Growth Rate to 2021: 1
Growth Rate: 1.0495
Years Grown: 1

Project	Trips In	Trips Out
Project	0	0
Arcosa	59	16
Wawa at Midway/Selvitz	79	76
LTC Ranch	456	406
Ravinia	22	68

D-72

HCS Signalized Intersection Input Data

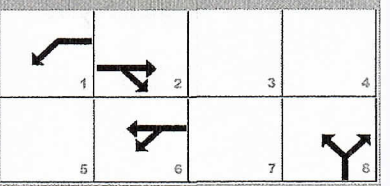
General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCO	Time Period	AM Without	PHF	0.92
Urban Street	Edwards Road	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz AM without 5.11.2022.xus		
Project Description	Ft. Pierce Commerce (Energy/Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		397	326	382	406		471		334			

Signal Information			
Cycle, s	113.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

	EB			WB			NB			SB		
Green	50.0	15.0		30.0	0.0	0.0	0.0					
Yellow	4.0	4.0		4.0	0.0	0.0	0.0					
Red	2.0	2.0		2.0	0.0	0.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		397	326	382	406		471		334			
Initial Queue (Q_b), veh/h		0	0	0	0		0		0			
Base Saturation Flow Rate (s_o), veh/h		1900	1900	1900	1900		1900		1900			
Parking (N_m), man/h		None			None			None				
Heavy Vehicles (P_{HV}), %		0		0	0		0		0			
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0			
Arrival Type (AT)		3	3	3	3		3		3			
Upstream Filtering (I)		1.00	1.00	1.00	1.00		1.00		1.00			
Lane Width (W), ft		12.0		12.0	12.0		12.0		12.0			
Turn Bay Length, ft		0		0	0		0		0			
Grade (Pg), %		0			0			0			0	
Speed Limit, mi/h		35	35	35	35		35		35			

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		50.0	15.0	50.0		30.0		
Yellow Change Interval (Y), s		4.0	4.0	4.0		4.0		
Red Clearance Interval (R_c), s		2.0	2.0	2.0		2.0		
Minimum Green (G_{min}), s		15	7	15		10		
Start-Up Lost Time (l1), s		2.0	2.0	2.0	2.0			
Extension of Effective Green (e), s		2.0	2.0	2.0	2.0			
Passage (PT), s		2.0	2.0	2.0		2.0		
Recall Mode		Min	Off	Min		Off		
Dual Entry		Yes	No	Yes		Yes		
Walk (Walk), s		0.0				0.0		0.0
Pedestrian Clearance Time (PC), s		0.0				0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0				0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0				9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0		No	0.0	0	No		0	
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0			
Pedestrian Signal / Occupied Parking	No	0.50			0.50		No	0.50		No		

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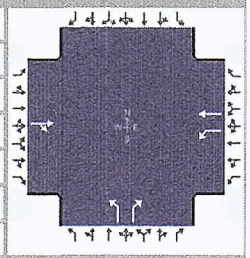
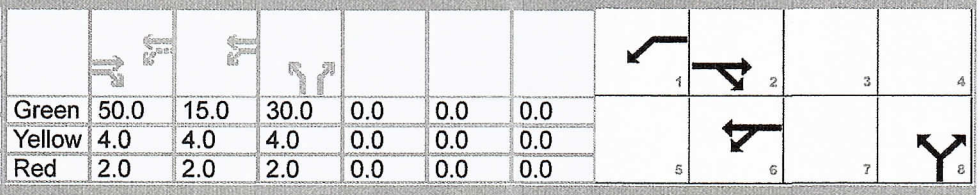
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCO	Time Period	AM Without	PHF	0.92
Urban Street	Edwards Road	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz AM without 5.11.2022.xus		
Project Description	Ft. Pierce Commerce (Energy/Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		397	326	382	406		471		334			

Signal Information			
Cycle, s	113.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	50.0	15.0	30.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)												
Heavy Vehicles and Grade Factor (f_{HVg})												
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Area Type Adjustment Factor (f_a)												
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	1.000	0.925		0.952	0.000		0.952	0.000				
Right-Turn Adjustment Factor (f_{RT})		0.000	0.925		1.000	1.000		0.000	0.847			
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000					
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			
Work Zone Adjustment Factor (f_{wz})												
DDI Factor (f_{DDI})												
Movement Saturation Flow Rate (s), veh/h	0	965	792	1810	1900	0	1810	0	1610			
Proportion of Vehicles Arriving on Green (P)	0.00	0.44	0.44	0.13	0.63	0.00	0.27	0.00	0.27	0.00	0.00	0.00
Incremental Delay Factor (k)		0.50		0.50	0.04		0.50		0.36			

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.0	6.0	6.0		4.0		
Green Ratio (g/C)		0.44	0.56	0.63		0.27		
Permitted Saturation Flow Rate (s_p), veh/h/ln		963	700	0		1810		
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		0						
Permitted Effective Green Time (g_p), s		0.0	48.0	0.0		0.0		
Permitted Service Time (g_u), s		0.0	0.0	0.0		0.0		
Permitted Queue Service Time (g_{ps}), s			0.0					
Time to First Blockage (g_f), s		50.0	0.0	0.0		0.0		
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		
Protected Right Effective Green Time (g_R), s						0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	0.000	0.000	1.198	0.000	0.972	0.000
Pedestrian F_s / F_{delay}	0.000	0.150	0.000	0.082	0.000	0.162	0.000	0.162
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	265.49	42.50	1256.63	7.81		63.72	-88.50	61.61
Bicycle F_w / F_v	-3.64	1.30	-3.64	1.41	-3.64	Infinity	-3.64	

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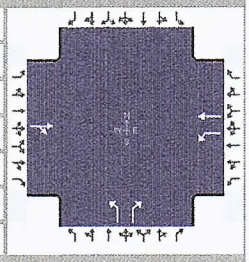
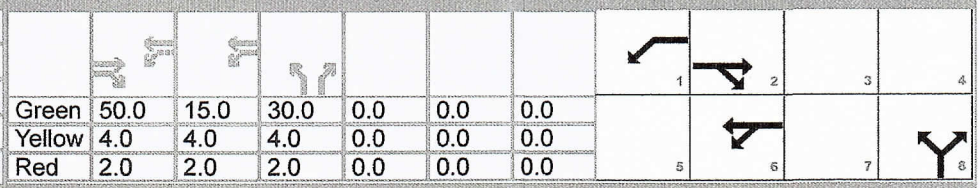
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCO	Time Period	AM Without	PHF	0.92
Urban Street	Edwards Road	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz AM without 5.11.2022.xus		
Project Description	Ft. Pierce Commerce (Energy/Selvitz)				



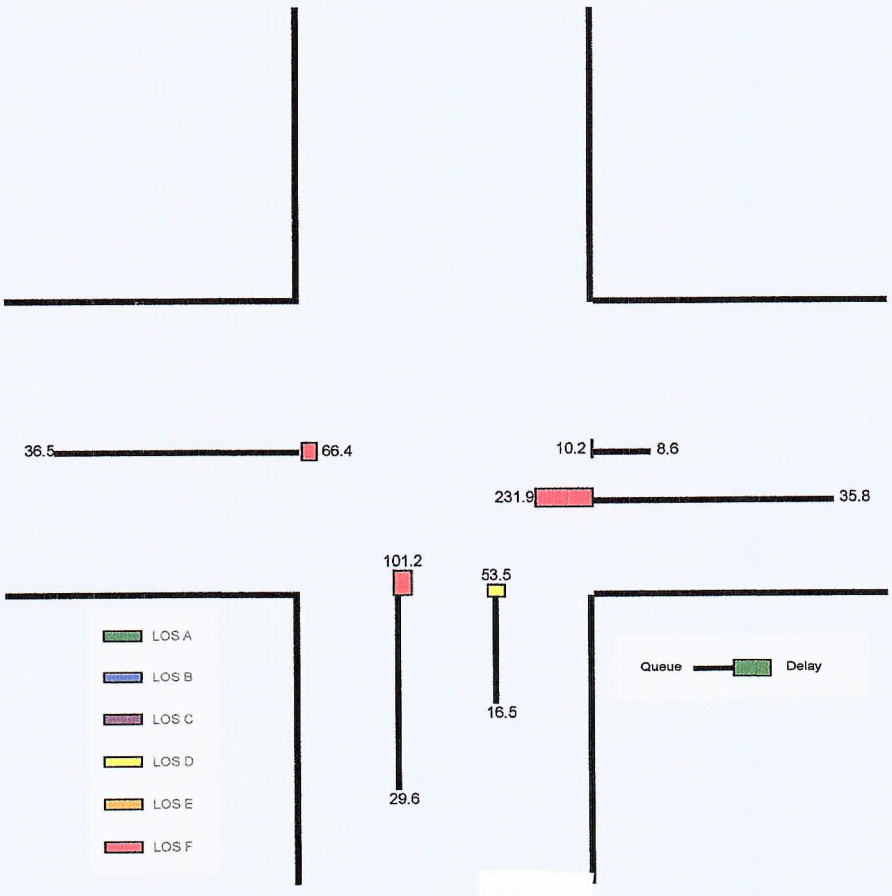
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		397	326	382	406		471		334			

Signal Information			
Cycle, s	113.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	50.0	15.0		30.0	0.0	0.0	0.0					
Yellow	4.0	4.0		4.0	0.0	0.0	0.0					
Red	2.0	2.0		2.0	0.0	0.0	0.0					

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)		36.5		35.8	8.6		29.6		16.5			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00		0.00		0.00			
Control Delay (*d*), s/veh		66.4		231.9	10.2		101.2		53.5			
Level of Service (LOS)		F		F	B		F		D			
Approach Delay, s/veh / LOS	66.4		E	117.7		F	81.4		F	0.0		
Intersection Delay, s/veh / LOS	89.1						F					



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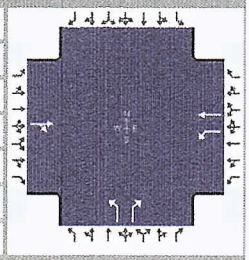
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCO	Time Period	AM Without	PHF	0.92
Urban Street	Edwards Road	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz AM without 5.11.2022.xus		
Project Description	Ft. Pierce Commerce (Energy/Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		397	326	382	406		471		334			

Signal Information			
Cycle, s	113.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4		
Green	50.0	15.0	30.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0	5	6	7	8		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		8.4	1.0	4.0		9.0		
Phase Duration, s		56.0	21.0	77.0		36.0		
Change Period, ($Y+R_c$), s		6.0	6.0	6.0		6.0		
Max Allow Headway (*MAH*), s		3.2	3.1	3.1		3.2		
Queue Clearance Time (g_s), s		52.0	17.0	14.7		32.0		
Green Extension Time (g_e), s		0.0	0.0	1.7		0.0		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		1.00	1.00	0.00		1.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (*v*), veh/h		786		415	441		512		363			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1757		1810	1900		1810		1610			
Queue Service Time (g_s), s		50.0		15.0	12.7		30.0		24.2			
Cycle Queue Clearance Time (g_c), s		50.0		15.0	12.7		30.0		24.2			
Green Ratio (*g/C*)		0.44		0.56	0.63		0.27		0.27			
Capacity (*c*), veh/h		778		304	1194		480		427			
Volume-to-Capacity Ratio (*X*)		1.011		1.366	0.370		1.066		0.849			
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)		36.5		35.8	8.6		29.6		16.5			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00		0.00		0.00			
Uniform Delay (d_1), s/veh		31.5		47.4	10.2		41.5		39.4			
Incremental Delay (d_2), s/veh		34.9		184.5	0.1		59.7		14.2			
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		66.4		231.9	10.2		101.2		53.5			
Level of Service (LOS)		F		F	B		F		D			
Approach Delay, s/veh / LOS	66.4	E		117.7	F		81.4	F		0.0		
Intersection Delay, s/veh / LOS	89.1						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.95	B	0.68	A	1.96	B	1.73	B
Bicycle LOS Score / LOS	1.78	B	1.90	B		F		

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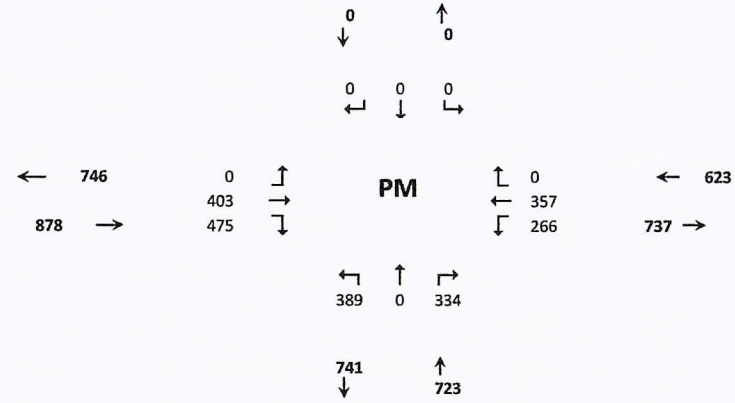
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Selvitz Rd
E/W STREET: Edwards Rd
CONTROL: Signalized
FILENAME: Fort Pierce Commerce Ctr
COUNT DATE: 4/21/2022
DAY: Tuesday
County slco
REPORT DATE:
ANALYSIS YEAR: 2023 without PM

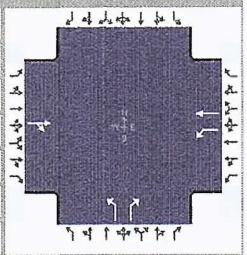
15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	70	0	63	0	0	0	0	85	82	43	76	0	419	1850
4:15-4:30	84	0	46	0	0	0	0	99	72	61	70	0	432	1963
4:30-4:45	77	0	84	0	0	0	0	96	97	53	86	0	493	2026
4:45-5:00	78	0	78	0	0	0	0	104	105	49	92	0	506	1970
5:00-5:15	102	0	79	0	0	0	0	81	123	71	76	0	532	1901
5:15-5:30	95	0	60	0	0	0	0	92	106	66	76	0	495	
5:30-5:45	86	0	45	0	0	0	0	89	86	61	70	0	437	
5:45-6:00	91	0	48	0	0	0	0	89	83	51	75	0	437	
PM PEAK HOUR IS FROM:	4:30 PM TO 5:30PM													
Volumes	352	0	301	0	0	0	0	373	431	239	330	0	2026	
Season Factor	363	0	310	0	0	0	0	384	444	246	340	0	2087	
Growth to 2021	363	0	310	0	0	0	0	384	444	246	340	0	2087	
Growth to 2023	381	0	325	0	0	0	0	403	466	258	357	0	2190	
In/Out	OUT	0	OUT	OUT	OUT	OUT	IN	0	IN	IN	0	0		
Percentage	10%	0%	10%	0%	0%	0%	0%	0%	10%	10%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	5%	0%	5%	0%	0%	0%	0%	0%	5%	5%	0%	0.0%		
In/Out	OUT	0%	OUT	0%	0%	0%	0%	0%	IN	IN	0%	0.0%		
Volume	2	0	2	0	0	0	0	0	1	1	0	0	0	
%	9.0%	0.0%	9.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.0%	9.0%	0.0%	0.0%		
In/Out	OUT	0.0%	OUT	0.0%	0.0%	IN	OUT	OUT	IN	IN	IN	0.0%		
Volume	6	0	6	0	0	0	0	0	6	6	0	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	0.0%	0.0%	IN	out	0.0%	0.0%	0.0%	0.0%	0.0%	OUT	OUT	in		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	3.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	3.0%	0.0%	0.0%		
In/Out	OUT	0.0%	OUT	IN	0.0%	0.0%	0.0%	0.0%	in	OUT	0.0%	0.0%		
Volume	1	0	1	0	0	0	0	0	2	1	0	0	0	
Subtotal	9	0	9	0	0	0	0	0	9	8	0	0	0	
Total	389	0	334	0	0	0	0	403	475	266	357	0	2190	



Project	Trips In	Trips Out
	0	0
Arcosa	21	34
Wawa at Midway/Selvitz	62	62
LTC Ranch	580	743
Ravinia	77	44

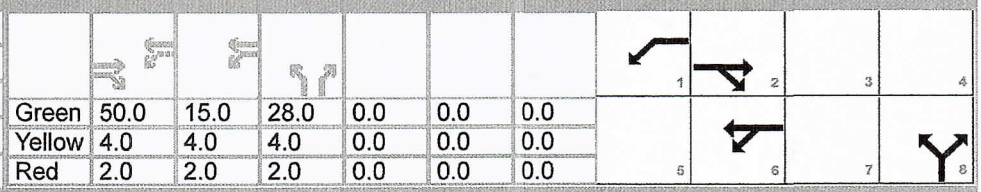
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCO	Time Period	PM Without	PHF	0.92
Urban Street	Edwards Road	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz PM without 5.11.2022.xus		
Project Description	Ft. Pierce Commerce (Energy/Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		403	475	266	357		389		334			

Signal Information			
Cycle, s	111.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	50.0	15.0	28.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		403	475	266	357		389		334			
Initial Queue (Q_b), veh/h		0	0	0	0		0		0			
Base Saturation Flow Rate (s_o), veh/h		1900	1900	1900	1900		1900		1900			
Parking (N_m), man/h		None			None			None				
Heavy Vehicles (P_{HV}), %		0		0	0		0		0			
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0			
Arrival Type (*AT*)		3	3	3	3		3		3			
Upstream Filtering (*I*)		1.00	1.00	1.00	1.00		1.00		1.00			
Lane Width (*W*), ft		12.0		12.0	12.0		12.0		12.0			
Turn Bay Length, ft		0		0	0		0		0			
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h		35	35	35	35		35		35			

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		50.0	15.0	50.0		30.0		
Yellow Change Interval (*Y*), s		4.0	4.0	4.0		4.0		
Red Clearance Interval (R_c), s		2.0	2.0	2.0		2.0		
Minimum Green (G_{min}), s		15	7	15		10		
Start-Up Lost Time (*l1*), s		2.0	2.0	2.0	2.0			
Extension of Effective Green (*e*), s		2.0	2.0	2.0	2.0			
Passage (*PT*), s		2.0	2.0	2.0		2.0		
Recall Mode		Min	Off	Min		Off		
Dual Entry		Yes	No	Yes		Yes		
Walk (*Walk*), s		0.0				0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0				0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0				0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0				9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0		No	0.0	0	No		0	
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0			
Pedestrian Signal / Occupied Parking	No	0.50			0.50		No	0.50		No		

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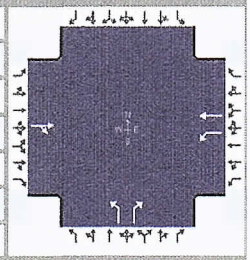
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCO	Time Period	PM Without	PHF	0.92
Urban Street	Edwards Road	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz PM without 5.11.2022.xus		
Project Description	Ft. Pierce Commerce (Energy/Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		403	475	266	357		389		334			

Signal Information			
Cycle, s	111.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4		
Green	50.0	15.0	28.0	0.0	0.0	0.0	5	6	7	8		
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)												
Heavy Vehicles and Grade Factor (f_{HVg})												
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Area Type Adjustment Factor (f_a)												
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	1.000	0.911		0.952	0.000		0.952	0.000				
Right-Turn Adjustment Factor (f_{RT})		0.000	0.911		1.000	1.000		0.000	0.847			
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000					
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			
Work Zone Adjustment Factor (f_{wz})												
DDI Factor (f_{DDI})												
Movement Saturation Flow Rate (s), veh/h	0	795	937	1810	1900	0	1810	0	1610			
Proportion of Vehicles Arriving on Green (P)	0.00	0.45	0.45	0.14	0.64	0.00	0.25	0.00	0.25	0.00	0.00	0.00
Incremental Delay Factor (k)		0.50		0.44	0.04		0.38		0.35			

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.0	6.0	6.0		4.0		
Green Ratio (g/C)		0.45	0.57	0.64		0.25		
Permitted Saturation Flow Rate (s_p), veh/h/ln		1011	597	0		1810		
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		0						
Permitted Effective Green Time (g_p), s		0.0	48.0	0.0		0.0		
Permitted Service Time (g_u), s		0.0	0.0	0.0		0.0		
Permitted Queue Service Time (g_{ps}), s			0.0					
Time to First Blockage (g_f), s		50.0	0.0	0.0		0.0		
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		
Protected Right Effective Green Time (g_R), s						0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	0.000	0.000	1.198	0.000	0.972	0.000
Pedestrian F_s / F_{delay}	0.000	0.149	0.000	0.079	0.000	0.161	0.000	0.161
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	270.38	41.49	1279.82	7.19		62.70	-90.13	60.59
Bicycle F_w / F_v	-3.64	1.57	-3.64	1.12	-3.64	Infinity	-3.64	

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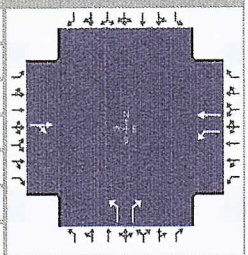
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCO	Time Period	PM Without	PHF	0.92
Urban Street	Edwards Road	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz PM without 5.11.2022.xus		
Project Description	Ft. Pierce Commerce (Energy/Selvitz)				

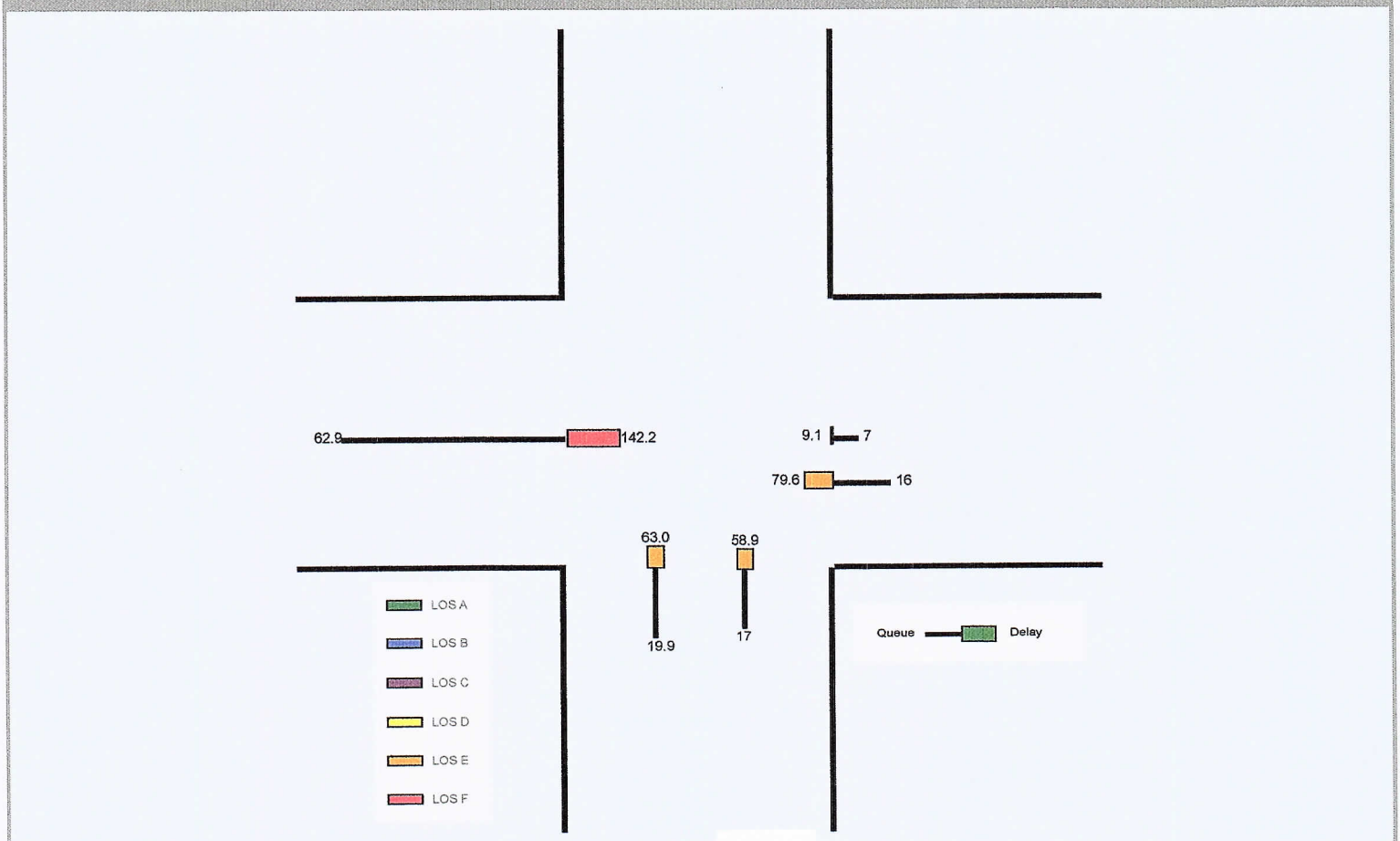


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		403	475	266	357		389		334			

Signal Information			
Cycle, s	111.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	50.0	15.0	28.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0	5	6	7	8		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)		62.9		16.0	7.0		19.9		17.0			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00		0.00		0.00			
Control Delay (*d*), s/veh		142.2		79.6	9.1		63.0		58.9			
Level of Service (LOS)		F		E	A		E		E			
Approach Delay, s/veh / LOS	142.2		F	39.2		D	61.1		E	0.0		
Intersection Delay, s/veh / LOS	87.0						F					



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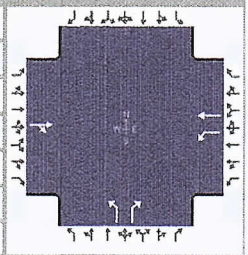
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCO	Time Period	PM Without	PHF	0.92
Urban Street	Edwards Road	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz PM without 5.11.2022.xus		
Project Description	Ft. Pierce Commerce (Energy/Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		403	475	266	357		389		334			

Signal Information			
Cycle, s	111.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	50.0	15.0	28.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0		5	6	7	8	
Red	2.0	2.0	2.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		8.4	1.0	4.0		9.0		
Phase Duration, s		56.0	21.0	77.0		34.0		
Change Period, ($Y+R_c$), s		6.0	6.0	6.0		6.0		
Max Allow Headway (*MAH*), s		3.2	3.1	3.1		3.2		
Queue Clearance Time (g_s), s		52.0	15.5	12.3		27.3		
Green Extension Time (g_e), s		0.0	0.0	1.3		0.6		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		1.00	1.00	0.00		1.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (*v*), veh/h		954		289	388		423		363			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1731		1810	1900		1810		1610			
Queue Service Time (g_s), s		50.0		13.5	10.3		25.3		24.2			
Cycle Queue Clearance Time (g_c), s		50.0		13.5	10.3		25.3		24.2			
Green Ratio (*g/C*)		0.45		0.57	0.64		0.25		0.25			
Capacity (*c*), veh/h		780		310	1216		456		406			
Volume-to-Capacity Ratio (*X*)		1.223		0.934	0.319		0.928		0.895			
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)		62.9		16.0	7.0		19.9		17.0			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00		0.00		0.00			
Uniform Delay (d_1), s/veh		30.5		45.8	9.0		40.5		40.1			
Incremental Delay (d_2), s/veh		111.8		33.8	0.1		22.5		18.8			
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		142.2		79.6	9.1		63.0		58.9			
Level of Service (LOS)		F		E	A		E		E			
Approach Delay, s/veh / LOS	142.2	F		39.2	D		61.1	E		0.0		
Intersection Delay, s/veh / LOS	87.0						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.95	B	0.68	A	1.96	B	1.73	B
Bicycle LOS Score / LOS	2.06	B	1.60	B		F		

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TURNING MOVEMENT VOLUME COUNTS

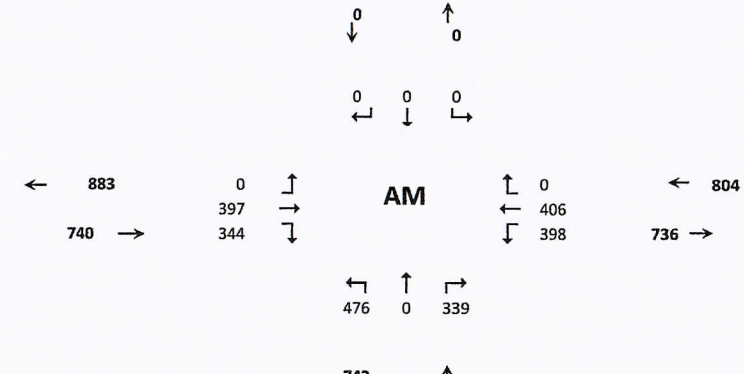
N/S STREET: Selvitz Rd **E/W STREET:** Edwards Rd **CONTROL:** Signalized

FILENAME: Fort Pierce Commerce Ctr

COUNT DATE: 4/21/2022 **DAY:** Tuesday **County** SLCo

REPORT DATE: **ANALYSIS YEAR:** 2023 AM with Project

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	67	0	50	0	0	0	0	64	37	54	90	0	362	1862
7:15-7:30	88	0	55	0	0	0	0	79	49	86	114	0	471	2031
7:30-7:45	91	0	66	0	0	0	0	89	59	74	105	0	484	2091
7:45-8:00	97	0	80	0	0	0	0	102	70	85	111	0	545	2104
8:00-8:15	103	0	78	0	0	0	0	93	79	87	91	0	531	2020
8:15-8:30	115	0	61	0	0	0	0	97	73	102	83	0	531	
8:30-8:45	112	0	81	0	0	0	0	75	70	68	91	0	497	
8:45-9:00	88	0	70	0	0	0	0	66	60	78	99	0	461	



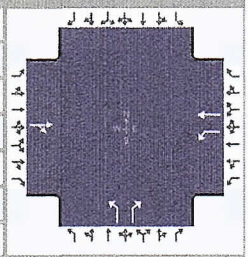
AM PEAK HOUR IS FROM:	7:45AM TO 8:45AM												
Volumes	427	0	300	0	0	0	0	367	292	342	376	0	2104
Season Factor	440	0	309	0	0	0	0	378	301	352	387	0	2167
Growth to 2023	462	0	324	0	0	0	0	397	316	370	406	0	2274
In/Out	OUT		OUT	OUT	OUT	OUT	IN		IN	IN		0	
Percentage	10%	0%	10%	0%	0%	0%	0%	0%	10%	10%		0%	
PROJECT	5	0	5	0	0	0	0	0	17	17	0	0	45
SUBPROJECTS													
%	5%	0%	5%	0%	0%	0%	0%	0%	5%	5%	0%	0%	
In/Out	OUT		OUT						IN	IN			
Volume	1	0	1	0	0	0	0	0	3	3	0	0	0
%	9.0%	0.0%	9.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.0%	9.0%	0.0%	0.0%	
In/Out	OUT		OUT			IN	OUT	OUT	IN	IN	IN		
Volume	7	0	7	0	0	0	0	0	7	7	0	0	0
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%	
In/Out			IN	out				0%		OUT	OUT	in	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
%	3.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	3.0%	0.0%	0.0%	
In/Out	OUT		OUT	IN					in	IN			
Volume	2	0	2	0	0	0	0	0	1	1	0	0	0
Subtotal	10	0	10	0	0	0	0	0	11	11	0	0	0
Total	476	0	339	0	0	0	0	397	344	398	406	0	2319

Seasonal Factor: 1.03
Growth Rate to 2021: 1
Growth Rate: 1.0495
Years Grown: 1

	Trips In	Trips Out
Project	174	50
Arcosa	59	16
Wawa at Midway/Selvitz	79	76
LTC Ranch	456	406
Ravinia	22	68

HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCO	Time Period	AM With Project	PHF	0.92
Urban Street	Edwards Road	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz AM with project 5.11.2022.xus		
Project Description	Ft. Pierce Commerce (Energy/Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		397	344	398	406		476		339			

Signal Information			
Cycle, s	113.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	50.0	15.0	30.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0		5	6	7	8	
Red	2.0	2.0	2.0	0.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		397	344	398	406		476		339			
Initial Queue (Q_b), veh/h		0	0	0	0		0		0			
Base Saturation Flow Rate (s_o), veh/h		1900	1900	1900	1900		1900		1900			
Parking (N_m), man/h		None			None			None				
Heavy Vehicles (P_{HV}), %		0		0	0		0		0			
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0			
Arrival Type (AT)		3	3	3	3		3		3			
Upstream Filtering (I)		1.00	1.00	1.00	1.00		1.00		1.00			
Lane Width (W), ft		12.0		12.0	12.0		12.0		12.0			
Turn Bay Length, ft		0		0	0		0		0			
Grade (Pg), %		0			0			0			0	
Speed Limit, mi/h		35	35	35	35		35		35			

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		50.0	15.0	50.0		30.0		
Yellow Change Interval (Y), s		4.0	4.0	4.0		4.0		
Red Clearance Interval (R_c), s		2.0	2.0	2.0		2.0		
Minimum Green (G_{min}), s		15	7	15		10		
Start-Up Lost Time (l_1), s		2.0	2.0	2.0	2.0			
Extension of Effective Green (e), s		2.0	2.0	2.0	2.0			
Passage (PT), s		2.0	2.0	2.0		2.0		
Recall Mode		Min	Off	Min		Off		
Dual Entry		Yes	No	Yes		Yes		
Walk ($Walk$), s		0.0				0.0		0.0
Pedestrian Clearance Time (PC), s		0.0				0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0				0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0				9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0		No	0.0	0	No		0	
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0			
Pedestrian Signal / Occupied Parking	No	0.50			0.50		No	0.50		No		

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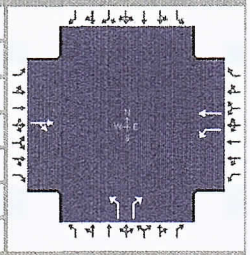
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCO	Time Period	AM With Project	PHF	0.92
Urban Street	Edwards Road	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz AM with project 5.11.2022.xus		
Project Description	Ft. Pierce Commerce (Energy/Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		397	344	398	406		476		339			

Signal Information			
Cycle, s	113.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4		
Green	50.0	15.0	30.0	0.0	0.0	0.0	5	6	7	8		
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)												
Heavy Vehicles and Grade Factor (f_{HVg})												
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Area Type Adjustment Factor (f_a)												
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	1.000	0.923		0.952	0.000		0.952	0.000				
Right-Turn Adjustment Factor (f_{RT})		0.000	0.923		1.000	1.000		0.000	0.847			
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000					
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			
Work Zone Adjustment Factor (f_{wz})												
DDI Factor (f_{DDI})												
Movement Saturation Flow Rate (s), veh/h	0	939	814	1810	1900	0	1810	0	1610			
Proportion of Vehicles Arriving on Green (P)	0.00	0.44	0.44	0.13	0.63	0.00	0.27	0.00	0.27	0.00	0.00	0.00
Incremental Delay Factor (k)		0.50		0.50	0.04		0.50		0.37			

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.0	6.0	6.0		4.0		
Green Ratio (g/C)		0.44	0.56	0.63		0.27		
Permitted Saturation Flow Rate (s_p), veh/h/ln		963	687	0		1810		
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		0						
Permitted Effective Green Time (g_p), s		0.0	48.0	0.0		0.0		
Permitted Service Time (g_u), s		0.0	0.0	0.0		0.0		
Permitted Queue Service Time (g_{ps}), s			0.0					
Time to First Blockage (g_f), s		50.0	0.0	0.0		0.0		
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		
Protected Right Effective Green Time (g_R), s						0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	0.000	0.000	1.198	0.000	0.972	0.000
Pedestrian F_s / F_{delay}	0.000	0.150	0.000	0.082	0.000	0.162	0.000	0.162
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	265.49	42.50	1256.63	7.81		63.72	-88.50	61.61
Bicycle F_w / F_v	-3.64	1.33	-3.64	1.44	-3.64	Infinity	-3.64	

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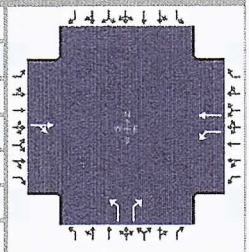
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCO	Time Period	AM With Project	PHF	0.92
Urban Street	Edwards Road	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz AM with project 5.11.2022.xus		
Project Description	Ft. Pierce Commerce (Energy/Selvitz)				

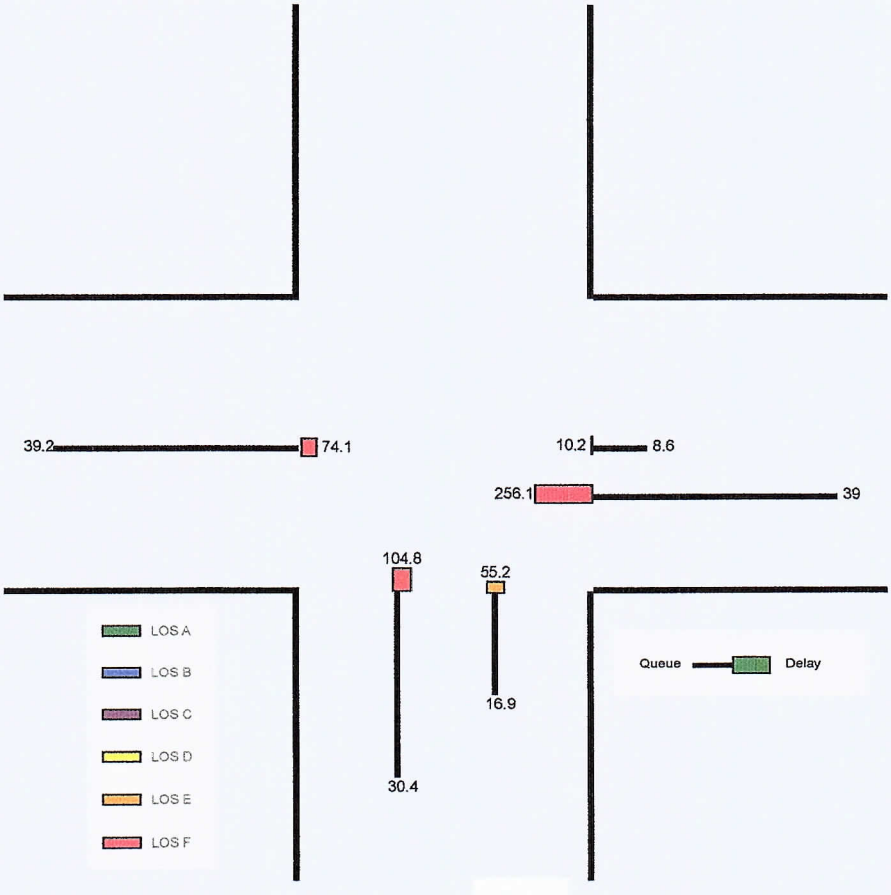


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		397	344	398	406		476		339			

Signal Information			
Cycle, s	113.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4		
Green	50.0	15.0	30.0	0.0	0.0	0.0	5	6	7	8		
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)		39.2		39.0	8.6		30.4		16.9			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00		0.00		0.00			
Control Delay (*d*), s/veh		74.1		256.1	10.2		104.8		55.2			
Level of Service (LOS)		F		F	B		F		E			
Approach Delay, s/veh / LOS	74.1	E		132.0	F		84.2	F		0.0		
Intersection Delay, s/veh / LOS	97.3						F					



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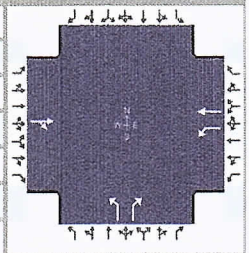
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCO	Time Period	AM With Project	PHF	0.92
Urban Street	Edwards Road	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz AM with project 5.11.2022.xus		
Project Description	Ft. Pierce Commerce (Energy/Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		397	344	398	406		476		339			

Signal Information			
Cycle, s	113.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	50.0	15.0		30.0	0.0	0.0	0.0					
Yellow	4.0	4.0		4.0	0.0	0.0	0.0					
Red	2.0	2.0		2.0	0.0	0.0	0.0	5	6	7	8	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		8.4	1.0	4.0		9.0		
Phase Duration, s		56.0	21.0	77.0		36.0		
Change Period, (*Y+R c*), s		6.0	6.0	6.0		6.0		
Max Allow Headway (*MAH*), s		3.2	3.1	3.1		3.2		
Queue Clearance Time (*g s*), s		52.0	17.0	14.7		32.0		
Green Extension Time (*g e*), s		0.0	0.0	1.7		0.0		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		1.00	1.00	0.00		1.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (*v*), veh/h		805		433	441		517		368			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1753		1810	1900		1810		1610			
Queue Service Time (*g s*), s		50.0		15.0	12.7		30.0		24.6			
Cycle Queue Clearance Time (*g c*), s		50.0		15.0	12.7		30.0		24.6			
Green Ratio (*g/C*)		0.44		0.56	0.63		0.27		0.27			
Capacity (*c*), veh/h		776		304	1194		480		427			
Volume-to-Capacity Ratio (*X*)		1.038		1.423	0.370		1.077		0.862			
Back of Queue (Q), ft/ln (95 th percentile)												
Back of Queue (Q), veh/ln (95 th percentile)		39.2		39.0	8.6		30.4		16.9			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00		0.00		0.00			
Uniform Delay (*d 1*), s/veh		31.5		47.4	10.2		41.5		39.5			
Incremental Delay (*d 2*), s/veh		42.6		208.7	0.1		63.3		15.7			
Initial Queue Delay (*d 3*), s/veh		0.0		0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		74.1		256.1	10.2		104.8		55.2			
Level of Service (LOS)		F		F	B		F		E			
Approach Delay, s/veh / LOS	74.1	E		132.0	F		84.2	F		0.0		
Intersection Delay, s/veh / LOS	97.3						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.95	B	0.68	A	1.96	B	1.73	B
Bicycle LOS Score / LOS	1.82	B	1.93	B		F		

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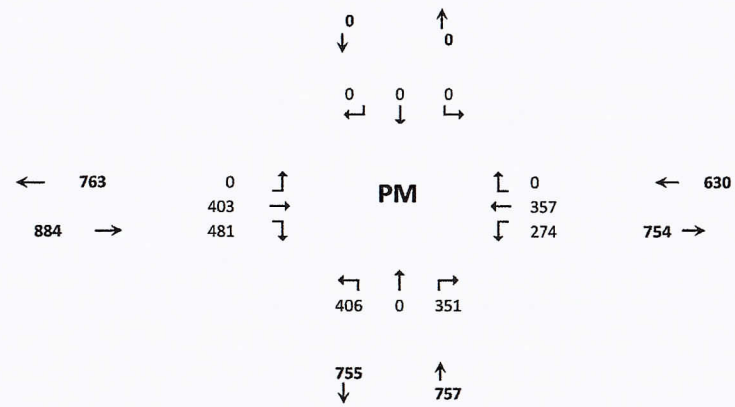
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Selvitz Rd
E/W STREET: Edwards Rd
CONTROL: Signalized
FILENAME: Fort Pierce Commerce Ctr
COUNT DATE: 4/21/2022
DAY: Tuesday
County slco
REPORT DATE:
ANALYSIS YEAR: 2023 PM with project

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	70	0	63	0	0	0	0	85	82	43	76	0	419	1850
4:15-4:30	84	0	46	0	0	0	0	99	72	61	70	0	432	1963
4:30-4:45	77	0	84	0	0	0	0	96	97	53	86	0	493	2026
4:45-5:00	78	0	78	0	0	0	0	104	105	49	92	0	506	1970
5:00-5:15	102	0	79	0	0	0	0	81	123	71	76	0	532	1901
5:15-5:30	95	0	60	0	0	0	0	92	106	66	76	0	495	
5:30-5:45	86	0	45	0	0	0	0	89	86	61	70	0	437	
5:45-6:00	91	0	48	0	0	0	0	89	83	51	75	0	437	
PM PEAK HOUR IS FROM:			4:30 PM TO 5:30PM											
Volumes	352	0	301	0	0	0	0	373	431	239	330	0	2026	
Season Factor	363	0	310	0	0	0	0	384	444	246	340	0	2087	
Growth to 2021	363	0	310	0	0	0	0	384	444	246	340	0	2087	
Growth to 2023	381	0	325	0	0	0	0	403	466	258	357	0	2190	
In/Out	OUT	0	OUT	OUT	OUT	OUT	IN	0	IN	IN	0	0		
Percentage	10%	0%	10%	0%	0%	0%	0%	0%	10%	10%	0%	0%		
PROJECT	17	0	17	0	0	0	0	0	6	6	0	0	47	
SUBPROJECTS														
%	5%	0%	5%	0%	0%	0%	0%	0%	5%	5%	0%	0.0%		
In/Out	OUT	0%	OUT	0%	0%	0%	0%	0%	IN	IN	0%	0.0%		
Volume	2	0	2	0	0	0	0	0	1	1	0	0	0	
%	9.0%	0.0%	9.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.0%	9.0%	0.0%	0.0%		
In/Out	OUT	0.0%	OUT	0.0%	0.0%	IN	OUT	OUT	IN	IN	IN			
Volume	6	0	6	0	0	0	0	0	6	6	0	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	0.0%	0.0%	IN	out	0.0%	0.0%	0.0%	0.0%	0.0%	OUT	OUT	in		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	3.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	3.0%	0.0%	0.0%		
In/Out	OUT	0.0%	OUT	IN	0.0%	0.0%	0.0%	0.0%	in	IN	0.0%			
Volume	1	0	1	0	0	0	0	0	2	2	0	0	0	
Subtotal	9	0	9	0	0	0	0	0	9	9	0	0	0	
Total	406	0	351	0	0	0	0	403	481	274	357	0	2237	

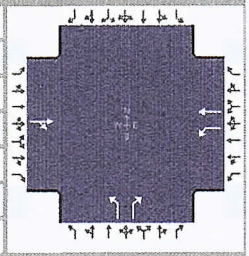


	Trips In	Trips Out
Project	63	172
Arcosa	21	34
Wawa at Midway/Selvitz	62	62
LTC Ranch	580	743
Ravinia	77	44

D-87

HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCO	Time Period	PM With Project	PHF	0.92
Urban Street	Edwards Road	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz PM with project 5.11.2022.xus		
Project Description	Ft. Pierce Commerce (Energy/Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		403	481	274	357		406		351			

Signal Information			
Cycle, s	112.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	50.0	15.0	29.1	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0		5	6	7	8	
Red	2.0	2.0	2.0	0.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		403	481	274	357		406		351			
Initial Queue (Q_b), veh/h		0	0	0	0		0		0			
Base Saturation Flow Rate (s_o), veh/h		1900	1900	1900	1900		1900		1900			
Parking (N_m), man/h		None			None			None				
Heavy Vehicles (P_{HV}), %		0		0	0		0		0			
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0			
Arrival Type (AT)		3	3	3	3		3		3			
Upstream Filtering (I)		1.00	1.00	1.00	1.00		1.00		1.00			
Lane Width (W), ft		12.0		12.0	12.0		12.0		12.0			
Turn Bay Length, ft		0		0	0		0		0			
Grade (Pg), %		0			0			0			0	
Speed Limit, mi/h		35	35	35	35		35		35			

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		50.0	15.0	50.0		30.0		
Yellow Change Interval (Y), s		4.0	4.0	4.0		4.0		
Red Clearance Interval (R_c), s		2.0	2.0	2.0		2.0		
Minimum Green (G_{min}), s		15	7	15		10		
Start-Up Lost Time (l_t), s		2.0	2.0	2.0	2.0			
Extension of Effective Green (e), s		2.0	2.0	2.0	2.0			
Passage (PT), s		2.0	2.0	2.0		2.0		
Recall Mode		Min	Off	Min		Off		
Dual Entry		Yes	No	Yes		Yes		
Walk ($Walk$), s		0.0				0.0		0.0
Pedestrian Clearance Time (PC), s		0.0				0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0				0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0				9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0		No	0.0	0	No		0	
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0			
Pedestrian Signal / Occupied Parking	No	0.50			0.50		No	0.50		No		

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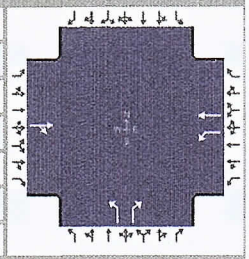
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCO	Time Period	PM With Project	PHF	0.92
Urban Street	Edwards Road	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz PM with project 5.11.2022.xus		
Project Description	Ft. Pierce Commerce (Energy/Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		403	481	274	357		406		351			

Signal Information			
Cycle, s	112.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	50.0	15.0		29.1	0.0	0.0	0.0					
Yellow	4.0	4.0		4.0	0.0	0.0	0.0					
Red	2.0	2.0		2.0	0.0	0.0	0.0	5	6	7	8	

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)												
Heavy Vehicles and Grade Factor (f_{HVg})												
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	0.000
Area Type Adjustment Factor (f_a)												
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	1.000	0.911		0.952	0.000		0.952	0.000				
Right-Turn Adjustment Factor (f_{RT})		0.000	0.911		1.000	1.000		0.000	0.847			
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000					
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			
Work Zone Adjustment Factor (f_{wz})												
DDI Factor (f_{DDI})												
Movement Saturation Flow Rate (s), veh/h	0	789	942	1810	1900	0	1810	0	1610			
Proportion of Vehicles Arriving on Green (P)	0.00	0.45	0.45	0.13	0.63	0.00	0.26	0.00	0.26	0.00	0.00	0.00
Incremental Delay Factor (k)		0.50		0.47	0.04		0.42		0.39			

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.0	6.0	6.0		4.0		
Green Ratio (g/C)		0.45	0.56	0.63		0.26		
Permitted Saturation Flow Rate (s_p), veh/h/ln		1011	594	0		1810		
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		0						
Permitted Effective Green Time (g_p), s		0.0	48.0	0.0		0.0		
Permitted Service Time (g_u), s		0.0	0.0	0.0		0.0		
Permitted Queue Service Time (g_{ps}), s			0.0					
Time to First Blockage (g_f), s		50.0	0.0	0.0		0.0		
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln						0		
Protected Right Effective Green Time (g_R), s						0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.000	0.000	0.000	1.198	0.000	0.972	0.000
Pedestrian F_s / F_{delay}	0.000	0.150	0.000	0.081	0.000	0.161	0.000	0.161
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	267.57	42.06	1266.48	7.54		63.28	-89.19	61.17
Bicycle F_w / F_v	-3.64	1.59	-3.64	1.13	-3.64	Infinity	-3.64	

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCO	Time Period	PM With Project	PHF	0.92
Urban Street	Edwards Road	Analysis Year	2023	Analysis Period	1> 7:00
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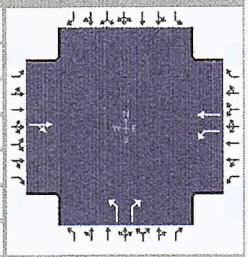
Project Description	Ft. Pierce Commerce (Energy/Selvitz)				

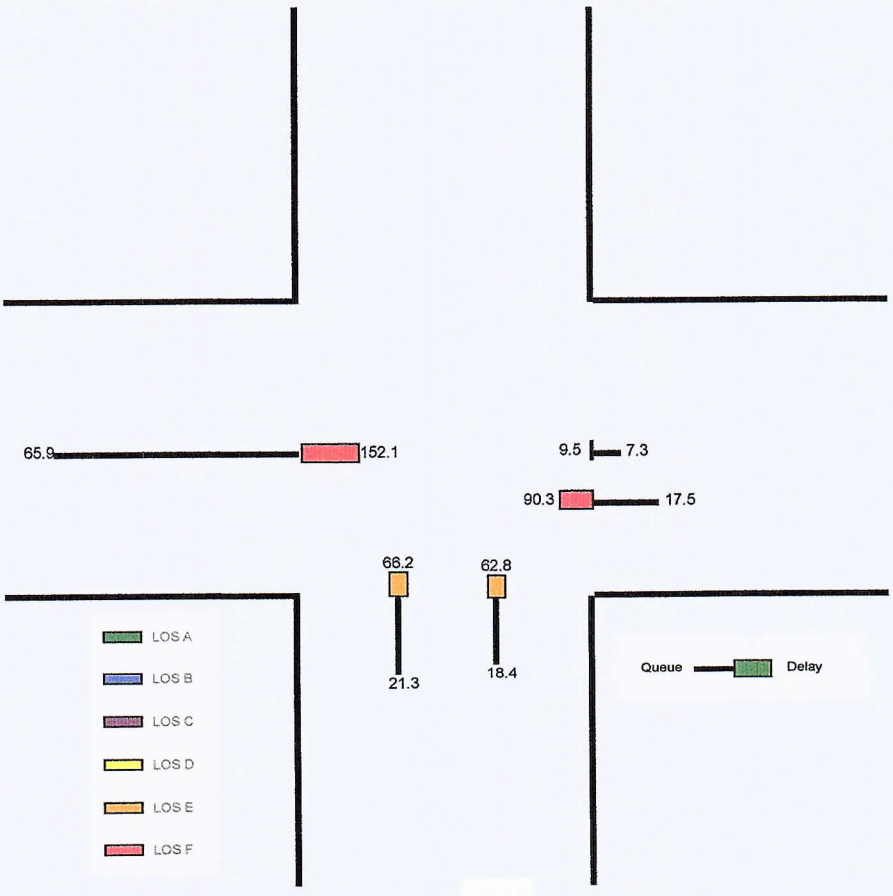


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		403	481	274	357		406		351			

Signal Information			
Cycle, s	112.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	50.0	15.0	29.1	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0		5	6	7	8	
Red	2.0	2.0	2.0	0.0	0.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)		65.9		17.5	7.3		21.3		18.4			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00		0.00		0.00			
Control Delay (*d*), s/veh		152.1		90.3	9.5		66.2		62.8			
Level of Service (LOS)		F		F	A		E		E			
Approach Delay, s/veh / LOS	152.1		F	44.6		D	64.6		E	0.0		
Intersection Delay, s/veh / LOS	93.1						F					



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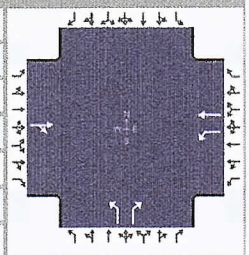
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	OREP			Duration, h	0.250
Analyst	MM	Analysis Date	5/13/2022	Area Type	Other
Jurisdiction	SLCO	Time Period	PM With Project	PHF	0.92
Urban Street	Edwards Road	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Edwards and Selvitz	File Name	Edwards and Selvitz PM with project 5.11.2022.xus		
Project Description	Ft. Pierce Commerce (Energy/Selvitz)				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		403	481	274	357		406		351			

Signal Information			
Cycle, s	112.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4		
Green	50.0	15.0	29.1	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	5	6	7	8		
Red	2.0	2.0	2.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		8.4	1.0	4.0		9.0		
Phase Duration, s		56.0	21.0	77.0		35.1		
Change Period, (*Y+R c*), s		6.0	6.0	6.0		6.0		
Max Allow Headway (*MAH*), s		3.2	3.1	3.1		3.2		
Queue Clearance Time (*g s*), s		52.0	16.4	12.6		28.8		
Green Extension Time (*g e*), s		0.0	0.0	1.3		0.4		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		1.00	1.00	0.00		1.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (*v*), veh/h		961		298	388		441		382			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1731		1810	1900		1810		1610			
Queue Service Time (*g s*), s		50.0		14.4	10.6		26.8		25.8			
Cycle Queue Clearance Time (*g c*), s		50.0		14.4	10.6		26.8		25.8			
Green Ratio (*g/C*)		0.45		0.56	0.63		0.26		0.26			
Capacity (*c*), veh/h		772		306	1203		470		418			
Volume-to-Capacity Ratio (*X*)		1.245		0.972	0.323		0.939		0.912			
Back of Queue (*Q*), ft/ln (95 th percentile)												
Back of Queue (*Q*), veh/ln (95 th percentile)		65.9		17.5	7.3		21.3		18.4			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00		0.00	0.00		0.00		0.00			
Uniform Delay (*d 1*), s/veh		31.1		46.7	9.5		40.6		40.3			
Incremental Delay (*d 2*), s/veh		121.1		43.6	0.1		25.6		22.5			
Initial Queue Delay (*d 3*), s/veh		0.0		0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		152.1		90.3	9.5		66.2		62.8			
Level of Service (LOS)		F		F	A		E		E			
Approach Delay, s/veh / LOS	152.1	F		44.6	D		64.6	E		0.0		
Intersection Delay, s/veh / LOS	93.1						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.95	B	0.68	A	1.96	B	1.73	B
Bicycle LOS Score / LOS	2.07	B	1.62	B		F		

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St. Lucie County

ECONOLITE

MOVING TRAFFIC FORWARD

00012 - EDWARDS RD @ SELVITZ RD - - Econolite Type - Cobalt

Controller Timing Plan (MM) 2-1

Ø in use

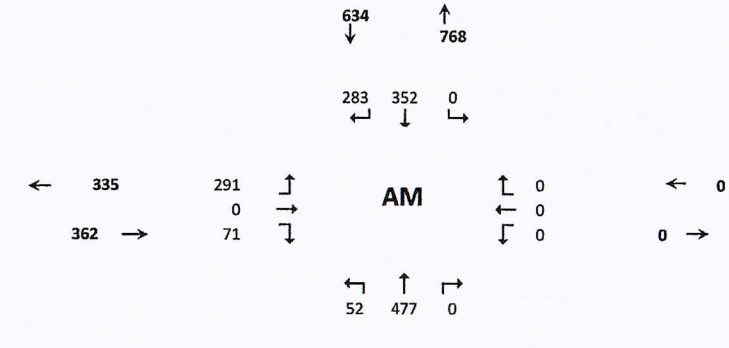
Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N	E-T	N	N-T	E-L	W-T	N-L	N-T	N	N	N	N	N	N	N	N
Min Green	0	15	0	10	7	15	0	0	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	5.0	0.0	7.0	5.0	5.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	50	0	35	15	50	0	0	35	35	35	35	35	35	35	35
Max2	0	0	0	0	0	0	0	0	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	4.0	0.0	4.0	4.0	4.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	0.0	2.0	0.0	2.0	2.0	2.0	0.0	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Selvitz Rd
E/W STREET: Glades Cut off
CONTROL: Signalized
FILENAME: Fort Pierce Commerce Ctr
COUNT DATE: 4/14/2022
DAY: Tuesday
County SLCo
REPORT DATE:
ANALYSIS YEAR: Existing

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	12	87	0	0	57	36	40	0	12	0	0	0	244	1219
7:15-7:30	15	84	0	0	76	57	40	0	14	0	0	0	286	1368
7:30-7:45	18	121	0	0	72	46	37	0	20	0	0	0	314	1460
7:45-8:00	21	114	0	0	90	73	55	0	22	0	0	0	375	1496
8:00-8:15	14	128	0	0	83	83	66	0	19	0	0	0	393	1457
8:15-8:30	10	102	0	0	88	78	83	0	17	0	0	0	378	
8:30-8:45	6	124	0	0	84	43	81	0	12	0	0	0	350	
8:45-9:00	9	109	0	0	103	46	60	0	9	0	0	0	336	
AM PEAK HOUR IS FROM:			7:45AM TO 8:45AM											
Volumes	51	468	0	0	345	277	285	0	70	0	0	0	1496	
Season Factor	52	477	0	0	352	283	291	0	71	0	0	0	1526	
Growth to 2023	52	477	0	0	352	283	291	0	71	0	0	0	1526	
In/Out		OUT		0	IN	0	0					0		
Percentage		20%		0%	20%	0%	0%					0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%		
In/Out	OUT	out	OUT			IN			IN	IN				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	18.0%	0.0%	0.0%	18.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN	IN	OUT	OUT	IN		IN	in		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%		
In/Out			IN	out				0%		OUT	OUT	in		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	6.0%	0.0%	0.0%	6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out		OUT	IN	IN	IN					OUT		OUT		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	52	477	0	0	352	283	291	0	71	0	0	0	1526	



Seasonal Factor: 1.02
Growth Rate to 2021: 1
Growth Rate: 1.0495
Years Grown: 0

	Trips In	Trips Out
Project	0	0
Arcosa	0	0
Wawa at Midway/Selvitz	0	0
LTC Ranch	0	0
Ravinia	0	0

D-93

HCS Two-Way Stop-Control Report

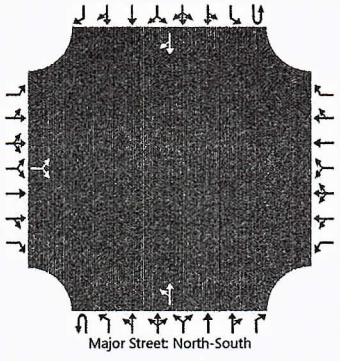
General Information

Analyst	MM
Agency/Co.	O'REP
Date Performed	5/13/2022
Analysis Year	2022
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Ft Pierce CC (Energy/Selvitz)

Site Information

Intersection	Glades Cut Off and Selvitz
Jurisdiction	St Lucie County
East/West Street	Glades Cut Off
North/South Street	Selvitz
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		291		71						52	477				352	283
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			381							55						
Capacity, c (veh/h)			234							917						
v/c Ratio			1.63							0.06						
95% Queue Length, Q_{95} (veh)			24.2							0.2						
Control Delay (s/veh)			337.5							9.2	0.8					
Level of Service (LOS)			F							A	A					
Approach Delay (s/veh)		337.5								1.6						
Approach LOS		F								A						

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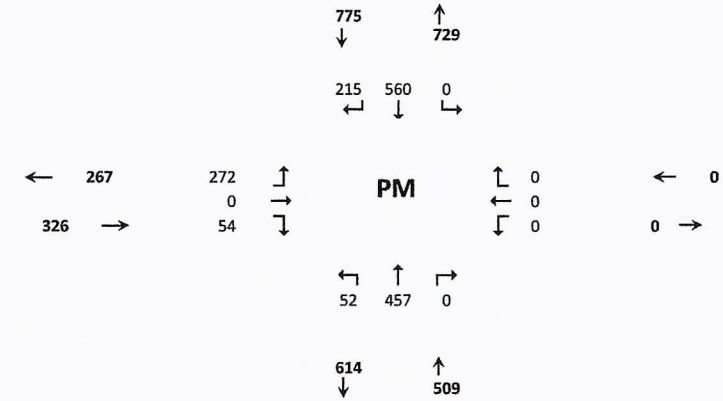
Generated: 5/13/2022 11:58:08 AM

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Selvitz Rd
E/W STREET: Glades Cut off
CONTROL: Signalized
FILENAME: Fort Pierce Commerce Ctr
COUNT DATE: 4/14/2022
DAY: Tuesday
County slco
REPORT DATE:
ANALYSIS YEAR: Existing

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	12	93	0	0	91	56	53	0	14	0	0	0	319	1346
4:15-4:30	8	60	0	0	96	45	58	0	18	0	0	0	285	1477
4:30-4:45	8	106	0	0	121	57	70	0	14	0	0	0	376	1579
4:45-5:00	18	108	0	0	128	47	53	0	12	0	0	0	366	1543
5:00-5:15	15	120	0	0	159	60	80	0	16	0	0	0	450	1498
5:15-5:30	10	114	0	0	141	47	64	0	11	0	0	0	387	
5:30-5:45	9	98	0	0	123	44	53	0	13	0	0	0	340	
5:45-6:00	12	101	0	0	110	29	60	0	9	0	0	0	321	
PM PEAK HOUR IS FROM:			4:30 PM TO 5:30PM											
Volumes	51	448	0	0	549	211	267	0	53	0	0	0	1579	
Season Factor	52	457	0	0	560	215	272	0	54	0	0	0	1611	
Growth to 2023	52	457	0	0	560	215	272	0	54	0	0	0	1611	
In/Out	0	OUT	0	0	IN	0	0	0	0	0	0	0		
Percentage	0%	20%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%		
In/Out	OUT	out	OUT			IN			IN	IN				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	18.0%	0.0%	0.0%	18.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN	IN	OUT	OUT	IN		IN	in		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%		
In/Out			IN	out				0%		OUT	OUT	in		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	6.0%	0.0%	0.0%	6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out		OUT	IN	IN	IN					OUT		OUT		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	52	457	0	0	560	215	272	0	54	0	0	0	1611	



Project	Trips In	Trips Out
	0	0
Arcosa	0	0
Wawa at Midway/Selvitz	0	0
LTC Ranch	0	0
Ravinia	0	0

D-95

HCS Two-Way Stop-Control Report

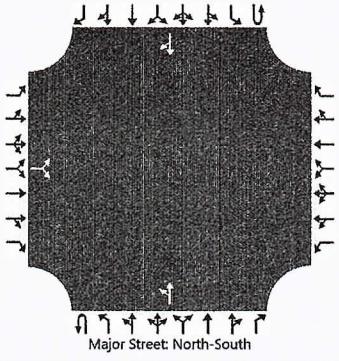
General Information

Analyst	MM
Agency/Co.	O'REP
Date Performed	5/13/2022
Analysis Year	2022
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Ft Pierce CC (Energy/Selvitz)

Site Information

Intersection	Glades Cut Off and Selvitz
Jurisdiction	St Lucie County
East/West Street	Glades Cut Off
North/South Street	Selvitz
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		272		54						52	457				560	215
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			343							55						
Capacity, c (veh/h)			181							807						
v/c Ratio			1.90							0.07						
95% Queue Length, Q_{95} (veh)			25.3							0.2						
Control Delay (s/veh)			466.3							9.8	0.9					
Level of Service (LOS)			F							A	A					
Approach Delay (s/veh)		466.3								1.8						
Approach LOS		F								A						

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Generated: 5/13/2022 12:00:51 PM

TURNING MOVEMENT VOLUME COUNTS

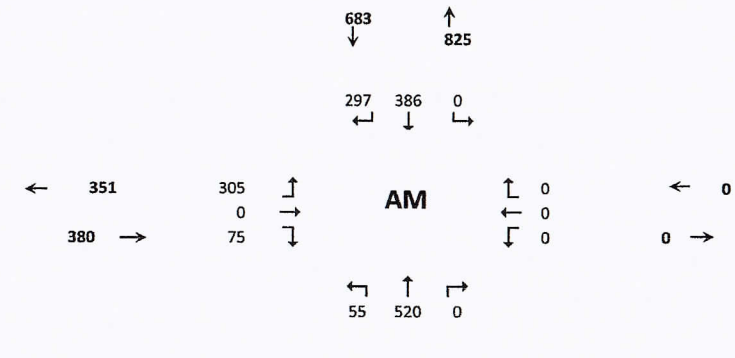
N/S STREET: Selvitz Rd **E/W STREET:** Glades Cut off **CONTROL:** Signalized

FILENAME: Fort Pierce Commerce Ctr

COUNT DATE: 4/14/2022 **DAY:** Tuesday **County** SLCo

REPORT DATE: **ANALYSIS YEAR:** 2023 AM without project

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	12	87	0	0	57	36	40	0	12	0	0	0	244	1219
7:15-7:30	15	84	0	0	76	57	40	0	14	0	0	0	286	1368
7:30-7:45	18	121	0	0	72	46	37	0	20	0	0	0	314	1460
7:45-8:00	21	114	0	0	90	73	55	0	22	0	0	0	375	1496
8:00-8:15	14	128	0	0	83	83	66	0	19	0	0	0	393	1457
8:15-8:30	10	102	0	0	88	78	83	0	17	0	0	0	378	
8:30-8:45	6	124	0	0	84	43	81	0	12	0	0	0	350	
8:45-9:00	9	109	0	0	103	46	60	0	9	0	0	0	336	
AM PEAK HOUR IS FROM:			7:45AM TO 8:45AM											
Volumes	51	468	0	0	345	277	285	0	70	0	0	0	1496	
Season Factor	52	477	0	0	352	283	291	0	71	0	0	0	1526	
Growth to 2023	55	501	0	0	369	297	305	0	75	0	0	0	1601	
In/Out		OUT		0	IN	0	0					0		
Percentage		20%		0%	20%	0%	0%					0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%		
In/Out	OUT	out	OUT			IN			IN	IN				
Volume	0	2	0	0	2	0	0	0	0	0	0	0	0	
%	0.0%	18.0%	0.0%	0.0%	18.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN	IN	OUT	OUT	IN		IN	in		
Volume	0	14	0	0	14	0	0	0	0	0	0	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%		
In/Out			IN	out				0%		OUT	OUT	in		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	6.0%	0.0%	0.0%	6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out		OUT	IN	IN	IN					OUT		OUT		
Volume	0	4	0	0	1	0	0	0	0	0	0	0	0	
Subtotal	0	19	0	0	17	0	0	0	0	0	0	0	0	
Total	55	520	0	0	386	297	305	0	75	0	0	0	1601	



		Trips In	Trips Out
Seasonal Factor:	1.02		
Growth Rate to 2021:	1		
Growth Rate:	1.0495		
Years Grown:	1		
Project		0	0
Arcosa		59	16
Wawa at Midway/Selvitz		79	76
LTC Ranch		456	406
Ravinia		22	68

HCS Two-Way Stop-Control Report

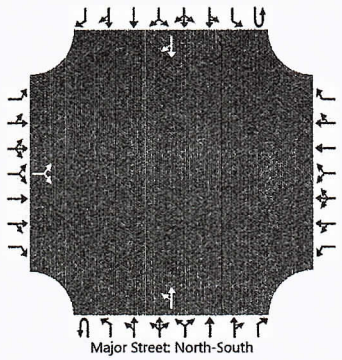
General Information

Analyst	MM
Agency/Co.	O'REP
Date Performed	5/13/2022
Analysis Year	2022
Time Analyzed	AM Peak Hour-W/O Project
Intersection Orientation	North-South
Project Description	Ft Pierce CC (Energy/Selvitz) - Without Project

Site Information

Intersection	Glades Cut Off and Selvitz
Jurisdiction	St Lucie County
East/West Street	Glades Cut Off
North/South Street	Selvitz
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		305		75						55	520				386	297
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			400							58						
Capacity, c (veh/h)			204							878						
v/c Ratio			1.96							0.07						
95% Queue Length, Q_{95} (veh)			29.5							0.2						
Control Delay (s/veh)			486.6							9.4	0.9					
Level of Service (LOS)			F							A	A					
Approach Delay (s/veh)		486.6								1.7						
Approach LOS		F								A						

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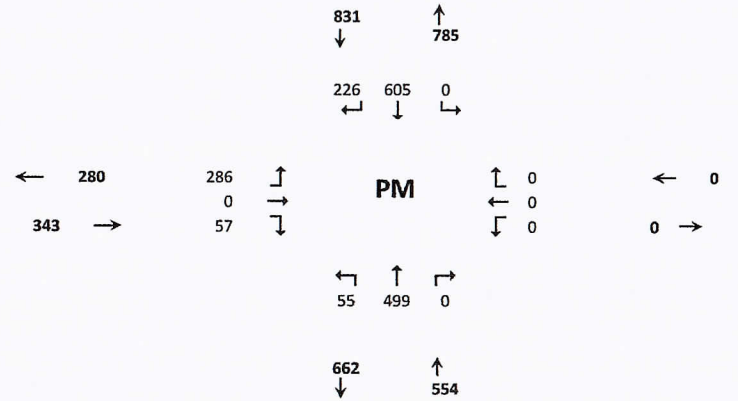
HCS™ TWSC Version 2022
C1.Glades.Selvitz.AMwithout.5.13.2022.xtw

Generated: 5/13/2022 12:14:21 PM

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Selvitz Rd
E/W STREET: Glades Cut off
CONTROL: Signalized
FILENAME: Fort Pierce Commerce Ctr
COUNT DATE: 4/14/2022
DAY: Tuesday
County slco
REPORT DATE:
ANALYSIS YEAR: 2023 PM without project

	Northbound			Southbound			Eastbound			Westbound				
15 Min Period lanes	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	12	93	0	0	91	56	53	0	14	0	0	0	319	1346
4:15-4:30	8	60	0	0	96	45	58	0	18	0	0	0	285	1477
4:30-4:45	8	106	0	0	121	57	70	0	14	0	0	0	376	1579
4:45-5:00	18	108	0	0	128	47	53	0	12	0	0	0	366	1543
5:00-5:15	15	120	0	0	159	60	80	0	16	0	0	0	450	1498
5:15-5:30	10	114	0	0	141	47	64	0	11	0	0	0	387	
5:30-5:45	9	98	0	0	123	44	53	0	13	0	0	0	340	
5:45-6:00	12	101	0	0	110	29	60	0	9	0	0	0	321	
PM PEAK HOUR IS FROM:			4:30 PM TO 5:30PM											
Volumes	51	448	0	0	549	211	267	0	53	0	0	0	1579	
Season Factor	52	457	0	0	560	215	272	0	54	0	0	0	1611	
Growth to 2023	55	480	0	0	588	226	286	0	57	0	0	0	1690	
In/Out	0	OUT	0	0	IN	0	0	0	0	0	0	0		
Percentage	0%	20%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUBPROJECTS														
%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%		
In/Out	OUT	out	OUT			IN			IN	IN				
Volume	0	2	0	0	2	0	0	0	0	0	0	0	0	
%	0.0%	18.0%	0.0%	0.0%	18.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN	IN	OUT	OUT	IN		IN	in		
Volume	0	14	0	0	14	0	0	0	0	0	0	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%		
In/Out			IN	out				0%		OUT	OUT	in		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	6.0%	0.0%	0.0%	6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out		OUT	IN	IN	IN					OUT		OUT		
Volume	0	4	0	0	1	0	0	0	0	0	0	0	0	
Subtotal	0	19	0	0	17	0	0	0	0	0	0	0	0	
Total	55	499	0	0	605	226	286	0	57	0	0	0	1690	



	Trips In	Trips Out
Project	0	0
Arcosa	59	16
Wawa at Midway/Selvitz	79	76
LTC Ranch	456	406
Ravinia	22	68

HCS Two-Way Stop-Control Report

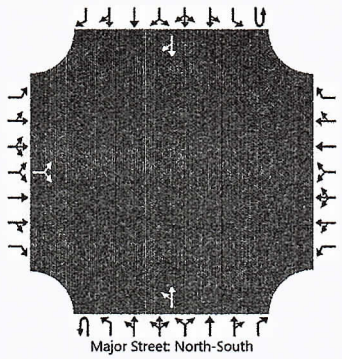
General Information

Analyst	MM
Agency/Co.	O'REP
Date Performed	5/13/2022
Analysis Year	2022
Time Analyzed	PM Peak Hour-W/O Project
Intersection Orientation	North-South
Project Description	Ft Pierce CC (Energy/Selvitz) - Without Project

Site Information

Intersection	Glades Cut Off and Selvitz
Jurisdiction	St Lucie County
East/West Street	Glades Cut Off
North/South Street	Selvitz
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		286		57						55	499				605	226
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			361							58						
Capacity, c (veh/h)			155							767						
v/c Ratio			2.33							0.08						
95% Queue Length, Q_{95} (veh)			30.2							0.2						
Control Delay (s/veh)			663.7							10.1	1.1					
Level of Service (LOS)			F							B	A					
Approach Delay (s/veh)		663.7								2.0						
Approach LOS		F								A						

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TURNING MOVEMENT VOLUME COUNTS

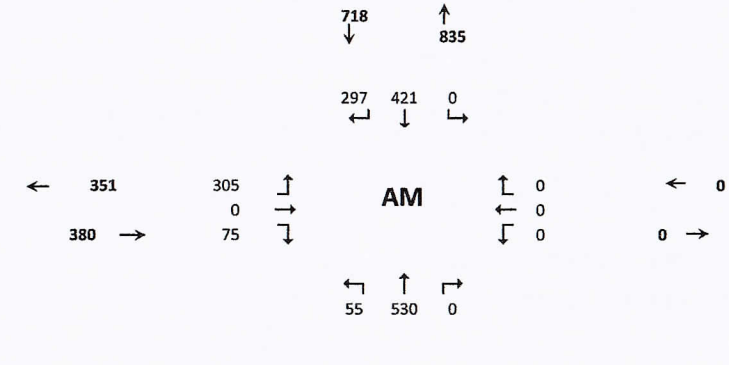
N/S STREET: Selvitz Rd **E/W STREET:** Glades Cut off **CONTROL:** Signalized

FILENAME: Fort Pierce Commerce Ctr

COUNT DATE: 4/14/2022 **DAY:** Tuesday **County** SLCo

REPORT DATE: **ANALYSIS YEAR:** 2023 AM with project

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	12	87	0	0	57	36	40	0	12	0	0	0	244	1219
7:15-7:30	15	84	0	0	76	57	40	0	14	0	0	0	286	1368
7:30-7:45	18	121	0	0	72	46	37	0	20	0	0	0	314	1460
7:45-8:00	21	114	0	0	90	73	55	0	22	0	0	0	375	1496
8:00-8:15	14	128	0	0	83	83	66	0	19	0	0	0	393	1457
8:15-8:30	10	102	0	0	88	78	83	0	17	0	0	0	378	
8:30-8:45	6	124	0	0	84	43	81	0	12	0	0	0	350	
8:45-9:00	9	109	0	0	103	46	60	0	9	0	0	0	336	



AM PEAK HOUR IS FROM:			7:45AM TO 8:45AM											
Volumes	51	468	0	0	345	277	285	0	70	0	0	0	1496	
Season Factor	52	477	0	0	352	283	291	0	71	0	0	0	1526	
Growth to 2023	55	501	0	0	369	297	305	0	75	0	0	0	1601	
In/Out		OUT		0	IN	0	0					0		
Percentage		20%		0%	20%	0%	0%					0%		
PROJECT	0	10	0	0	35	0	0	0	0	0	0	0	45	
SUBPROJECTS														
%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%		
In/Out	OUT	out	OUT			IN			IN	IN				
Volume	0	2	0	0	2	0	0	0	0	0	0	0	0	
%	0.0%	18.0%	0.0%	0.0%	18.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN	IN	OUT	OUT	IN		IN	in		
Volume	0	14	0	0	14	0	0	0	0	0	0	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%		
In/Out			IN	out				0%		OUT	OUT	in		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	6.0%	0.0%	0.0%	6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out		OUT	IN	IN	IN					OUT		OUT		
Volume	0	4	0	0	1	0	0	0	0	0	0	0	0	
Subtotal	0	19	0	0	17	0	0	0	0	0	0	0	0	
Total	55	530	0	0	421	297	305	0	75	0	0	0	1646	

Seasonal Factor: 1.02
Growth Rate to 2021: 1
Growth Rate: 1.0495
Years Grown: 1

	Trips In	Trips Out
Project	174	50
Arcosa	59	16
Wawa at Midway/Selvitz	79	76
LTC Ranch	456	406
Ravinia	22	68

HCS Two-Way Stop-Control Report

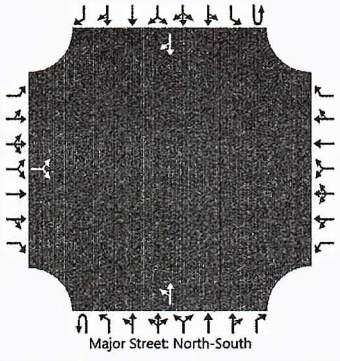
General Information

Analyst	MM
Agency/Co.	O'REP
Date Performed	5/13/2022
Analysis Year	2022
Time Analyzed	AM Peak Hour-With Project
Intersection Orientation	North-South
Project Description	Ft Pierce CC (Energy/Selvitz) - With Project

Site Information

Intersection	Glades Cut Off and Selvitz
Jurisdiction	St Lucie County
East/West Street	Glades Cut Off
North/South Street	Selvitz
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		305		75						55	530				421	297
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			400							58						
Capacity, c (veh/h)			191							850						
v/c Ratio			2.10							0.07						
95% Queue Length, Q_{95} (veh)			31.0							0.2						
Control Delay (s/veh)			550.8							9.5	0.9					
Level of Service (LOS)			F							A	A					
Approach Delay (s/veh)		550.8								1.8						
Approach LOS		F								A						

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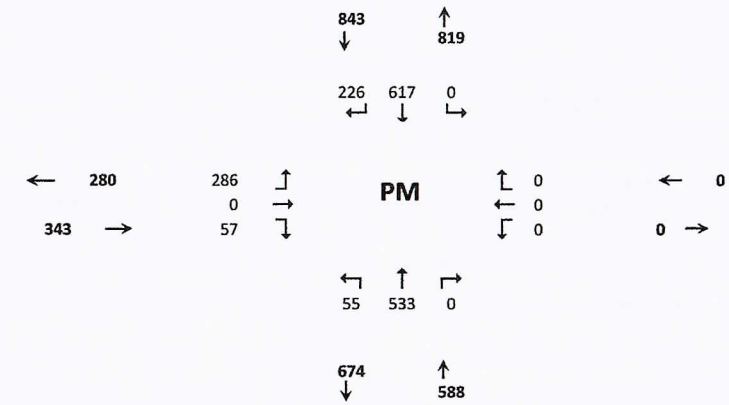
C1.Glades.Selvitz.AMwithproject.5.13.2022.xtw

Generated: 5/13/2022 12:13:26 PM

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Selvitz Rd
E/W STREET: Glades Cut off
CONTROL: Signalized
FILENAME: Fort Pierce Commerce Ctr
COUNT DATE: 4/14/2022
DAY: Tuesday
County slco
REPORT DATE:
ANALYSIS YEAR: 2023 PM with project

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	12	93	0	0	91	56	53	0	14	0	0	0	319	1346
4:15-4:30	8	60	0	0	96	45	58	0	18	0	0	0	285	1477
4:30-4:45	8	106	0	0	121	57	70	0	14	0	0	0	376	1579
4:45-5:00	18	108	0	0	128	47	53	0	12	0	0	0	366	1543
5:00-5:15	15	120	0	0	159	60	80	0	16	0	0	0	450	1498
5:15-5:30	10	114	0	0	141	47	64	0	11	0	0	0	387	
5:30-5:45	9	98	0	0	123	44	53	0	13	0	0	0	340	
5:45-6:00	12	101	0	0	110	29	60	0	9	0	0	0	321	
PM PEAK HOUR IS FROM:			4:30 PM TO 5:30PM											
Volumes	51	448	0	0	549	211	267	0	53	0	0	0	1579	
Season Factor	52	457	0	0	560	215	272	0	54	0	0	0	1611	
Growth to 2023	55	480	0	0	588	226	286	0	57	0	0	0	1690	
In/Out	0	OUT	0	0	IN	0	0	0	0	0	0	0		
Percentage	0%	20%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	34	0	0	13	0	0	0	0	0	0	0	47	
SUBPROJECTS														
%	0%	10%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%		
In/Out	OUT	out	OUT			IN			IN	IN				
Volume	0	2	0	0	2	0	0	0	0	0	0	0	0	
%	0.0%	18.0%	0.0%	0.0%	18.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out	OUT	OUT	OUT		IN	IN	OUT	OUT	IN		IN	in		
Volume	0	14	0	0	14	0	0	0	0	0	0	0	0	
%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%	0%	0.0%	0.0%	0.0%	0.0%		
In/Out			IN	out				0%		OUT	OUT	in		
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	
%	0.0%	6.0%	0.0%	0.0%	6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
In/Out		OUT	IN	IN	IN					OUT		OUT		
Volume	0	4	0	0	1	0	0	0	0	0	0	0	0	
Subtotal	0	19	0	0	17	0	0	0	0	0	0	0	0	
Total	55	533	0	0	617	226	286	0	57	0	0	0	1737	



	Trips In	Trips Out
Project	63	172
Arcosa	59	16
Wawa at Midway/Selvitz	79	76
LTC Ranch	456	406
Ravinia	22	68

D-103

HCS Two-Way Stop-Control Report

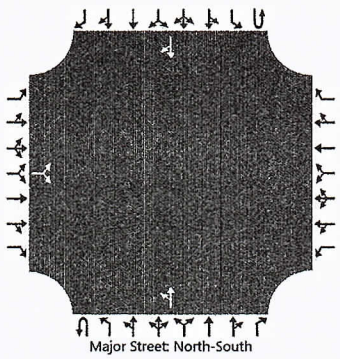
General Information

Analyst	MM
Agency/Co.	O'REP
Date Performed	5/13/2022
Analysis Year	2022
Time Analyzed	PM Peak Hour-With Project
Intersection Orientation	North-South
Project Description	Ft Pierce CC (Energy/Selvitz) - With Project

Site Information

Intersection	Glades Cut Off and Selvitz
Jurisdiction	St Lucie County
East/West Street	Glades Cut Off
North/South Street	Selvitz
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		286		57						55	533				617	226
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			361							58						
Capacity, c (veh/h)			145							759						
v/c Ratio			2.49							0.08						
95% Queue Length, Q_{95} (veh)			31.4							0.2						
Control Delay (s/veh)			741.7							10.1	1.1					
Level of Service (LOS)			F							B	A					
Approach Delay (s/veh)		741.7								2.0						
Approach LOS		F								A						

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HCS7 Two-Way Stop-Control Report

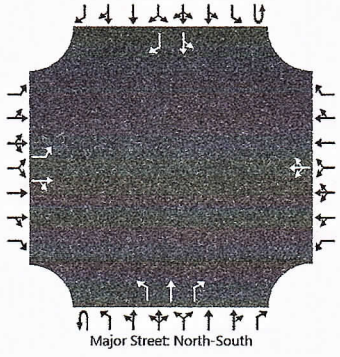
General Information

Analyst	SOR
Agency/Co.	OREP
Date Performed	12/7/2021
Analysis Year	2023
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	Ft. Pierce Commerce Ctr.

Site Information

Intersection	Energy and Selvitz
Jurisdiction	Stuart
East/West Street	Energy Lane
North/South Street	Selvitz
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		0	1	0	0	1	1	1	0	0	1	1
Configuration		L		TR			LTR			L	T	R		LT		R
Volume (veh/h)		18	0	39		0	0	0		131	602	0		0	395	61
Percent Heavy Vehicles (%)		10	10	10		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized										No				No		
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.20	6.60	6.30		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.59	4.09	3.39		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		20		42			0			142				0		
Capacity, c (veh/h)		206		609						1063				928		
v/c Ratio		0.09		0.07						0.13				0.00		
95% Queue Length, Q_{95} (veh)		0.3		0.2						0.5				0.0		
Control Delay (s/veh)		24.3		11.4						8.9				8.9		
Level of Service (LOS)		C		B						A				A		
Approach Delay (s/veh)		15.4								1.6				0.0		
Approach LOS		C														

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HCS7 Two-Way Stop-Control Report

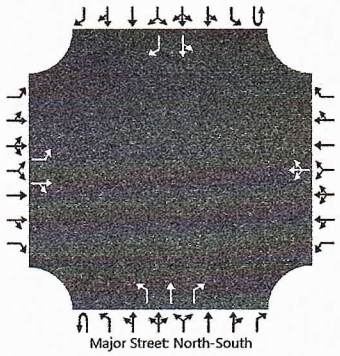
General Information

Analyst	SOR
Agency/Co.	OREP
Date Performed	12/7/2021
Analysis Year	2023
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	Ft. Pierce Commerce Ctr.

Site Information

Intersection	Energy and Selvitz
Jurisdiction	Stuart
East/West Street	Energy Lane
North/South Street	Selvitz
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	1	0		0	1	0	0	1	1	1	0	0	1	1
Configuration		L		TR			LTR			L	T	R		LT		R
Volume (veh/h)		61	0	130		0	0	0		49	395	0		0	406	24
Percent Heavy Vehicles (%)		10	10	10		3	3	3		3				3		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized									No				No			
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.20	6.60	6.30		7.13	6.53	6.23		4.13				4.13		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.59	4.09	3.39		3.53	4.03	3.33		2.23				2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		66		141			0			53				0		
Capacity, c (veh/h)		339		600						1089				1125		
v/c Ratio		0.20		0.24						0.05				0.00		
95% Queue Length, Q_{95} (veh)		0.7		0.9						0.2				0.0		
Control Delay (s/veh)		18.2		12.8						8.5				8.2		
Level of Service (LOS)		C		B						A				A		
Approach Delay (s/veh)	14.6								0.9				0.0			
Approach LOS	B															

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2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9401 CEN.-W OF US1 TO I95

MOCF: 0.94

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.01	1.07
2	01/06/2019 - 01/12/2019	0.99	1.05
3	01/13/2019 - 01/19/2019	0.96	1.02
* 4	01/20/2019 - 01/26/2019	0.95	1.01
* 5	01/27/2019 - 02/02/2019	0.94	1.00
* 6	02/03/2019 - 02/09/2019	0.93	0.99
* 7	02/10/2019 - 02/16/2019	0.92	0.98
* 8	02/17/2019 - 02/23/2019	0.92	0.98
* 9	02/24/2019 - 03/02/2019	0.93	0.99
*10	03/03/2019 - 03/09/2019	0.93	0.99
*11	03/10/2019 - 03/16/2019	0.93	0.99
*12	03/17/2019 - 03/23/2019	0.94	1.00
*13	03/24/2019 - 03/30/2019	0.94	1.00
*14	03/31/2019 - 04/06/2019	0.95	1.01
*15	04/07/2019 - 04/13/2019	0.95	1.01
*16	04/14/2019 - 04/20/2019	0.96	1.02 ←
17	04/21/2019 - 04/27/2019	0.97	1.03 ←
18	04/28/2019 - 05/04/2019	0.98	1.04
19	05/05/2019 - 05/11/2019	0.99	1.05
20	05/12/2019 - 05/18/2019	1.00	1.06
21	05/19/2019 - 05/25/2019	1.01	1.07
22	05/26/2019 - 06/01/2019	1.02	1.09
23	06/02/2019 - 06/08/2019	1.02	1.09
24	06/09/2019 - 06/15/2019	1.03	1.10
25	06/16/2019 - 06/22/2019	1.04	1.11
26	06/23/2019 - 06/29/2019	1.05	1.12
27	06/30/2019 - 07/06/2019	1.05	1.12
28	07/07/2019 - 07/13/2019	1.06	1.13
29	07/14/2019 - 07/20/2019	1.07	1.14
30	07/21/2019 - 07/27/2019	1.06	1.13
31	07/28/2019 - 08/03/2019	1.06	1.13
32	08/04/2019 - 08/10/2019	1.05	1.12
33	08/11/2019 - 08/17/2019	1.04	1.11
34	08/18/2019 - 08/24/2019	1.05	1.12
35	08/25/2019 - 08/31/2019	1.07	1.14
36	09/01/2019 - 09/07/2019	1.08	1.15
37	09/08/2019 - 09/14/2019	1.10	1.17
38	09/15/2019 - 09/21/2019	1.11	1.18
39	09/22/2019 - 09/28/2019	1.09	1.16
40	09/29/2019 - 10/05/2019	1.07	1.14
41	10/06/2019 - 10/12/2019	1.04	1.11
42	10/13/2019 - 10/19/2019	1.02	1.09
43	10/20/2019 - 10/26/2019	1.02	1.09
44	10/27/2019 - 11/02/2019	1.02	1.09
45	11/03/2019 - 11/09/2019	1.01	1.07
46	11/10/2019 - 11/16/2019	1.01	1.07
47	11/17/2019 - 11/23/2019	1.01	1.07
48	11/24/2019 - 11/30/2019	1.01	1.07
49	12/01/2019 - 12/07/2019	1.01	1.07
50	12/08/2019 - 12/14/2019	1.01	1.07
51	12/15/2019 - 12/21/2019	1.01	1.07
52	12/22/2019 - 12/28/2019	0.99	1.05
53	12/29/2019 - 12/31/2019	0.96	1.02

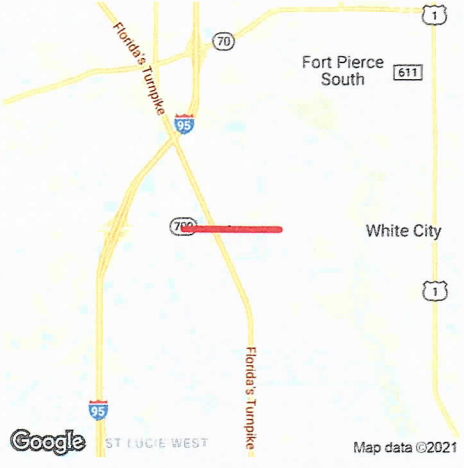
* PEAK SEASON

14-FEB-2020 15:39:28 830UPD 4_9401_PKSEASON.TXT

St. Lucie County - Planned/Needed Roadway Widening Projects (Impact Fees)

Roadway	From	To	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26
Bell Avenue Sidewalk	South 25th Street	Sunrise Boulevard			$200,000			
Glades Cut-Off Road	Range Line Road	Selvitz Road		$4,500,000				
Jenkins Road - PD&E Study	Orange Avenue	Midway Road						
TRIP Grant Obligation						$600,000		
Jenkins Road	Glades Cut-Off Road	Midway Road						
Design/ROW			$2,000,000					
Construction*				$5,000,000	$5,000,000			
Lennard Road								
ROW (ERD Parcel)			$350,000					
Midway Road	Glades Cut-Off Road	Jenkins Road						
Midway Road	Jenkins Road	Selvitz Road						
TRIP Match							$1,250,000	
CIGP Match							$1,000,000	
North County Connector Roadway	Florida's Turnpike	King's Highway						
Oleander Avenue Vision Study	Edwards Road	Midway Road	$550,000					
Oleander Avenue Sidewalk	Midway Road	South Market Avenue	$350,000					
Oleander Avenue Sidewalk	South Market Avenue	Edwards Road				$450,000		
Selvitz Road Widening	Edwards Road	Glades Cut-Off Road						
Design			$1,000,000					
ROW/Mitigation				$2,000,000				
Construction*				$5,000,000	$5,000,000			
St. Lucie West/Peackock Blvd Intersection								
Construction - SB Right to WB Thru						$500,000		
Construction - Add 3rd EB to NB LT Lane								$1,000,000
Add 2nd WB RT Lane, Add NB through Lane								
Turnpike Interchange at Midway Road				$3,500,000				
*Estimated Construction Costs for Budgeting Purposes Only								
Construction Costs will be Updated During the Design Process			$4,250,000	$20,000,000	$10,200,000	$1,550,000	$2,250,000	$1,000,000

MIDWAY RD FROM GLADES CUT OFF RD TO SELVITZ RD
2314403 Non-SIS

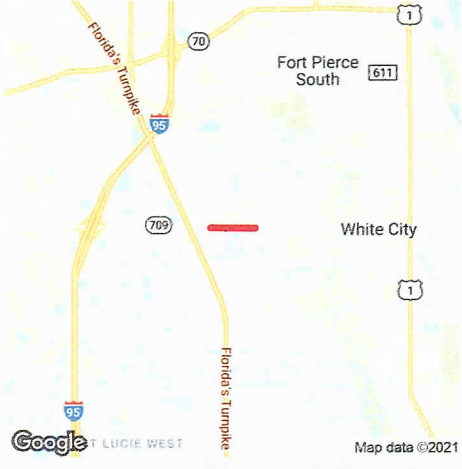


Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2021 TPO PRIORITY #2 WIDENING FROM 2 TO 4 LANES LFA WITH ST. LUCIE COUNTY FOR PD&E AND DESIGN CK #09828620 RECD FROM ST. LUCIE CO. BCC FOR 1.65M ON 10/7/14 FOR PD&E.THIS IS A CAT2 CHECK RECD 1/25/2017 FROM ST.LUCIE CO. $2,108,000 PH32/37
Lead Agency: MANAGED BY FDOT **From:** GLADES CUT OFF RD
Length: 1.577 **To:** SELVITZ RD
Phase Group: ENVIRONMENTAL, RIGHT OF WAY, RAILRD & UTILITIES, P D & E, PRELIMINARY ENGINEERING

Phase	Fund Code	2022	2023	2024	2025	2026	Total
ROW	SA	0	494,625	0	0	0	494,625
ROW	SU	0	0	973,875	0	0	973,875
			494,625	**973,875**			**1,468,500**

Prior Year Cost: 77,488,992
Future Year Cost: 0
Total Project Cost: 102,822,264
LRTP: Page 8-2

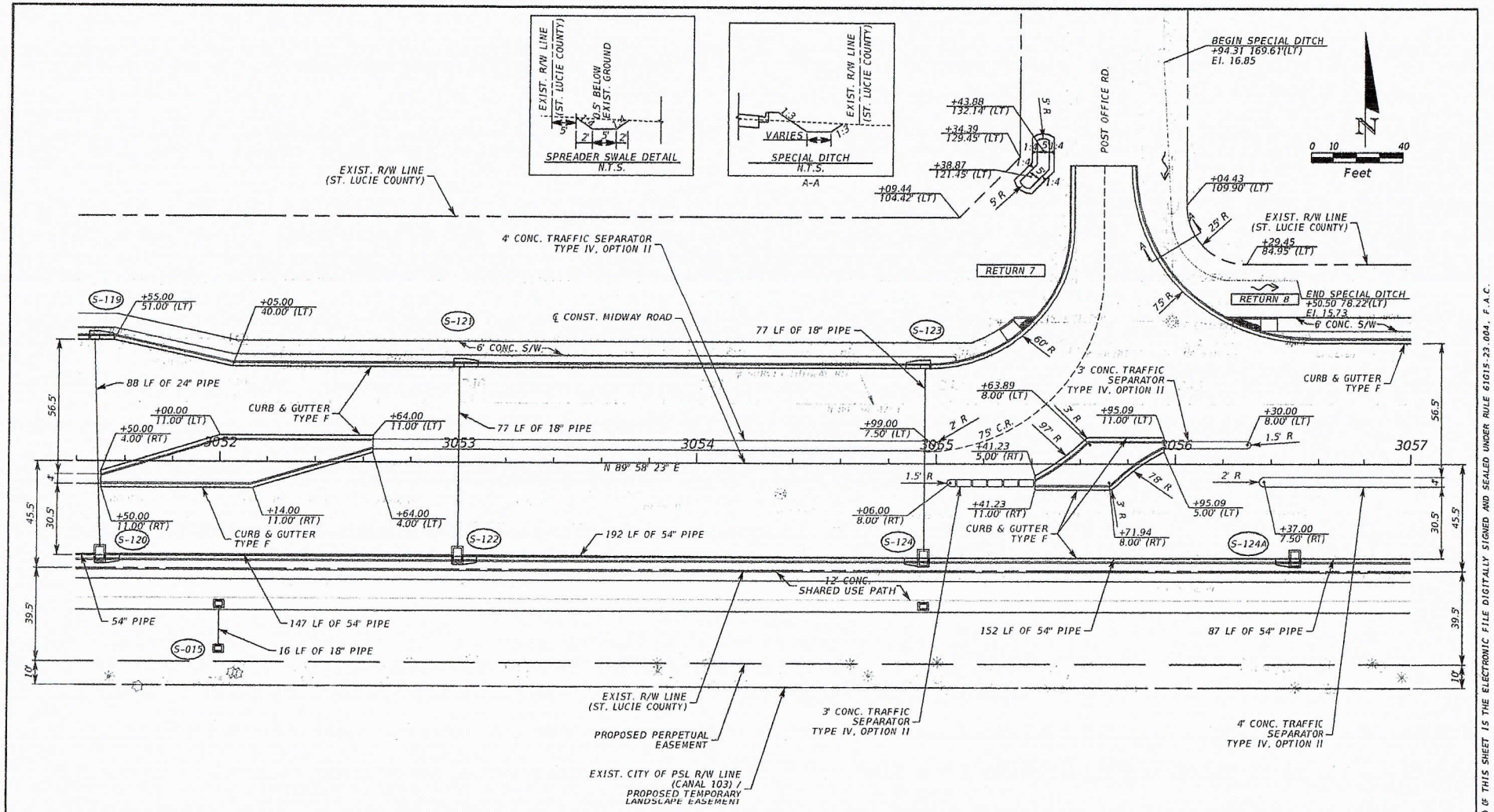
MIDWAY RD FROM WEST OF JENKINS RD TO SELVITZ RD
2314405 Non-SIS



Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2021 TPO PRIORITY #2 WIDENING FROM 2 TO 4 LANES. BASED ON PD&E COMPLETED UNDER 231440-3 DESIGN AND RIGHT OF WAY ON 231440-3 56-01:UTILITIES RELOCATION
Lead Agency: MANAGED BY FDOT **From:** WEST OF JENKINS RD
Length: 0.785 **To:** SELVITZ RD
Phase Group: CONSTRUCTION, RAILRD & UTILITIES

Phase	Fund Code	2022	2023	2024	2025	2026	Total
CST	TRIP	0	0	0	0	1,231,795	1,231,795
CST	SU	0	0	0	0	3,171,529	3,171,529
CST	SA	0	0	0	0	4,415,004	4,415,004
CST	CIGP	0	0	0	0	6,996,444	6,996,444
CST	LF	0	0	0	0	8,000,000	8,000,000
RRU	SU	0	0	0	50,000	0	50,000
					50,000	**23,814,772**	**23,864,772**

Prior Year Cost: 77,488,992
Future Year Cost: 0
Total Project Cost: 102,822,264
LRTP: Page 8-11



LEGEND

11' X 5' BOX CULVERT

RETURN NO.	PC			PT			CR TYPE
	STATION	OFFSET	ELEV.	STATION	OFFSET	ELEV.	
7	3054+97.16	40.00' LT	20.18	3055+57.16	100.00' LT	18.45	CR-D
8	3055+81.14	126.00' LT	18.08	3056+56.14	51.00' LT	19.48	CR-F

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD
Andrew D. DeWitt, PE
PE No. 40952
Inwood Consulting Engineers, Inc.
3000 Dovera Drive, Suite 200
Oviedo, Florida 32765
Certificate of Authorization No. 7074

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
CR 712	ST. LUCIE	231440-5-52-01

ROADWAY PLAN

SHEET NO. 29

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

D-111

avelasquez 6/20/2019 9:46:39 AM F:\Projects\DT4-008 01\2314405201 JenkinsToSelvitz\roadway\PLANR001_15.dgn

Michelle Franklin, CFA -- Saint Lucie County Property Appraiser -- All rights reserved.

Property Identification

Site Address: Energy DR
Sec/Town/Range: 31/35S/40E
Parcel ID: 2431-800-0002-000-0
Jurisdiction: Fort Pierce

Use Type: 6000
Account #: 175750
Map ID: 24/31S
Zoning: Light Indu

Ownership

St. Lucie Commerce Center LLC

30 S Hope Chapel RD
Jackson, NJ 08527



Legal Description

TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 1

Current Values

Just/Market Value:	$143,964
Assessed Value:	$1,795
Exemptions:	$0
Taxable Value:	$1,795

Property taxes are subject to change upon change of ownership.

- **Past taxes are not a reliable projection of future taxes.**
- **The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.**

Taxes for this parcel: SLC Tax Collector's Office
Download TRIM for this parcel: Download PDF

Total Areas

Finished/Under Air (SF):	0
Gross Sketched Area (SF):	0
Land Size (acres):	6.53
Land Size (SF):	284,403

Building Design Wind Speed

Occupancy Category	I	II	III
Speed	140	150	160

Sources/links:

Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price
Dec 3, 2021	4746 / 1204	0205	WD	TAHOE 1212 LLC	$6,500,000
Dec 8, 2020	4523 / 2168	0205	SPWD	Midway Properties Of St Lucie	$2,380,000
Nov 30, 2011	3350 / 0797	0311	SPWD	Midway Properties Of St Lucie	$100
Dec 31, 2003	1908 / 1661	XX01	PRDEED	Midway Properties Of St Lucie	$100

Building Information (1 of 1)

Finished Area: 0 SF

Gross Sketched Area: 0 SF

Exterior Data

View:	Roof Cover:	Roof Structure:
Building Type:	Year Built: N/A	Frame:
Grade:	Effective Year: N/A	Primary Wall:
Story Height:	No. Units: 0	Secondary Wall:

Interior Data

Bedrooms: 0	Electric:	Primary Int Wall:
Full Baths: 0	Heat Type:	Avg Hgt/Floor: 0
Half Baths: 0	Heat Fuel:	Primary Floors:
A/C %: 0%	Heated %: N/A%	Sprinkled %: 0%



Image or Sketch unavailable for display

Sketch Area Legend

Sub Area	Description	Area	Fin. Area	Perimeter

Special Features and Yard Items

Type	Qty	Units	Year Blt

Current Year Values

Current Values Breakdown

Building:	$0
Land:	$143,964
Just/Market:	$143,964
Ag Credit:	$142,169
Save Our Homes or 10% Cap:	$0
Assessed:	$1,795
Exemption(s):	$0
Taxable:	$1,795

Current Year Exemption Value Breakdown

Current Year Special Assessment Breakdown

Start Year	AssessCode	Units	Description	Amount
2011	0041	9.3	Fort Pierce Stormwater Charge	$641.70
Start Year	AssessCode	Units	Description	Amount
2013	0054	6.52899	North St. Lucie Water Management District	$150.17

This does not necessarily represent the total Special Assessements that could be charged against this property. The total amount charged for special assessments is reflected on the most current tax statement and information is available with the SLC Tax Collector's Office.

Historical Values

Year	Just/Market	Assessed	Exemptions	Taxable

2022	$143,964	$1,795	$0	$1,795
2021	$143,964	$1,795	$0	$1,795
2020	$228,515	$1,795	$0	$1,795

Permits

Number	Issue Date	Description	Amount	Fee

Notice: This does not necessarily represent all the permits for this property.
Click the following link to check for additional permit data in Fort Pierce

All information is believed to be correct at this time, but is subject to change and is provided without any warranty.
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Property Identification

Site Address: Energy DR
Sec/Town/Range: 31/35S/40E
Parcel ID: 2431-800-0003-000-7
Jurisdiction: Fort Pierce

Use Type: 6000
Account #: 175751
Map ID: 24/31S
Zoning: Light Indu

Ownership

St. Lucie Commerce Center LLC

30 S Hope Chapel RD
Jackson, NJ 08527

Legal Description

TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 2



Current Values

Just/Market Value:	$133,574
Assessed Value:	$1,499
Exemptions:	$0
Taxable Value:	$1,499

Property taxes are subject to change upon change of ownership.

- **Past taxes are not a reliable projection of future taxes.**
- **The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.**

Taxes for this parcel: SLC Tax Collector's Office
Download TRIM for this parcel: Download PDF

Total Areas

Finished/Under Air (SF):	0
Gross Sketched Area (SF):	0
Land Size (acres):	5.45
Land Size (SF):	237,489

Building Design Wind Speed

Occupancy Category	I	II	III
Speed	140	150	160

Sources/links:

Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price
Dec 3, 2021	4746 / 1204	0205	WD	TAHOE 1212 LLC	$6,500,000
Dec 8, 2020	4523 / 2168	0205	SPWD	Midway Properties Of St Lucie	$2,380,000
Nov 30, 2011	3350 / 0797	0311	SPWD	Midway Properties Of St Lucie	$100
Dec 31, 2003	1908 / 1661	XX01	PRDEED	Midway Properties Of St Lucie	$100

Building Information (1 of 1)

Finished Area: 0 SF

Gross Sketched Area: 0 SF

Exterior Data

View:	Roof Cover:	Roof Structure:
Building Type:	Year Built: N/A	Frame:
Grade:	Effective Year: N/A	Primary Wall:
Story Height:	No. Units: 0	Secondary Wall:

Interior Data

Bedrooms: 0	Electric:	Primary Int Wall:
Full Baths: 0	Heat Type:	Avg Hgt/Floor: 0
Half Baths: 0	Heat Fuel:	Primary Floors:
A/C %: 0%	Heated %: N/A%	Sprinkled %: 0%



Image or Sketch unavailable for display

Sketch Area Legend

Sub Area	Description	Area	Fin. Area	Perimeter

Special Features and Yard Items

Type	Qty	Units	Year Blt

Current Year Values

Current Values Breakdown

Building:	$0
Land:	$133,574
Just/Market:	$133,574
Ag Credit:	$132,075
Save Our Homes or 10% Cap:	$0
Assessed:	$1,499
Exemption(s):	$0
Taxable:	$1,499

Current Year Exemption Value Breakdown

Current Year Special Assessment Breakdown

Start Year	AssessCode	Units	Description	Amount
2011	0041	7.7	Fort Pierce Stormwater Charge	$531.30
Start Year	AssessCode	Units	Description	Amount
2013	0054	5.452	North St. Lucie Water Management District	$125.40

This does not necessarily represent the total Special Assessements that could be charged against this property. The total amount charged for special assessments is reflected on the most current tax statement and information is available with the SLC Tax Collector's Office.

Historical Values

Year	Just/Market	Assessed	Exemptions	Taxable

2022	$133,574	$1,499	$0	$1,499
2021	$133,574	$1,499	$0	$1,499
2020	$190,820	$1,499	$0	$1,499

Permits

Number	Issue Date	Description	Amount	Fee

Notice: This does not necessarily represent all the permits for this property.
Click the following link to check for additional permit data in Fort Pierce

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Property Identification

Site Address: Energy DR
Sec/Town/Range: 31/35S/40E
Parcel ID: 2431-800-0004-000-4
Jurisdiction: Fort Pierce

Use Type: 6000
Account #: 175752
Map ID: 24/31S
Zoning: Light Indu

Ownership

St. Lucie Commerce Center LLC

30 S Hope Chapel RD
Jackson, NJ 08527



Legal Description

TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 3

Current Values

Just/Market Value:	$146,951
Assessed Value:	$1,649
Exemptions:	$0
Taxable Value:	$1,649

Property taxes are subject to change upon change of ownership.

- **Past taxes are not a reliable projection of future taxes.**
- **The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.**

Taxes for this parcel: SLC Tax Collector's Office
Download TRIM for this parcel: Download PDF

Total Areas

Finished/Under Air (SF):	0
Gross Sketched Area (SF):	0
Land Size (acres):	6
Land Size (SF):	261,273

Building Design Wind Speed

Occupancy Category	I	II	III
Speed	140	150	160

Sources/links:

Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price
Dec 3, 2021	4746 / 1204	0205	WD	TAHOE 1212 LLC	$6,500,000
Dec 8, 2020	4523 / 2168	0205	SPWD	Midway Properties Of St Lucie	$2,380,000
Nov 30, 2011	3350 / 0797	0311	SPWD	Midway Properties Of St Lucie	$100
Dec 31, 2003	1908 / 1661	XX01	PRDEED	Midway Properties Of St Lucie	$100

Building Information (1 of 1)

Finished Area: 0 SF

Gross Sketched Area: 0 SF

Exterior Data

View:	Roof Cover:	Roof Structure:
Building Type:	Year Built: N/A	Frame:
Grade:	Effective Year: N/A	Primary Wall:
Story Height:	No. Units: 0	Secondary Wall:

Interior Data

Bedrooms: 0	Electric:	Primary Int Wall:
Full Baths: 0	Heat Type:	Avg Hgt/Floor: 0
Half Baths: 0	Heat Fuel:	Primary Floors:
A/C %: 0%	Heated %: N/A%	Sprinkled %: 0%



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Sketch Area Legend

Sub Area	Description	Area	Fin. Area	Perimeter

Special Features and Yard Items

Type	Qty	Units	Year Blt

Current Year Values

Current Values Breakdown

Building:	$0
Land:	$146,951
Just/Market:	$146,951
Ag Credit:	$145,302
Save Our Homes or 10% Cap:	$0
Assessed:	$1,649
Exemption(s):	$0
Taxable:	$1,649

Current Year Exemption Value Breakdown

Current Year Special Assessment Breakdown

Start Year	AssessCode	Units	Description	Amount
2011	0041	8.5	Fort Pierce Stormwater Charge	$586.50
Start Year	AssessCode	Units	Description	Amount
2013	0054	5.998	North St. Lucie Water Management District	$137.95

This does not necessarily represent the total Special Assessements that could be charged against this property. The total amount charged for special assessments is reflected on the most current tax statement and information is available with the SLC Tax Collector's Office.

Historical Values

Year	Just/Market	Assessed	Exemptions	Taxable

2022	$146,951	$1,649	$0	$1,649
2021	$146,951	$1,649	$0	$1,649
2020	$209,930	$1,649	$0	$1,649

Permits

Number	Issue Date	Description	Amount	Fee

Notice: This does not necessarily represent all the permits for this property.
Click the following link to check for additional permit data in Fort Pierce

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Property Identification

Site Address: Energy DR
Sec/Town/Range: 31/35S/40E
Parcel ID: 2431-800-0005-000-1
Jurisdiction: Fort Pierce

Use Type: 6000
Account #: 175753
Map ID: 24/31S
Zoning: Light Indu

Ownership

St. Lucie Commerce Center LLC

30 S Hope Chapel RD
Jackson, NJ 08527



Legal Description

TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 4

Current Values

Just/Market Value:	$230,115
Assessed Value:	$2,006
Exemptions:	$0
Taxable Value:	$2,006

Property taxes are subject to change upon change of ownership.

- **Past taxes are not a reliable projection of future taxes.**
- **The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.**

Taxes for this parcel: SLC Tax Collector's Office
Download TRIM for this parcel: Download PDF

Total Areas

Finished/Under Air (SF):	0
Gross Sketched Area (SF):	0
Land Size (acres):	8.19
Land Size (SF):	356,713

Building Design Wind Speed

Occupancy Category	I	II	III
Speed	140	150	160

Sources/links:

Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price
Dec 3, 2021	4746 / 1204	0205	WD	TAHOE 1212 LLC	$6,500,000
Dec 8, 2020	4523 / 2168	0205	SPWD	Midway Properties Of St Lucie	$2,380,000
Nov 30, 2011	3350 / 0797	0311	SPWD	Midway Properties Of St Lucie	$100
Dec 31, 2003	1908 / 1661	XX01	PRDEED	Midway Properties Of St Lucie	$100

Building Information (1 of 1)

Finished Area: 0 SF

Gross Sketched Area: 0 SF

Exterior Data

View:	Roof Cover:	Roof Structure:
Building Type:	Year Built: N/A	Frame:
Grade:	Effective Year: N/A	Primary Wall:
Story Height:	No. Units: 0	Secondary Wall:

Interior Data

Bedrooms: 0	Electric:	Primary Int Wall:
Full Baths: 0	Heat Type:	Avg Hgt/Floor: 0
Half Baths: 0	Heat Fuel:	Primary Floors:
A/C %: 0%	Heated %: N/A%	Sprinkled %: 0%



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Sketch Area Legend

Sub Area	Description	Area	Fin. Area	Perimeter

Special Features and Yard Items

Type	Qty	Units	Year Blt

Current Year Values

Current Values Breakdown

Building:	$0
Land:	$230,115
Just/Market:	$230,115
Ag Credit:	$228,109
Save Our Homes or 10% Cap:	$0
Assessed:	$2,006
Exemption(s):	$0
Taxable:	$2,006

Current Year Exemption Value Breakdown

Current Year Special Assessment Breakdown

Start Year	AssessCode	Units	Description	Amount
2011	0041	11.6	Fort Pierce Stormwater Charge	$800.40
2013	0054	8.189	North St. Lucie Water Management District	$188.35

This does not necessarily represent the total Special Assessements that could be charged against this property. The total amount charged for special assessments is reflected on the most current tax statement and information is available with the SLC Tax Collector's Office.

Historical Values

Year	Just/Market	Assessed	Exemptions	Taxable

2022	$230,115	$2,006	$0	$2,006
2021	$230,115	$2,006	$0	$2,006
2020	$230,115	$2,006	$0	$2,006

Permits

Number	Issue Date	Description	Amount	Fee

Notice: This does not necessarily represent all the permits for this property.
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Property Identification

Site Address: Energy DR
Sec/Town/Range: 31/35S/40E
Parcel ID: 2431-800-0006-000-8
Jurisdiction: Fort Pierce

Use Type: 6000
Account #: 175754
Map ID: 24/31S
Zoning: Light Indu

Ownership

St. Lucie Commerce Center LLC

30 S Hope Chapel RD
Jackson, NJ 08527



Legal Description

TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 5

Current Values

Just/Market Value:	$755,478
Assessed Value:	$11,102
Exemptions:	$0
Taxable Value:	$11,102

Property taxes are subject to change upon change of ownership.

- **Past taxes are not a reliable projection of future taxes.**
- **The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.**

Taxes for this parcel: SLC Tax Collector's Office
Download TRIM for this parcel: Download PDF

Total Areas

Finished/Under Air (SF):	0
Gross Sketched Area (SF):	0
Land Size (acres):	47.58
Land Size (SF):	2,072,498

Building Design Wind Speed

Occupancy Category	I	II	III
Speed	140	150	160

Sources/links:

Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price
Dec 3, 2021	4746 / 1204	0205	WD	TAHOE 1212 LLC	$6,500,000
Dec 8, 2020	4523 / 2168	0205	SPWD	Midway Properties Of St Lucie	$2,380,000
Nov 30, 2011	3350 / 0797	0311	SPWD	Midway Properties Of St Lucie	$100
Dec 31, 2003	1908 / 1661	XX01	PRDEED	Midway Properties Of St Lucie	$100

Building Information (1 of 1)

Finished Area: 0 SF

Gross Sketched Area: 0 SF

Exterior Data

View:	Roof Cover:	Roof Structure:
Building Type:	Year Built: N/A	Frame:
Grade:	Effective Year: N/A	Primary Wall:
Story Height:	No. Units: 0	Secondary Wall:

Interior Data

Bedrooms: 0	Electric:	Primary Int Wall:
Full Baths: 0	Heat Type:	Avg Hgt/Floor: 0
Half Baths: 0	Heat Fuel:	Primary Floors:
A/C %: 0%	Heated %: N/A%	Sprinkled %: 0%



Image or Sketch unavailable for display

Sketch Area Legend

Sub Area	Description	Area	Fin. Area	Perimeter

Special Features and Yard Items

Type	Qty	Units	Year Blt

Current Year Values

Current Values Breakdown

Building:	$0
Land:	$755,478
Just/Market:	$755,478
Ag Credit:	$744,376
Save Our Homes or 10% Cap:	$0
Assessed:	$11,102
Exemption(s):	$0
Taxable:	$11,102

Current Year Exemption Value Breakdown

Current Year Special Assessment Breakdown

Start Year	AssessCode	Units	Description	Amount
2011	0041	67.3	Fort Pierce Stormwater Charge	$4,643.70
Start Year	AssessCode	Units	Description	Amount
2013	0054	47.57801	North St. Lucie Water Management District	$1,094.29

This does not necessarily represent the total Special Assessements that could be charged against this property. The total amount charged for special assessments is reflected on the most current tax statement and information is available with the SLC Tax Collector's Office.

Historical Values

Year	Just/Market	Assessed	Exemptions	Taxable

2022	$755,478	$11,102	$0	$11,102
2021	$755,478	$11,102	$0	$11,102
2020	$1,261,480	$11,102	$0	$11,102

Permits

Number	Issue Date	Description	Amount	Fee

Notice: This does not necessarily represent all the permits for this property.
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Property Identification

Site Address: Energy DR
Sec/Town/Range: 31/35S/40E
Parcel ID: 2431-800-0007-000-5
Jurisdiction: Fort Pierce

Use Type: 6000
Account #: 175755
Map ID: 24/31S
Zoning: Light Indu

Ownership

St. Lucie Commerce Center LLC

30 S Hope Chapel RD
Jackson, NJ 08527



Legal Description

TREASURE COAST BUSINESS PARK (PB 64-36)- LOT 6

Current Values

Just/Market Value:	$471,302
Assessed Value:	$6,977
Exemptions:	$0
Taxable Value:	$6,977

Property taxes are subject to change upon change of ownership.

- **Past taxes are not a reliable projection of future taxes.**
- **The sale of a property will prompt the removal of all exemptions, assessment caps, and special classifications.**

Taxes for this parcel: SLC Tax Collector's Office
Download TRIM for this parcel: Download PDF

Total Areas

Finished/Under Air (SF):	0
Gross Sketched Area (SF):	0
Land Size (acres):	30.18
Land Size (SF):	1,314,423

Building Design Wind Speed

Occupancy Category	I	II	III
Speed	140	150	160

Sources/links:

Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price
Dec 3, 2021	4746 / 1204	0205	WD	TAHOE 1212 LLC	$6,500,000
Dec 8, 2020	4523 / 2168	0205	SPWD	Midway Properties Of St Lucie	$2,380,000
Nov 30, 2011	3350 / 0797	0311	SPWD	Midway Properties Of St Lucie	$100
Dec 31, 2003	1908 / 1661	XX01	PRDEED	Midway Properties Of St Lucie	$100

Building Information (1 of 1)

Finished Area: 0 SF

Gross Sketched Area: 0 SF

Exterior Data

View:	Roof Cover:	Roof Structure:
Building Type:	Year Built: N/A	Frame:
Grade:	Effective Year: N/A	Primary Wall:
Story Height:	No. Units: 0	Secondary Wall:

Interior Data

Bedrooms: 0	Electric:	Primary Int Wall:
Full Baths: 0	Heat Type:	Avg Hgt/Floor: 0
Half Baths: 0	Heat Fuel:	Primary Floors:
A/C %: 0%	Heated %: N/A%	Sprinkled %: 0%



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Sketch Area Legend

Sub Area	Description	Area	Fin. Area	Perimeter

Special Features and Yard Items

Type	Qty	Units	Year Blt

Current Year Values

Current Values Breakdown

Building:	$0
Land:	$471,302
Just/Market:	$471,302
Ag Credit:	$464,325
Save Our Homes or 10% Cap:	$0
Assessed:	$6,977
Exemption(s):	$0
Taxable:	$6,977

Current Year Exemption Value Breakdown

Current Year Special Assessment Breakdown

Start Year	AssessCode	Units	Description	Amount
2011	0041	42.7	Fort Pierce Stormwater Charge	$2,946.30
Start Year	AssessCode	Units	Description	Amount
2013	0054	30.175	North St. Lucie Water Management District	$694.03

This does not necessarily represent the total Special Assessements that could be charged against this property. The total amount charged for special assessments is reflected on the most current tax statement and information is available with the SLC Tax Collector's Office.

Historical Values

Year	Just/Market	Assessed	Exemptions	Taxable

2022	$471,302	$6,977	$0	$6,977
2021	$471,302	$6,977	$0	$6,977
2020	$786,935	$6,977	$0	$6,977

Permits

Number	Issue Date	Description	Amount	Fee

Notice: This does not necessarily represent all the permits for this property.
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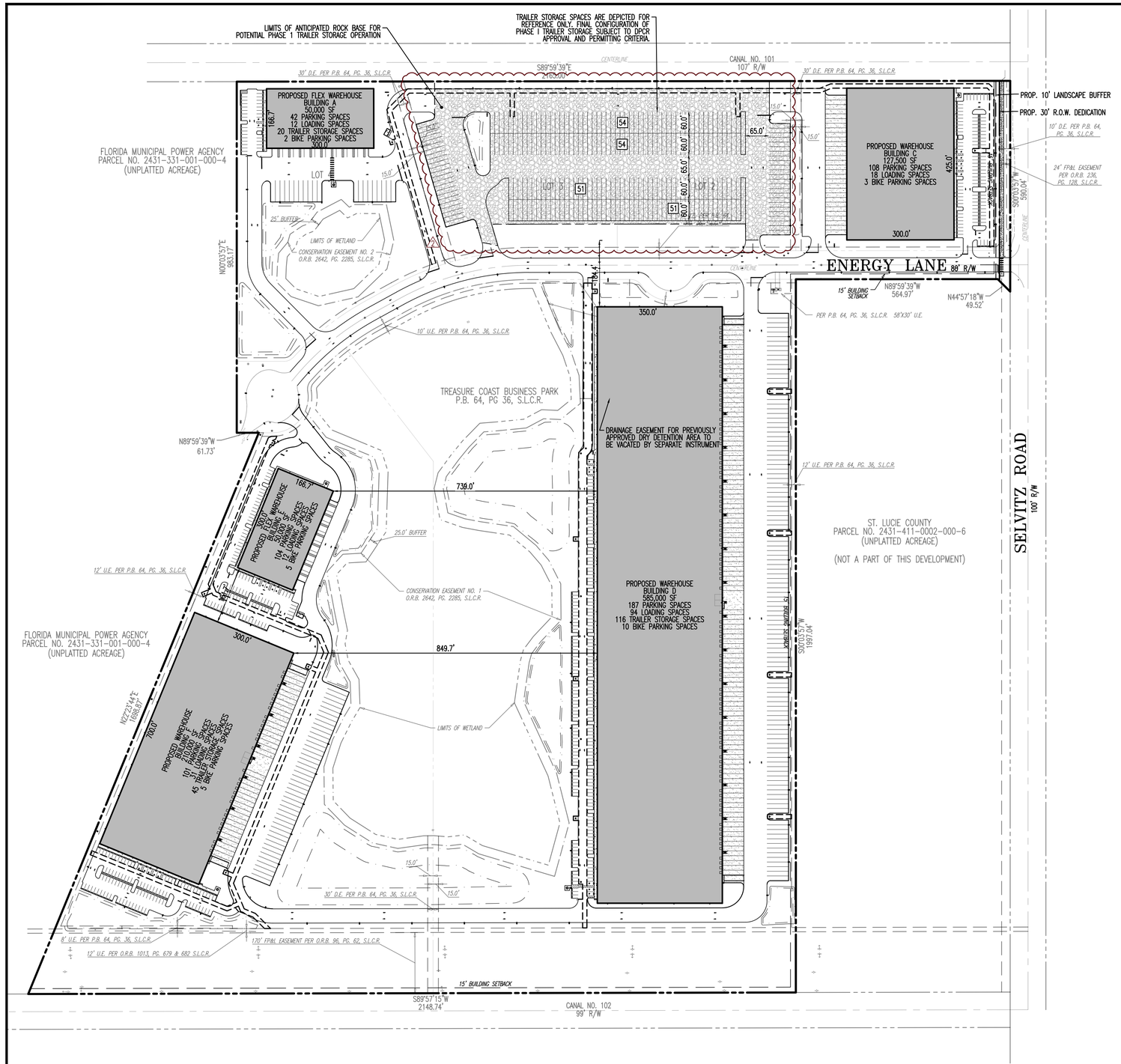

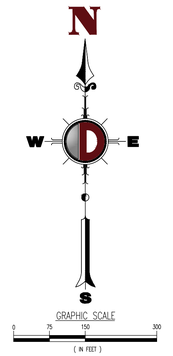

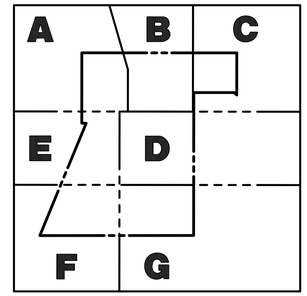

NOTE: THIS PHASE 1 PLAN ENTITLES OUTDOOR TRAILER STORAGE FOR THE COMBINED LOTS 2 AND 3. ALL OTHER IMPROVEMENTS DEPICTED ON THIS PLAN ARE FOR REFERENCE ONLY. REFER TO OVERALL FINAL SITE PLAN FOR FINAL CONFIGURATION OF LOTS 1 THROUGH 6. SEE SHEET C1.00 FOR FINAL SITE DATA.

HORIZONTAL CONTROL & STRIPING NOTES

1. ALL DIMENSIONS SHOWN, OTHER THAN LANDSCAPE DIMENSIONS, ARE TO FACE OF CURB FOR TYPE "D" CURB OR EDGE OF PAVEMENT FOR NO CURB, UNLESS OTHERWISE NOTED. LANDSCAPE DIMENSIONS ARE SHOWN TO BACK OF CURB.
2. ALL CURB RAMPS AND SIDEWALKS ENTERING PARKING OR TRAVEL WAYS SHALL HAVE DETECTABLE WARNING SURFACES 2' DEEP AND THE WIDTH OF THE SIDEWALK. REFER TO THE LATEST FDOT STANDARD PLANS & INDEXES.
3. ALL STOP BARS, DIRECTIONAL ARROWS AND CROSSWALKS SHALL BE THERMOPLASTIC. ALL OTHER PAVEMENT MARKINGS ARE PAINT, UNLESS OTHERWISE NOTED.
4. ALL RADII ARE 3' UNLESS OTHERWISE NOTED ON PLANS.

REV.	DATE	COMMENTS	BY
2	06/30/23	REZONING TO PLANNED DEVELOPMENT	JAC
1	02/01/22	PER CITY OF FT. PIERCE COMMENTS	KAK

THIS PLAN SET IS FOR PERMITTING PURPOSES ONLY AND MAY NOT BE USED FOR CONSTRUCTION

DRAWN BY: KAK | DESIGNED BY: ACM | CHECKED BY: MDM | CHECKED BY: _

PROJECT: **FORT PIERCE COMMERCE CENTER**
ST. LUCIE COMMERCE CENTER, LLC
SELVITZ ROAD & ENERGY LANE, ST. LUCIE COUNTY, FL 34981
SECTION 31, TOWNSHIP 35S, RANGE 40E

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Houston, Texas • T: 281.789.6400
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Delray Beach, Florida • T: 561.921.8570
Florida Certificate of Authorization No. 32535
www.dynamicec.com

MICHAEL D. MILES
PROFESSIONAL ENGINEER
FLORIDA LICENSE No. 81313
DATE: FEBRUARY 18TH, 2022

ÁNGEL PIÑERO
PROFESSIONAL ENGINEER
FLORIDA LICENSE No. 88047
DATE:

TITLE: **PHASE 1 OVERALL SITE PLAN**

SCALE: (H) AS (V) NOTED | DATE: 12/03/2021

PROJECT No: 3342-99-005

SHEET No: **C1.00A** | Rev. #: 2

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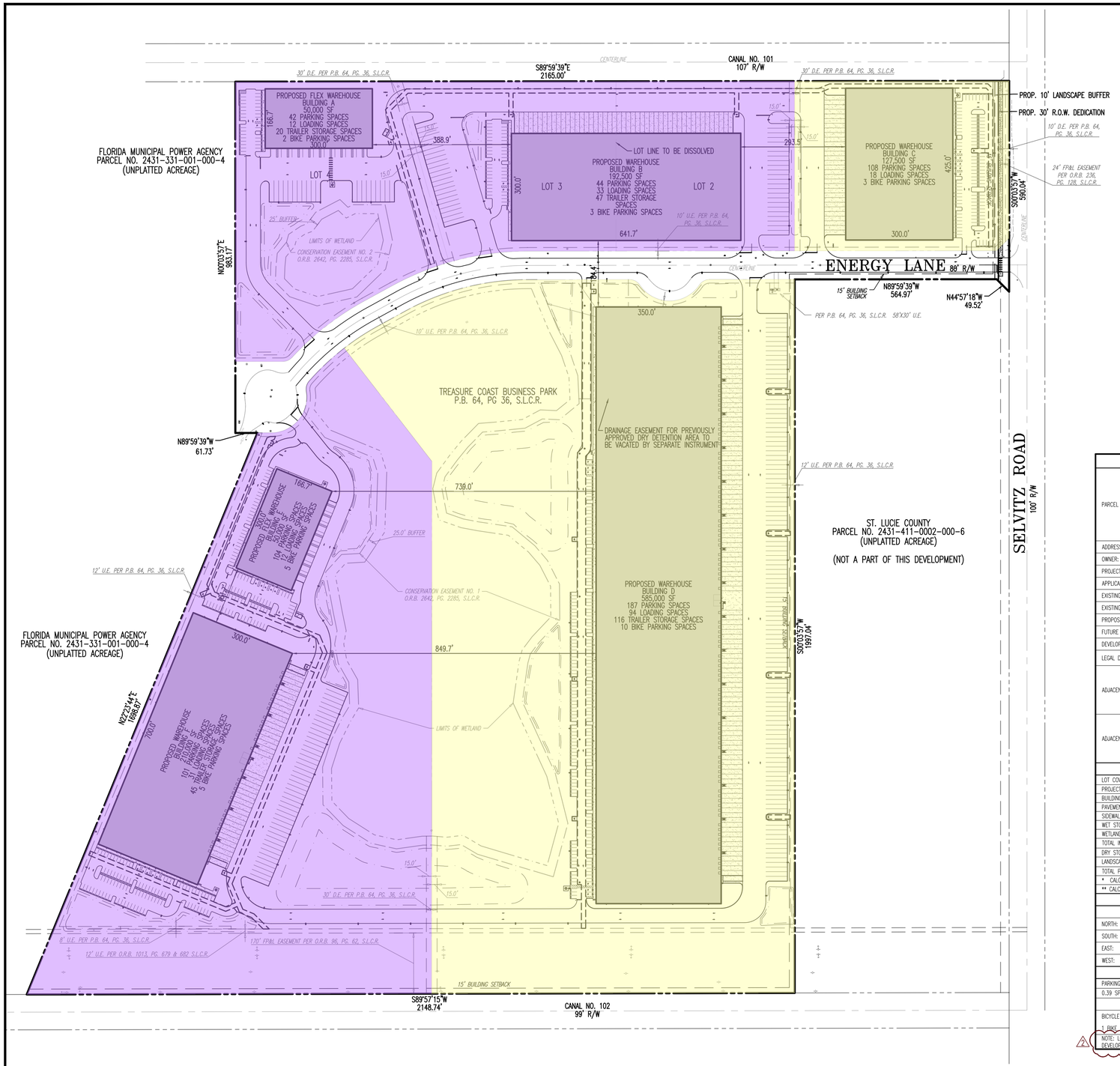
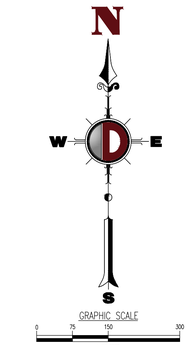
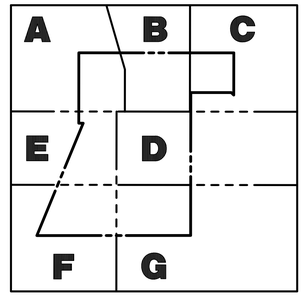
Plotted: 07/12/23 – 10:49 AM By: jcano
File: P:\DEPC PROJECTS\3342 Sterling Education Group LLC\99-005 Treasure Coast Business Park\Dwg\Entitlements\P3342990005S2.dwg, ----> C1.00A PHASE 1 OVERALL SITE PLAN

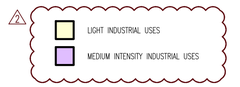






HORIZONTAL CONTROL & STRIPING NOTES

1. ALL DIMENSIONS SHOWN, OTHER THAN LANDSCAPE DIMENSIONS, ARE TO FACE OF CURB FOR TYPE 'D' CURB OR EDGE OF PAVEMENT FOR NO CURB, UNLESS OTHERWISE NOTED. LANDSCAPE DIMENSIONS ARE SHOWN TO BACK OF CURB.
2. ALL CURB RAMPS AND SIDEWALKS ENTERING PARKING OR TRAVEL WAYS SHALL HAVE DETECTABLE WARNING SURFACES 2' DEEP AND THE WIDTH OF THE SIDEWALK. REFER TO THE LATEST FDOT STANDARD PLANS & INDEXES.
3. ALL STOP BARS, DIRECTIONAL ARROWS AND CROSSWALKS SHALL BE THERMOPLASTIC. ALL OTHER PAVEMENT MARKINGS ARE PAINT, UNLESS OTHERWISE NOTED.
4. ALL RADII ARE 3' UNLESS OTHERWISE NOTED ON PLANS.



SITE DATA

PARCEL NO.:	2431-800-0005-000-1
	2431-800-0004-000-4
	2431-800-0002-000-0
	2431-800-0006-000-8
	2431-800-0007-000-5
	2431-800-0003-000-7
ADDRESS:	ENERGY LANE, FT. PIERCE, FL 34981
OWNER:	ST. LUCIE COMMERCE CENTER, LLC
PROJECT NAME:	FORT PIERCE COMMERCE CENTER
APPLICANT NAME:	ST. LUCIE COMMERCE CENTER, LLC
EXISTING ZONING:	I-1 (LIGHT INDUSTRIAL)
EXISTING USE:	VACANT
PROPOSED ZONING:	2 PD (PLANNED DEVELOPMENT)
FUTURE LAND USE:	INDUSTRIAL
DEVELOPMENT TYPE:	INDUSTRIAL
LEGAL DESCRIPTION:	LOTS 1 THROUGH 6, TREASURE COAST BUSINESS PARK, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 64, PAGES 36 THROUGH 42, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA
ADJACENT ZONING:	NORTH: I-1 (LIGHT INDUSTRIAL) AND I-3 (HEAVY INDUSTRIAL)
	SOUTH: IND (INDUSTRIAL) AND MXD (MIXED USE) UNINCORPORATED
	EAST: I (INSTITUTIONAL) UNINCORPORATED
	WEST: I-1 (LIGHT INDUSTRIAL)
ADJACENT FUTURE LAND USE:	NORTH: I (INDUSTRIAL) AND HI (HEAVY INDUSTRIAL)
	SOUTH: AR-1 (AGRICULTURE RESIDENTIAL) UNINCORPORATED
	EAST: PIF (PUBLIC FACILITY) UNINCORPORATED
	WEST: I (INDUSTRIAL) AND INST. (INSTITUTIONAL)

DEVELOPMENT DATA

	EXISTING (SF)	PROPOSED (SF)	PROPOSED (AC)	PERCENTAGE (%)
LOT COVERAGE				
PROJECT SITE AREA:	4,738,491	4,721,227	108.38	100.00%
BUILDING GFA:	0	1,215,000	27.89	25.73%
PAVEMENT AREA:	79,182	1,208,334	27.74	25.59%
SIDEWALKS:	0	28,096	0.64	0.60%
WET STORMWATER MANAGEMENT AREA*:	0	165,602	3.80	3.51%
WETLAND SURFACE AREA:	763,607	763,607	17.53	16.17%
TOTAL IMPERVIOUS (INCLUDES BUILDING):	842,789	2,457,430	56.41	52.05%
DRY STORMWATER MANAGEMENT AREA**:	0	117,542	2.70	2.49%
LANDSCAPING/OPEN SPACE:	3,895,702	1,217,046	27.94	25.78%
TOTAL PERVIOUS:	3,895,702	2,263,797	51.97	47.95%

* CALCULATED FROM CONTROL WATER ELEVATION
** CALCULATED FROM BOTTOM OF DRY DETENTION AREA

BUILDING SETBACKS

	EXISTING	REQUIRED	PROPOSED
NORTH:	N/A	N/A	20.0'
SOUTH:	N/A	15'	250.4'
EAST:	N/A	15'	157.2'
WEST:	N/A	N/A	25.0'

PARKING

PARKING RATIO:	REQUIRED (PER ITE)	TYPE	EXISTING	PROPOSED
0.39 SPACES/1,000 SF GFA	474 SPACES	STANDARD	0	561
		ADA	0	25
BICYCLE RACKS:		TOTAL	0	586
1 BIKE RACK SPACE/20 PARKING SPACES		28 BIKE RACK SPACES		28

2 NOTE: LOT 1 AND LOT 5 WILL RETAIN LIGHT-INDUSTRIAL ZONING USES. LOTS 2, 3, 4, AND 6, WILL CONSIST OF A MIX OF MEDIUM INTENSITY INDUSTRIAL USES, SEE PLANNED DEVELOPMENT NARRATIVE.

811 Know what's below. Call before you dig.

PROTECT YOURSELF
ALL STATES REQUIRE NOTIFICATION OF EXCAVATORS, DESIGNERS, OR ANY PERSON PREPARING TO DISTURB THE EARTH'S SURFACE ANYWHERE IN ANY STATE.
FOR STATE SPECIFIC DIRECT PHONE NUMBERS VISIT: WWW.CALL811.COM

DYNAMIC ENGINEERING
• ENGINEERING • PLANNING • SURVEY • TRAFFIC

REV.	DATE	COMMENTS	BY
2	06/30/23	REZONING TO PLANNED DEVELOPMENT	JAC
1	02/01/22	PER CITY OF FT. PIERCE COMMENTS	KAK

THIS PLAN SET IS FOR PERMITTING PURPOSES ONLY AND MAY NOT BE USED FOR CONSTRUCTION

DRAWN BY: KAK | DESIGNED BY: ACM | CHECKED BY: MDM | CHECKED BY: —

PROJECT: **FORT PIERCE COMMERCE CENTER**
ST. LUCIE COMMERCE CENTER, LLC
SELVITZ ROAD & ENERGY LANE, ST. LUCIE COUNTY, FL 34981
SECTION 31, TOWNSHIP 35S, RANGE 40E

DYNAMIC ENGINEERING
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Florida Certificate of Authorization No. 32535
www.dynamicec.com

MICHAEL D. MILES
PROFESSIONAL ENGINEER
FLORIDA LICENSE No. 81313
DATE: FEBRUARY 18TH, 2022

ÁNGEL PIÑERO
PROFESSIONAL ENGINEER
FLORIDA LICENSE No. 88047
DATE:

2 TITLE: FINAL OVERALL SITE PLAN

SCALE: (H) AS (V) NOTED | DATE: 12/03/2021
PROJECT No: 3342-99-005

SHEET No: C1.00 | Rev. #: 2

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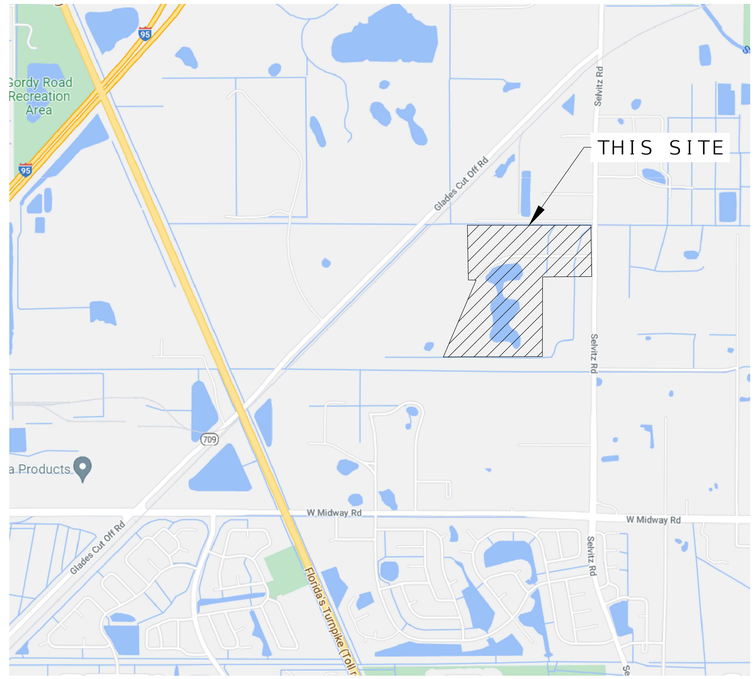
Plotted: 07/12/23 – 10:49 AM By: jcano
File: P:\DEPC PROJECTS\3342 Sterling Education Group LLC\99-005 Treasure Coast Business Park\Dwg\Entitlements\D3342990005S2.dwg, ---> C1.00 FINAL OVERALL SITE PLAN

SURVEY NOTES:

1. THIS IS A BOUNDARY SURVEY, PREPARED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF THE STANDARDS OF PRACTICE SET FORTH IN RULE 5J-17.051 THROUGH 5J-17.053, FLORIDA ADMINISTRATIVE CODE.
2. BEARINGS ARE BASED ON SOUTH 89°57'15" WEST (GRID, NAD 83, 2011 ADJUSTMENT) ALONG THE SOUTH LINE OF "TREASURE COAST BUSINESS PARK", ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 64, PAGE 36, IN THE PUBLIC RECORDS OF SAINT LUCIE COUNTY, FLORIDA.
3. ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88) AND WERE BASED ON REAL-TIME KINEMATIC (RTK) GPS OBSERVATIONS UTILIZING THE FLORIDA DEPARTMENT OF TRANSPORTATION "FLORIDA PERMANENT REFERENCE NETWORK". THE EXPECTED VERTICAL ACCURACY IS ±0.15 FEET.
4. THIS SURVEY WAS PREPARED WITH THE BENEFIT OF A TITLE COMMITMENT. EASEMENTS, RESTRICTIONS, AND OTHER ITEMS OF RECORD SHOWN ARE PER RIVERSIDE ABSTRACT IN FILE NO RAFL-43195, DATED SEPTEMBER 5, 2021. EASEMENTS AND/OR OTHER ENCUMBRANCES ARE SHOWN IN THE ADJOINING TABLE.
5. THE LEGAL DESCRIPTION THAT IS SHOWN HEREON WAS PROVIDED IN THE TITLE COMMITMENT.
6. ALL DISTANCES AND ELEVATIONS ARE IN US SURVEY FEET AND ARE MEASURED UNLESS NOTED OTHERWISE.
7. ALL FIELD-MEASURED DIMENSIONS ALONG THE BOUNDARY WERE IN SIGNIFICANT AGREEMENT WITH THE PLAT, DEED, AND/OR CALCULATED VALUES.
8. ALL FIELD-MEASURED CONTROL MEASUREMENTS EXCEEDED THE ACCURACY REQUIREMENTS OF 1:10,000.
9. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
10. THIS MAP IS INTENDED TO BE DISPLAYED AT A SCALE OF 1"=150', ON A 24x36" SHEET.
11. SOME TOPOGRAPHIC FEATURES MAY BE EXAGGERATED IN SCALE FOR CLARITY. THE CENTER OF THE SYMBOL OF SUCH FEATURES IS THE CORRECT LOCATION.
12. ALL FIELDWORK WAS COMPLETED BY RITZEL-MASON, INC. AND PROVIDED TO ZEMAN CONSULTANT GROUP, LLC FOR THE EXPRESS PURPOSE OF CREATING THIS ALTA/NSPS SURVEY.

ALTA/NSPS NOTES:

1. MONUMENTS WERE FOUND AT ALL BOUNDARY CORNERS AND ARE NOTED ON THE SURVEY.
2. ADDRESS OF THE SITE IS KNOWN AS 0 ENERGY DRIVE, FORT PIERCE, FLORIDA.
3. THE SUBJECT PARCEL DOES NOT LIE IN A FLOOD HAZARD ZONE ACCORDING TO FEMA FLOOD MAP NUMBER 12111C0188K DATED FEBRUARY 19, 2020.
4. AREA = 108.781 ACRES, MORE OR LESS.
5. THIS SURVEY WAS PREPARED WITH THE BENEFIT OF A TITLE COMMITMENT. EASEMENTS, RESTRICTIONS, AND OTHER ITEMS OF RECORD SHOWN ARE PER OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY IN FILE NO 18-29479C, POLICY NUMBER OXFL-08643015, DATED FEBRUARY 22, 2018 AND POLICY NUMBER OXFL-08630748, DATED JANUARY 5, 2018. NO EASEMENTS OR OTHER ENCUMBRANCES WERE NOTED IN EITHER POLICY.
6. ZONING AND SETBACK INFORMATION WERE NOT PROVIDED TO THE SURVEYOR.
7. NO BUILDINGS AND/OR STRUCTURES EXIST ON THE PROPERTY AT THE TIME OF THIS SURVEY.
8. ALL SUBSTANTIAL FEATURES FOUND ON THE PROPERTY DURING THIS SURVEY ARE SHOWN HEREON.
9. THERE WERE NO IDENTIFIABLE PARKING SPACES FOUND ON THE PROPERTY DURING THIS SURVEY.
10. NO PARTY WALLS WERE FOUND ON THE PROPERTY DURING THIS SURVEY.
11. ADJOINING PROPERTY INFORMATION IS SHOWN HEREON.
12. THERE WAS NO EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION, OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
13. THERE WAS NO EVIDENCE OF PROPOSED CHANGES IN STREET RIGHT OF WAY LINES OR EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS.



VICINITY MAP

(NOT TO SCALE)

SCHEDULE B-II EXCEPTIONS

NUMBER	DESCRIPTION	RECORDING	AFFECTS	PLOTTED	NOTES
1-8	STANDARD EXCEPTIONS/TAXES/LIENS/MINERALS	N/A	N/A	NO	NOT A SURVEY MATTER
9	RESTRICTIONS, COVENANTS, CONDITIONS, EASEMENTS PER PLAT	P.B. 64, PG. 36	YES	YES	
10	FP&L RIGHT OF WAY AGREEMENT	O.R.B. 96, PG. 62	YES	YES	
11	FP&L EASEMENT	O.R.B. 200, PG. 2575	YES	YES	
12	FORT PIERCE UTILITY EASEMENT	O.R.B. 1013, PG. 679	YES	YES	
13	FORT PIERCE UTILITY EASEMENT	O.R.B. 1013, PG. 682	YES	YES	
14	PERPETUAL CONSERVATION EASEMENT	O.R.B. 1330, PG. 2441	NO	NO	SUBJECT PROPERTY NOT DESCRIBED IN DOCUMENT
15	ANNEXATION AGREEMENT - REQUEST FOR WATER/SEWER SERVICE	O.R.B. 2566, PG. 197	YES	NO	NOT A SURVEY MATTER
16	RESTRICTIONS FROM DEED OF CONSERVATION EASEMENT	O.R.B. 2642, PG. 2285	YES	YES	
17	FORT PIERCE UTILITY EASEMENT	O.R.B. 3085, PG 150	YES	YES	ALREADY PLOTTED FROM PLAT
18	JOINT MAINTENANCE AGREEMENT	O.R.B. 3261, PG. 1109	YES	YES	NOT A SURVEY MATTER

LEGAL DESCRIPTION:
LOTS 1 THROUGH 6, TREASURE COAST BUSINESS PARK, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 64, PAGES 36 THROUGH 42, OF THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

SHEET INDEX

SHEET NO.	DESCRIPTION
1	ALTA/NSPS NOTES
2	ALTA/NSPS SURVEY
3	SHEET NUMBER GRAPHIC
4-11	TOPOGRAPHIC DETAILS

VERTICAL DATUM INFORMATION

ALL ELEVATIONS SHOWN ARE IN NORTH AMERICAN VERTICAL DATUM OF 1988(NAVD88)
CONVERSION FACTOR:
NAVD88 + 1.489 = NGVD29 IN THIS AREA

CERTIFIED TO:
HOPE COMMERCIAL HOLDINGS
RIVERSIDE ABSTRACT, LLC
ST. LUCIE COMMERCE CENTER, LLC
AMERICAN NATIONAL BANK, A NATIONAL BANKING ASSOCIATION, ISAOA ATIMA
OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(A), 6(B), 7A, 7B, 7C, 8, 9, 10, 13, 16, 17 & 19 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON OCTOBER 9, 2021.

DATE OF PLAT OR MAP: OCTOBER 11, 2021

LEE POWERS, PSM
STATE OF FLORIDA NO. 6805

DATE	REVISION	BY
10/29/21	ADD ADDT'L TREES, FENCES AND ELEV'S	LP

ZEMAN CONSULTING GROUP
3970 RCA BLVD, SUITE #7750
PALM BEACH GARDENS, FL 33410 - LB 8431

FIELD BY	N/A
FIELD BOOK(S)	N/A
PAGE(S)	N/A
DRAWN BY	LP
CHECKED BY	ED

PROJECT NO.	21030.00
SCALE	1" = 150'
DATE OF LAST FIELDWORK	10/09/21
DATE OF MAP	10/11/21

SURVEYOR'S SEAL

ALTA/NSPS SURVEY

FORT PIERCE COMMERCE CENTER

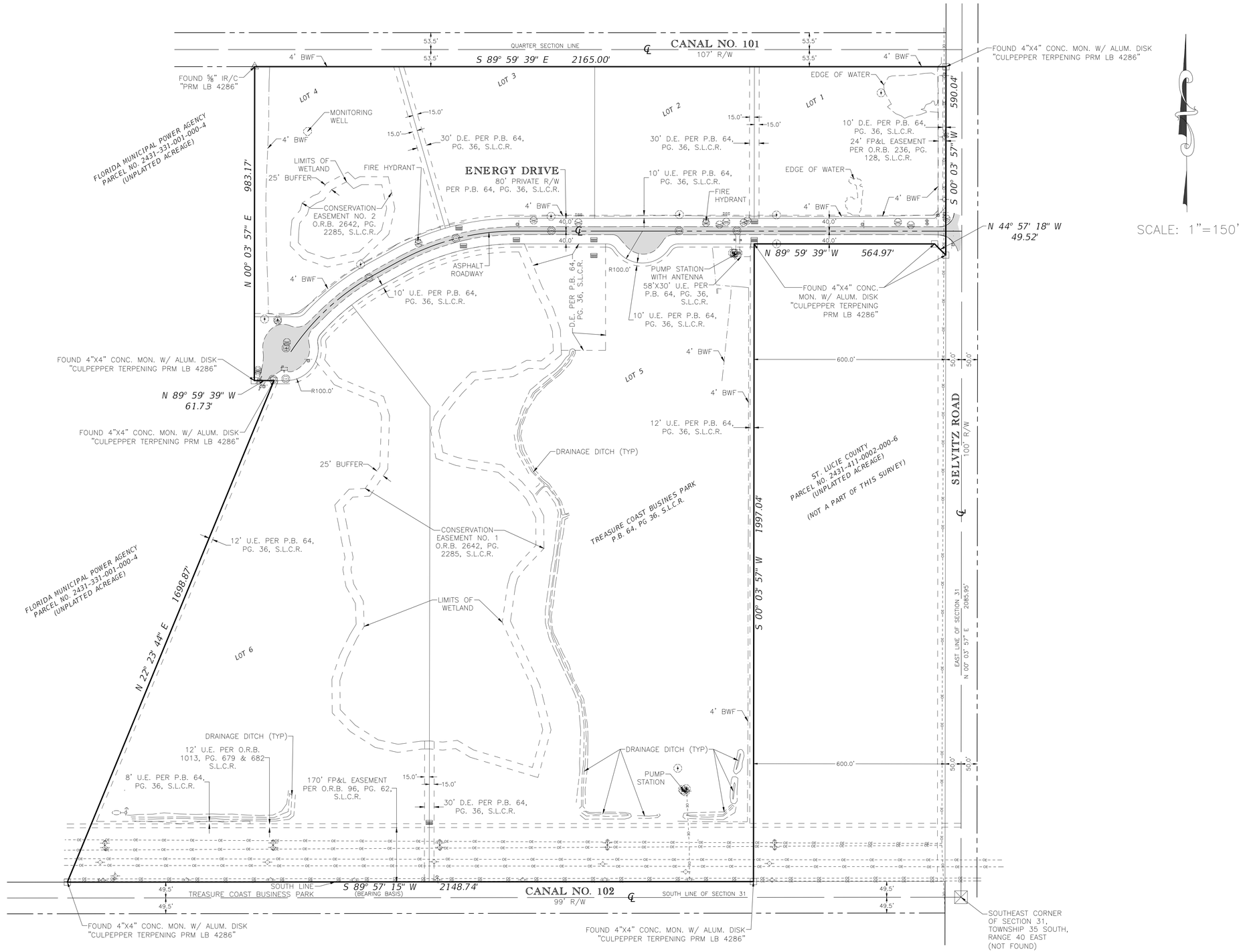
CITY OF FORT PIERCE, ST. LUCIE COUNTY, FLORIDA

ABBREVIATIONS:

ALUM.	ALUMINUM
BM	BENCHMARK
BWF	BARBED WIRE FENCE
℄	CENTERLINE
CONC.	CONCRETE
D.E.	DRAINAGE EASEMENT
E.	EASTING
ELEV.	ELEVATION
INV.	INVERT
IR/C	IRON ROD WITH CAP
LB	LICENSED BUSINESS
N.	NORTHING
N/A	NOT APPLICABLE
O.R.B.	OFFICIAL RECORDS BOOK
P.B.	PLAT BOOK
PG.	PAGE
R	RADIUS
RCP	REINFORCED CONCRETE PIPE
R/W	RIGHT OF WAY
S.L.C.R.	SAINT LUCIE COUNTY RECORDS
TYP.	TYPICAL
U.E.	UTILITY EASEMENT
W/	WITH

SYMBOLS AND LINETYPES:

- CATCH BASIN
- FIRE HYDRANT
- GUY ANCHOR
- LIGHT POLE
- MANHOLE - SANITARY
- STANDPIPE
- WATER METER
- UTILITY POLE
- SIGN
- VALVE COVER - GAS
- VALVE COVER - WATER
- VALVE COVER - SANITARY
- UTILITY MARKER
- OVERHEAD UTILITY LINE



SCALE: 1"=150'

DATE	REVISION	BY

ZEMAN CONSULTING GROUP
3970 RCA BLVD, SUITE #7750
PALM BEACH GARDENS, FL 33410 - LB 8431

FIELD BY	N/A
FIELD BOOK(S)	N/A
PAGE(S)	N/A
DRAWN BY	LP
CHECKED BY	ED

PROJECT NO.	21030.00
SCALE	1" = 150'
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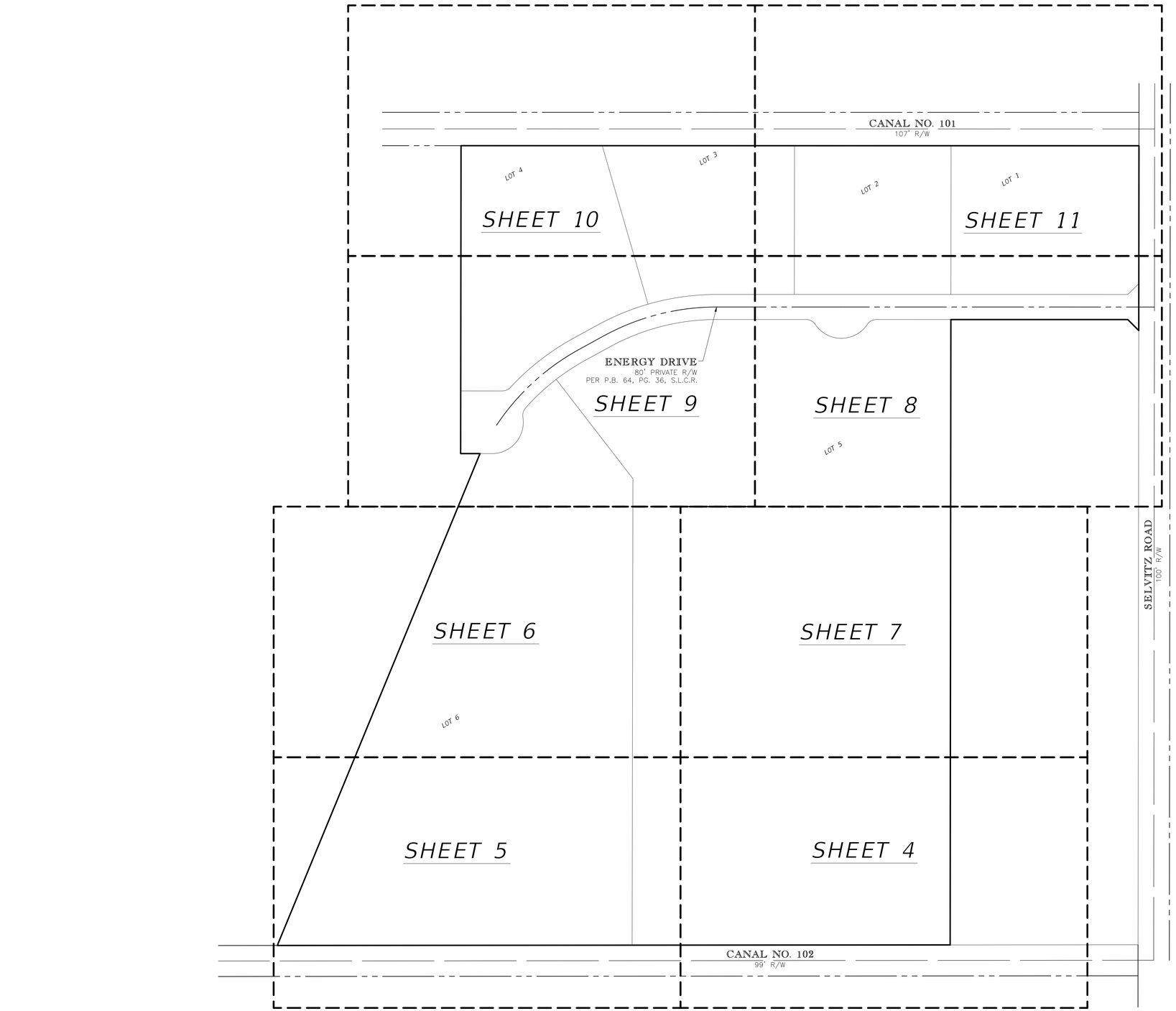
DATE OF MAP	10/11/21

SURVEYOR'S SEAL

ALTA/NSPS SURVEY
FORT PIERCE COMMERCE CENTER

SHEET 2 OF 11



(NOT TO SCALE)

DATE	REVISION	BY

ZEMAN CONSULTING GROUP
3970 RCA BLVD. SUITE #7750
PALM BEACH GARDENS, FL 33410 - LB 8431

FIELD BY	N/A
FIELD BOOK(S)	N/A
PAGE(S)	N/A
DRAWN BY	LP
CHECKED BY	ED

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SCALE	N/A
DATE OF LAST FIELDWORK	10/09/21
DATE OF MAP	10/11/21

SURVEYOR'S SEAL

SHEET NUMBER GRAPHIC

FORT PIERCE COMMERCE CENTER

(SEE SHEET 7)

(SEE SHEET 5)

CONSERVATION EASEMENT NO. 1
O.R.B. 2642, PG. 2285, S.L.C.R.

LOT 5

BM RM3
N. = 1108780.857
E. = 860907.107
ELEV. = 17.40'
60D NAIL & DISK
RITZEL-MASON TRAV PT

ST. LUCIE COUNTY
PARCEL NO.
2431-411-0002-000-6
(UNPLATTED ACREAGE)
(NOT A PART OF THIS SURVEY)

SCALE: 1"=40'

CANAL NO. 102
99' R/W
℄

DATE	REVISION	BY

ZEMAN CONSULTING GROUP
3970 RCA BLVD. SUITE #7750
PALM BEACH GARDENS, FL 33410 - LB 8431

FIELD BY	N/A
FIELD BOOK(S)	N/A
PAGE(S)	N/A
DRAWN BY	LP
CHECKED BY	ED

PROJECT NO.	21030.00
SCALE	1" = 40'
DATE OF LAST FIELDWORK	10/09/21
DATE OF MAP	10/11/21

SURVEYOR'S SEAL

TOPOGRAPHIC DETAIL SHEET
FORT PIERCE COMMERCE CENTER

SHEET 4 OF 11

(SEE SHEET 6)

SCALE: 1"=40'

FLORIDA MUNICIPAL POWER AGENCY
PARCEL NO.
2431-331-001-000-4
(UNPLATTED ACREAGE)

CONSERVATION EASEMENT NO. 1
O.R.B. 2642, PG. 2285, S.L.C.R.

LOT 6

LOT 5

24" CULVERT PIPE
E INV. ELEV.=15.71'
W INV. ELEV.=15.53'

8" PVC STANDPIPE

DRAINAGE CATCH BASIN
RIM ELEV. = 15.22'
36" REINFORCED CONCRETE PIPE
INV. ELEV. S. = 11.22'
BOTTOM OF BOX ELEV. = 10.27'

DRAINAGE CATCH BASIN
RIM ELEV. = 18.60'
36" REINFORCED CONCRETE PIPE
INV. ELEV. S. = 8.08'
BOTTOM OF BOX ELEV. = 7.82'

36" REINFORCED CONCRETE PIPE
DIRECTION ONLY

CANAL NO. 102
99' R/W

(SEE SHEET 4)

DATE	REVISION	BY

ZEMAN CONSULTING GROUP
3970 RCA BLVD. SUITE #7750
PALM BEACH GARDENS, FL 33410 - LB 8431

FIELD BY	N/A
FIELD BOOK(S)	N/A
PAGE(S)	N/A
DRAWN BY	LP
CHECKED BY	ED

PROJECT NO.	21030.00
SCALE	1" = 40'
DATE OF LAST FIELDWORK	10/09/21
DATE OF MAP	10/11/21

SURVEYOR'S SEAL

TOPOGRAPHIC DETAIL SHEET
FORT PIERCE COMMERCE CENTER

(SEE SHEET 9)

SCALE: 1"=40'

FLORIDA MUNICIPAL POWER AGENCY
PARCEL NO.
2431-331-000-4
(UNPLATTED ACREAGE)

CONSERVATION EASEMENT NO. 1
O.R.B. 2642, PG. 2285, S.L.C.R.

LOT 6

LOT 5

(SEE SHEET 7)

(SEE SHEET 5)

DATE	REVISION	BY

ZEMAN CONSULTING GROUP
3970 RCA BLVD. SUITE #7750
PALM BEACH GARDENS, FL 33410 - LB 8431

FIELD BY	N/A
FIELD BOOK(S)	N/A
PAGE(S)	N/A
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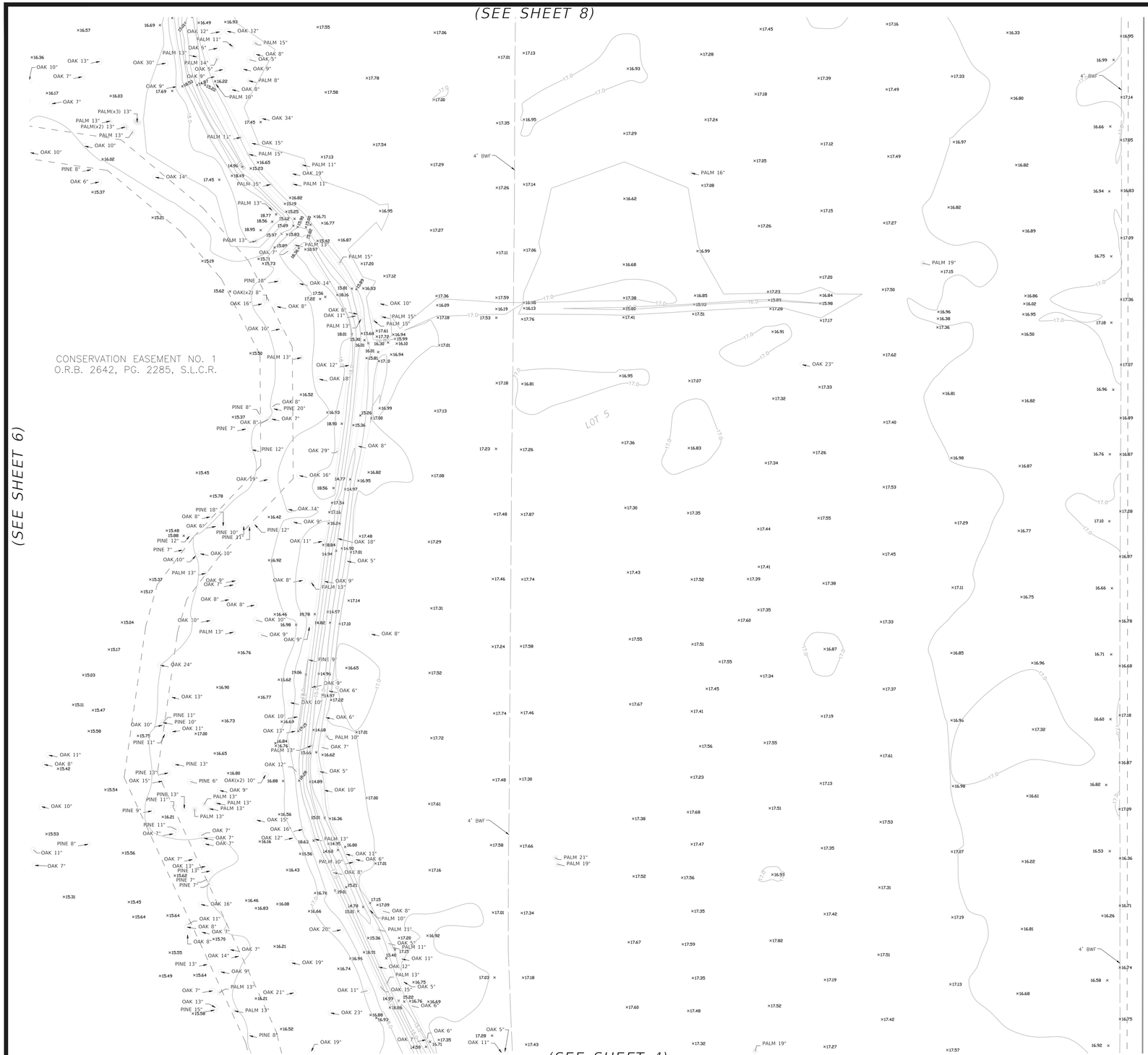
SURVEYOR'S SEAL

TOPOGRAPHIC DETAIL SHEET

FORT PIERCE COMMERCE CENTER

(SEE SHEET 8)



(SEE SHEET 6)

(SEE SHEET 4)

SCALE: 1"=40'

DATE	REVISION	BY

ZEMAN CONSULTING GROUP
3970 RCA BLVD. SUITE #7750
PALM BEACH GARDENS, FL 33410 - LB 8431

FIELD BY	N/A
FIELD BOOK(S)	N/A
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SURVEYOR'S SEAL

TOPOGRAPHIC DETAIL SHEET

FORT PIERCE COMMERCE CENTER

(SEE SHEET 11)

(SEE SHEET 9)

(SEE SHEET 7)

SANITARY MANHOLE
RIM ELEV. = 18.85'
8" PVC PIPE
INV. ELEV. E. = 4.25'
8" PVC PIPE
INV. ELEV. S. = 4.08'
8" PVC PIPE
INV. ELEV. W. = 4.18'
BOTTOM OF BOX ELEV. = 4.16'

DRAINAGE CATCH BASIN
RIM ELEV. = 17.11'
24" REINFORCED CONCRETE PIPE
INV. ELEV. E. = 12.05'
24" REINFORCED CONCRETE PIPE
INV. ELEV. S. = 11.88'
BOTTOM OF BOX ELEV. = 11.33'

SANITARY MANHOLE
RIM ELEV. = 19.91'
8" PVC PIPE
INV. ELEV. E. = 5.08'
8" PVC PVC
INV. ELEV. S. = 9.52'
8" PVC PIPE
INV. ELEV. W. = 5.01'
8" PVC PIPE
INV. ELEV. N. = 11.15'
BOTTOM OF BOX ELEV. = 5.07'

MITERED END SECTION
12"x18" ELLIPTICAL RCP
INV. ELEV. W. = 17.57'

24" REINFORCED CONCRETE PIPE
DIRECTION ONLY

8" PVC
DIRECTION ONLY

8" PVC
DIRECTION ONLY

8" PVC
DIRECTION ONLY

DRAINAGE CATCH BASIN
RIM ELEV. = 16.44'
48" REINFORCED CONCRETE PIPE
INV. ELEV. N. = 10.44'
BOTTOM OF BOX ELEV. = 9.68'

DRAINAGE CATCH BASIN
RIM ELEV. = 18.45'
36" REINFORCED CONCRETE PIPE
INV. ELEV. E. = 11.23'
48" REINFORCED CONCRETE PIPE
INV. ELEV. S. = 10.05'
36" REINFORCED CONCRETE PIPE
INV. ELEV. W. = 11.18'
BOTTOM OF BOX ELEV. = 9.58'

DRAINAGE CATCH BASIN
RIM ELEV. = 17.17'
24" REINFORCED CONCRETE PIPE
INV. ELEV. N. = 11.78'
36" REINFORCED CONCRETE PIPE
INV. ELEV. W. = 11.91'
BOTTOM OF BOX ELEV. = 11.32'

SANITARY MANHOLE
8" PVC PIPE
INV. ELEV. N. = 10.15'
8" PVC PIPE
INV. ELEV. S. = 10.20'
8" PVC PIPE
INV. ELEV. W. = 10.14'
BOTTOM OF BOX ELEV. = 10.78'

MITERED END SECTION
12"x18" ELLIPTICAL REINFORCED CONCRETE PIPE
INV. ELEV. W. = 17.32'

BM RM2
N. = 1110506.593
E = 861518.322
ELEV. = 19.06'
5/8" IRON ROD & CAP
RITZEL-MASON TRAV PT

ST. LUCIE COUNTY
PARCEL NO.
2431-411-0002-000-6
(UNPLATTED ACREAGE)
(NOT A PART OF THIS SURVEY)

SCALE: 1"=40'

DATE	REVISION	BY

ZEMAN CONSULTING GROUP
3970 RCA BLVD. SUITE #7750
PALM BEACH GARDENS, FL 33410 - LB 8431

FIELD BY	N/A
FIELD BOOK(S)	N/A
PAGE(S)	N/A
DRAWN BY	LP
CHECKED BY	ED

PROJECT NO.	21030.00
SCALE	1" = 40'
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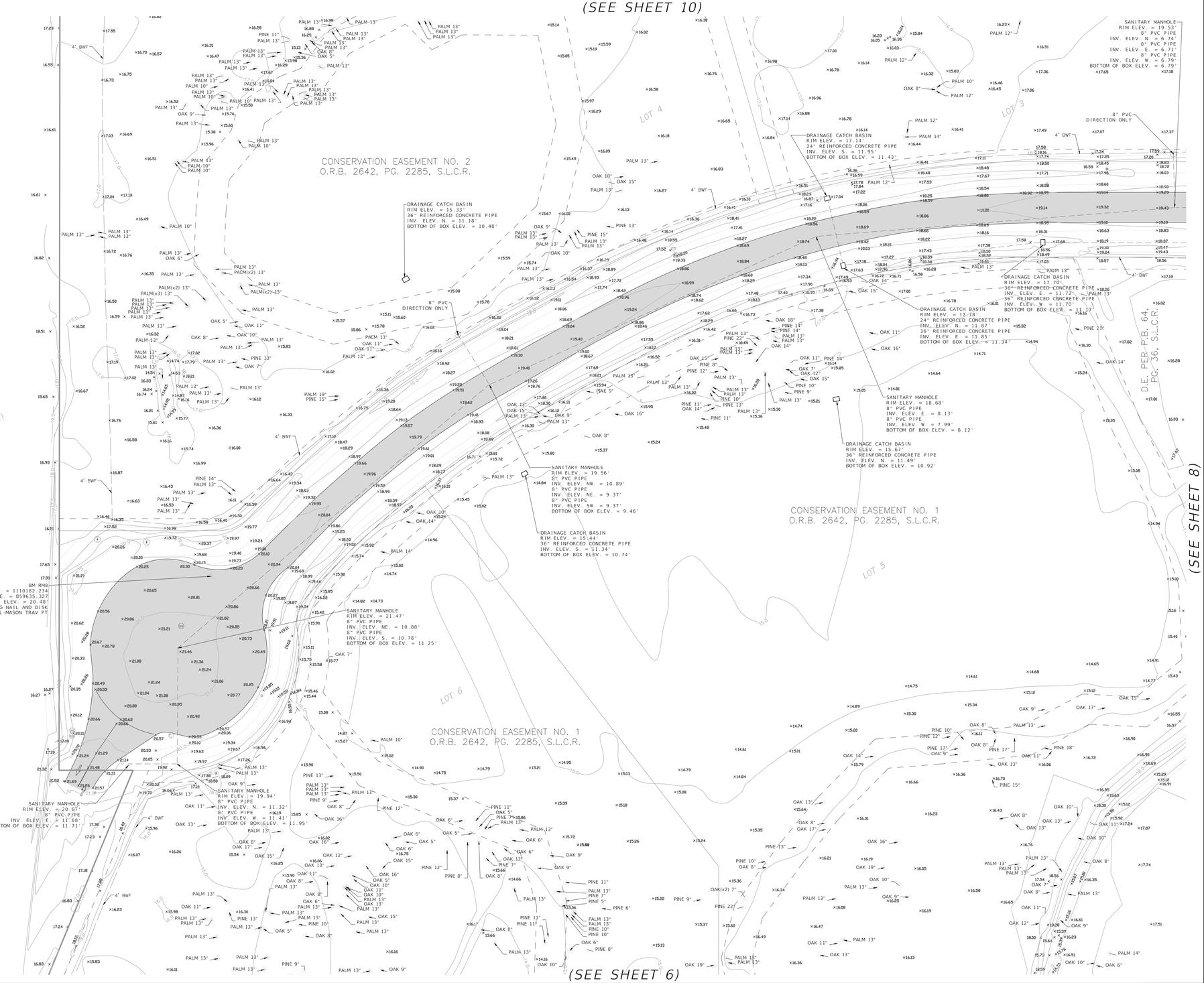
DATE OF MAP	10/11/21

SURVEYOR'S SEAL

TOPOGRAPHIC DETAIL SHEET
FORT PIERCE COMMERCE CENTER

SHEET
8 OF 11

SCALE: 1"=40'



DATE	REVISION	BY

ZEMAN CONSULTING GROUP
3970 RCA BLVD. SUITE #7750
PALM BEACH GARDENS, FL 33410 - LB 8431

FIELD BY	N/A
FIELD BOOK(S)	N/A
PAGE(S)	N/A
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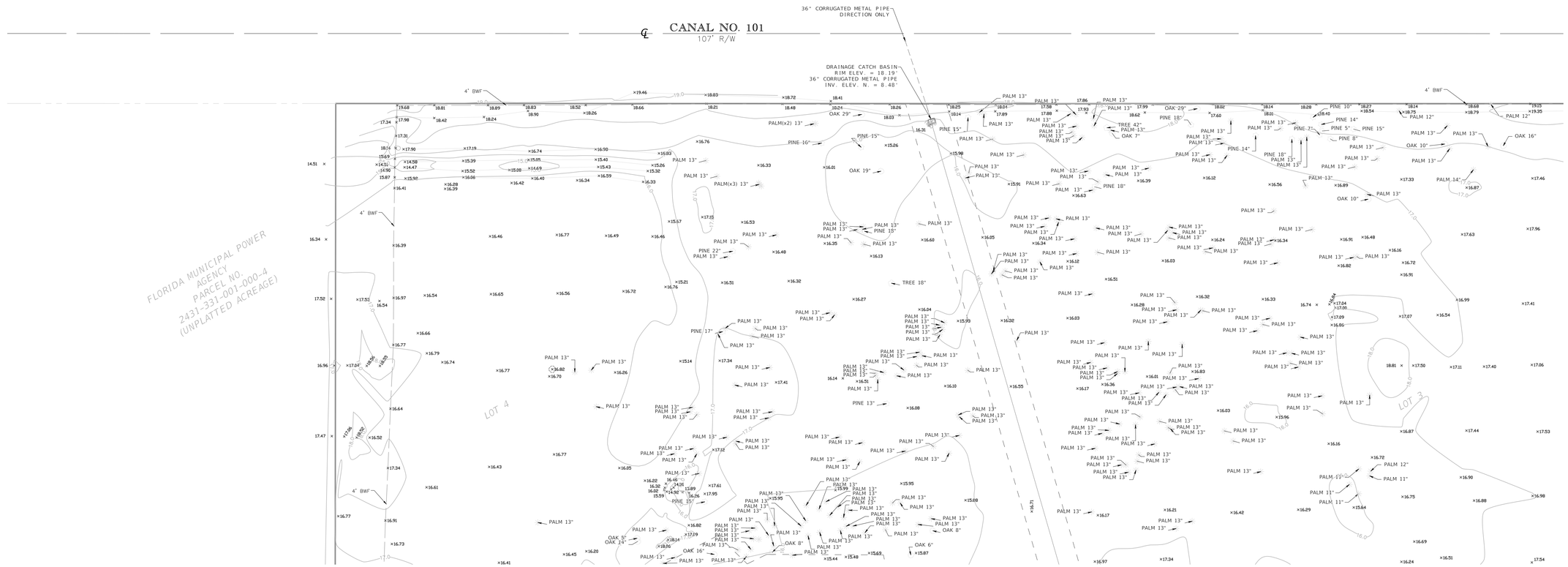
SURVEYOR'S SEAL

TOPOGRAPHIC DETAIL SHEET

FORT PIERCE COMMERCE CENTER

SHEET 9 OF 11

SCALE: 1"=40'



DATE	REVISION	BY

ZEMAN CONSULTING GROUP
3970 RCA BLVD. SUITE #7750
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FIELD BY	N/A
FIELD BOOK(S)	N/A
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SURVEYOR'S SEAL

TOPOGRAPHIC DETAIL SHEET

FORT PIERCE COMMERCE CENTER

SHEET
10 OF 11

SCALE: 1"=40'

CANAL NO. 101
107' R/W

(SEE SHEET 10)

(SEE SHEET 8)

SELVITZ ROAD
100' R/W

DATE	REVISION	BY

ZEMAN CONSULTING GROUP
3970 RCA BLVD. SUITE #7750
PALM BEACH GARDENS, FL 33410 - LB 8431

FIELD BY	N/A
FIELD BOOK(S)	N/A
PAGE(S)	N/A
DRAWN BY	LP
CHECKED BY	ED

PROJECT NO.	21030.00
SCALE	1" = 40'
DATE OF LAST FIELDWORK	10/09/21
DATE OF MAP	10/11/21

SURVEYOR'S SEAL

TOPOGRAPHIC DETAIL SHEET
FORT PIERCE COMMERCE CENTER

MICHELLE R. MILLER, CLERK OF THE CIRCUIT COURT - SAINT LUCIE COUNTY
FILE # 4972147 OR BOOK 4746 PAGE 1204, Recorded 12/28/2021 03:56:48 PM Doc Tax: $45500.00

This Instrument Prepared by:
Riverside Abstract
1 Paragon Drive, Suite 150B
Montvale, NJ 07654

Return to:
Jeffrey Wolfe, Esq.
Sachs Sax Caplan, P.L.
6111 Broken Sound Parkway NW #200
Boca Raton, FL 33473

Property Folio Number:
2431-800-0002-000-0
2431-800-0003-000-7
2431-800-0004-000-4
2431-800-0005-000-1
2431-800-0006-000-8
2431-800-0007-000-5

WARRANTY DEED

This Warranty Deed made and executed the 3 day of December , 2021, by Tahoe1212 LLC, a Delaware limited liability company, whose address is 2093 Philadelphia Pike # 5041 Claymont, DE 19703 , hereinafter called the grantor, to St. Lucie Commerce Center LLC, a Florida limited liability company, whose address is 30 S. Hope Chapel Road, Jackson, NJ 08527 , hereinafter called the grantee:

(Wherever used herein the term "grantor" and grantee" include all the parties to this instrument, singular and plural, the heirs, legal representatives, and assigns of individuals, and the successors and assigns, wherever the context so admits or requires.)

Witnesseth: That the said grantor, for and in consideration of the sum of $10.00 and other valuable considerations, receipt whereof is hereby acknowledged, by these presents does grant, bargain, sell, alien, remise, release, convey and confirm unto the grantee all that certain land situate in St. Lucie County, State of Florida, viz:

SEE EXHIBIT A

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

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

And the grantor hereby covenants with said grantee that it is lawfully seized of said land in

fee simple, that it has good right and lawful authority to sell and convey said land, that it hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons whomsoever; and that said land is free of all encumbrances except for real estate taxes for the year 2022 and subsequent years.

IN WITNESS WHEREOF, the grantor has caused these presents to be executed in its name, and its corporate seal to be hereunto affixed by its proper officers thereunto duly authorized, the day and year first written above.

Tahoe1212, LLC, a Delaware limited liability company

WITNESS

Stephen E Gries
(signature)

Name: Stephen E. Gries
(print)

HRW Management, LLC,
a Nevada limited liability company

By: ACH MJW, LLC,
an Arizona limited liability company

By: _____
Michael Wick
Its: Manager

WITNESS

Portia Frost
(signature)

Name: Portia Frost
(print)

STATE OF _____
COUNTY OF _____

The foregoing instrument was acknowledged before me this _____ day of December, 2021, by means of [ ] physical presence or [ ] online notarization by _____, as _____ of Tahoe1212 LLC, a Delaware limited liability company, on behalf of the company. He/She is personally known to me or has produced _____ as identification.

NOTARY PUBLIC:

Sign _____

Print _____

State of _____ at Large (Seal)

My Commission Expires:

See attached CA Acknowledgment

Exhibit A

Lots 1 through 6, Treasure Coast Business Park, according to the plat thereof, as recorded in Plat Book 64, Pages 36 through 42, of the Public Records of St. Lucie County, Florida

CALIFORNIA ALL-PURPOSE CERTIFICATE OF ACKNOWLEDGMENT

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

State of California }

County of Los Angeles }

On December 3 2021 before me, Portia Frost "Notary Public" (Here insert name and title of the officer),

personally appeared Michael Wick,

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

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

WITNESS my hand and official seal.

Portia Frost
Notary Public Signature

(Notary Public Seal)

PORTIA FROST
COMM. #2296220
Notary Public - California
Los Angeles County
My Comm. Expires July 30, 2023

ADDITIONAL OPTIONAL INFORMATION

DESCRIPTION OF THE ATTACHED DOCUMENT

Warranty Deed
(Title or description of attached document)

Emery Dr. Ft Pierce FL
(Title or description of attached document continued)

Number of Pages 3 Document Date 12/3/21

CAPACITY CLAIMED BY THE SIGNER

- ☐ Individual (s)
- ☐ Corporate Officer
  (Title)
- ☐ Partner(s)
- ☐ Attorney-in-Fact
- ☐ Trustee(s)
- ☒ Other

INSTRUCTIONS FOR COMPLETING THIS FORM

This form complies with current California statutes regarding notary wording and, if needed, should be completed and attached to the document. Acknowledgments from other states may be completed for documents being sent to that state so long as the wording does not require the California notary to violate California notary law.

- State and County information must be the State and County where the document signer(s) personally appeared before the notary public for acknowledgment.
- Date of notarization must be the date that the signer(s) personally appeared which must also be the same date the acknowledgment is completed.
- The notary public must print his or her name as it appears within his or her commission followed by a comma and then your title (notary public).
- Print the name(s) of document signer(s) who personally appear at the time of notarization.
- Indicate the correct singular or plural forms by crossing off incorrect forms (i.e. he/she/~~they~~, is /~~are~~) or circling the correct forms. Failure to correctly indicate this information may lead to rejection of document recording.
- The notary seal impression must be clear and photographically reproducible. Impression must not cover text or lines. If seal impression smudges, re-seal if a sufficient area permits, otherwise complete a different acknowledgment form.
- Signature of the notary public must match the signature on file with the office of the county clerk.
  - Additional information is not required but could help to ensure this acknowledgment is not misused or attached to a different document.
  - Indicate title or type of attached document, number of pages and date.
  - Indicate the capacity claimed by the signer. If the claimed capacity is a corporate officer, indicate the title (i.e. CEO, CFO, Secretary).
- Securely attach this document to the signed document with a staple.

...NotaryClasses.com 800-873-9865

DISTRICT PLANNING GROUP

April 1, 2024

Kevin Freeman
Planning Director
City of Fort Pierce
100 N US Hwy 1
Fort Pierce, FL 34950

RE: St. Lucie Commerce Center Planned Development Application resubmittal

Mr. Freeman:

Please accept this resubmittal for the St. Lucie Commerce Center Planned Development Application. The resubmittal has been drafted to conform with draft Ordinance for updates to the Planned Development code which you shared with the Development Review Committee.

The resubmittal reflects the requirements for the Master Development Plan. Each site's Final PD (FPD) will be processed as users and their business needs are identified.

If you have any questions, please feel free to reach out to me at (772) 882-5811.

Very respectfully,



Leslie Olson, AICP

THE SUNRISE CITY
FORT PIERCE
Florida
CITY ATTORNEY'S OFFICE

TO: Kev Freeman, Planning Director

FROM: Sara Hedges, City Attorney SH

RE: St. Lucie Commerce Center - Zoning Atlas Amendment

CAO RLS FILE: RLS 24-306

DATE: August 13, 2024

I have reviewed the above Request for Legal Services (RLS) related to an Ordinance for a Zoning Atlas Map Amendment at the St. Lucie Commerce Center. I would suggest adding a sentence to Exhibit C, Paragraph 6 that states "-" indicates a prohibited use. The draft Ordinance is otherwise approved as to form and correctness.

If you have any questions, please do not hesitate to contact this Office via phone or e-mail.

Thank you.
SH/mm

THE SUNRISE CITY
FORT PIERCE
Florida
CITY ATTORNEY'S OFFICE

TO: Kev Freeman, Planning Director

FROM: Sara Hedges, City Attorney SH

RE: Sunrise Residential - Master PD

CAO RLS FILE: RLS 24-328

DATE: October 1, 2024

I have reviewed the above Request for Legal Services (RLS) related to a Planned Development (PD) Zoning Agreement ("Agreement") for an amended PD, St. Lucie Commerce Center. Outside counsel and I have reviewed the Agreement, made suggested changes, and made comments. The Draft Agreement is uploaded to Agenda Quick for your review.

I have been contacted by an attorney representing St. Lucie Commerce Center. I will provide the Draft Agreement directly to the Applicant's attorney and copy you on the email. I will suggest a meeting be set up should the attorney or his client have any questions. I will copy you on the email.

You will not need to resubmit this Agreement at this time. I will work with the attorney and you to finalize the Agreement.

If you have any questions, please do not hesitate to contact this Office via phone or e-mail.

Thank you.
SH

Parcel ID	Owner	Mailing Address 1	Mailing City State Zip
2431-506-0006-000-5	4505 HOLDINGS LLC	901 S 3rd ST	Fort Pierce; FL 34950-5172
2431-422-0001-000-3	City of Fort Pierce and Ft Pierce Utilities Aut	100 N US Highway 1	Fort Pierce; FL 34950-4205
2431-331-0001-000-4	Florida Municipal Power Agency	2061 Delta WAY; Unit Ste 2	Tallahassee; FL 32303-4240
3406-502-0005-000-1	Fort Pierce No 2 Llc	242 NW 42nd AVE	Miami; FL 33126-5488
3406-502-0004-000-4	Fort Pierce No 3 Llc	242 NW 42nd AVE	Miami; FL 33126-5488
2431-506-0001-000-0	Ft Pierce Business Park Phase II POA Inc	2101 W State Road 434; Unit Ste 315	Longwood; FL 32779-5053
3406-501-0002-000-7	Jason Taylor and Buck Taylor	4605 Selvitz RD	Fort Pierce; FL 34981-4806
2432-233-0002-000-3	K and M Properties of Fla LLC	4636 Scarborough DR	Lutz; FL 33559-8506
3406-501-0011-000-3	Meyer Utility Structures LLC	c/o Invoke Tax Partners LLC, PO Box 8	Aurora; OH 44202-0850
2431-131-0002-010-7	NSLRWCD	14666 Orange AVE	Fort Pierce; FL 34945-4511
3406-501-0002-010-0	Robert J Arend and Lauren M Arend	PO Box 12176	Fort Pierce; FL 34979-2176
2432-211-0006-000-3	SELVITZ I LLC	631 US Highway 1; Unit Ste 409	North Palm Beach; FL 33408-4621
2432-211-0005-000-6	SELVITZ II LLC	631 US Highway 1; Unit Ste 409	North Palm Beach; FL 33408-4621
2431-506-0005-000-8	Smith Bros Contracting Equipment Inc	5731 N Military TRL	West Palm Beach; FL 33407-1839
2431-411-0002-000-6	St Lucie County	2300 Virginia Ave	Fort Pierce; FL 34982-5632
2431-131-0001-000-0	Tarmac America LLC	5700 Lake Wright DR; Unit Ste 300	Norfolk; VA 23502-1859
2431-800-0001-000-3	TREASURE COAST BUSINESS PARK POA INC	c/o Midway Properties of St Lucie, 41	New Smyrna; FL 32169-5266
3406-501-0003-000-4	Vincent Frias and Maria Guinto Frias	4703 Selvitz Rd	Fort Pierce; FL 34981-4806

THE SUNRISE CITY
FORT PIERCE
PLANNING DEPARTMENT
Florida

PUBLIC NOTIFICATION CERTIFICATION

PROJECT NAME: St. Lucie Commerce Center 25-013

NOTICES PROVIDED PURSUANT TO: City Code Section 125-37

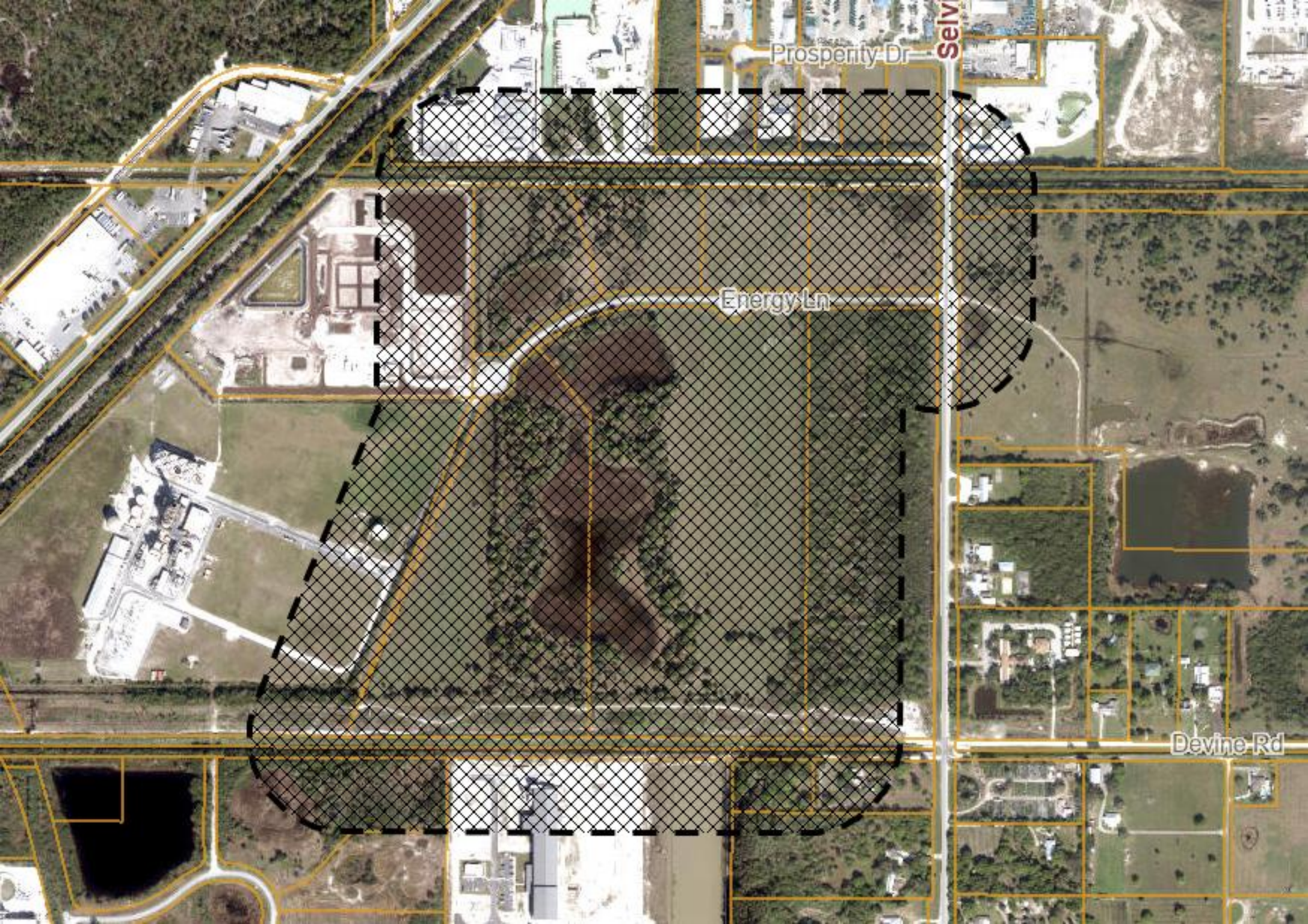
NOTICE BY NEWSPAPER: February 2nd, 2025

NOTICE BY MAIL: February 5th, 2025

NOTICE BY SIGNS: February 5th, 2025

VERIFIED BY: Kev Freeman **TITLE:** Planning Director

SIGNATURE:  **DATE:** February 4th, 2025


Prosperity Dr
Energy Ln
Devine Rd

BUSINESS IMPACT ESTIMATE

SUBMITTED BY:

SUBJECT:

---

1. Summary of the proposed ordinance, including a statement of the public purpose to be served by the proposed ordinance, such as serving the public health, safety, morals, and welfare of the municipality.

2. Estimate of the direct economic impact of the proposed ordinance on private, for-profit businesses in the City:

   a. Estimate of direct compliance costs that businesses may reasonably incur if the ordinance is enacted.

   b. Identification of any new charge or fee on businesses subject to the proposed ordinance or for which businesses will be financially responsible.

   c. An estimate of the City's regulatory costs, including an estimate of revenues from any new charges or fees that will be imposed on businesses to cover such costs.

3. A good faith estimate of the number of businesses likely to be impacted by the ordinance.

4. Any additional information the Commission may find useful.

As approved as part of SB170 and effective October 1, 2023, pursuant to Section 166.041(4), Florida Statutes, the City is required to prepare a business impact estimate prior to enacting an ordinance, subject to exemptions noted in the Law.

This does not apply to the following types of ordinances:

1. Ordinances required for compliance with federal or state law or regulation;
2. Ordinances relating to the issuance or refinancing of debt;
3. Ordinances relating to the adoption of budgets or budget amendments, including revenue sources necessary to fund the budget;
4. Ordinances required to implement a contract or an agreement, including, but not limited to, any federal, state, local, or private grant, or other financial assistance accepted by a municipal government;
5. Emergency ordinances;
6. Ordinances relating to procurement; or
7. Ordinances enacted to implement the following:
    a. Part II of chapter 163, relating to growth policy, county and municipal planning, and land development regulation, including zoning, development orders, development agreements, and development permits;
    b. Sections 190.005 and 190.046; 351
    c. Section 553.73, relating to the Florida Building Code; or
    d. Section 633.202, relating to the Florida Fire Prevention Code.

LocaliQ
Florida
GANNETT

PO Box 631244 Cincinnati, OH 45263-1244

AFFIDAVIT OF PUBLICATION

Tina Rel
Accounts Payable Dept
City Of Fort Pierce Legals
Po Box 1480
Fort Pierce FL 34954-1480

STATE OF WISCONSIN, COUNTY OF BROWN

Before the undersigned authority personally appeared, who on oath says that he or she is the Legal Advertising Representative of the Indian River Press Journal/St Lucie News Tribune/Stuart News, newspapers published in Indian River/St Lucie/Martin Counties, Florida; that the attached copy of advertisement, being a Legal Ad in the matter of Main Legal CLEGL, was published on the publicly accessible websites of Indian River/St Lucie/Martin Counties, Florida, or in a newspaper by print in the issues of, on:

02/02/2025

Affiant further says that the website or newspaper complies with all legal requirements for publication in chapter 50, Florida Statutes.
Subscribed and sworn to before me, by the legal clerk, who is personally known to me, on 02/02/2025

Keegan Keenan
Legal Clerk

Notary, State of WI, County of Brown

3.7.27
My commission expires

Publication Cost:	$424.40	
Tax Amount:	$0.00	
Payment Cost:	$424.40	
Order No:	10993531	# of Copies:
Customer No:	1126026	1
PO #:		

THIS IS NOT AN INVOICE!

Please do not use this form for payment remittance.

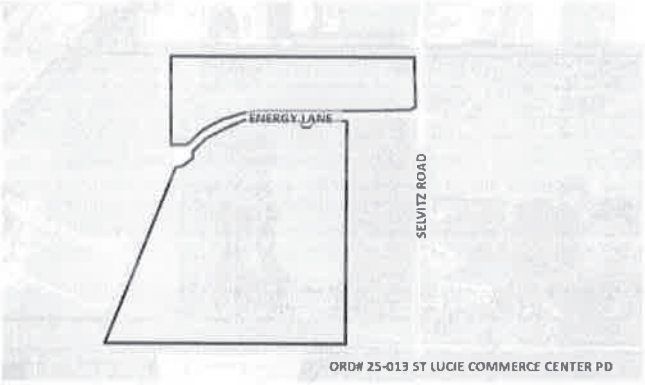
KAITLYN FELTY
Notary Public
State of Wisconsin

CITY OF FORT PIERCE

NOTICE OF PROPOSED REZONING

The City Commission of the City of Fort Pierce, Florida, pursuant to Section 125-37 of the Code of Ordinances of the City of Fort Pierce, and Section 166.041(3)(a), procedures for adoption of ordinances and resolutions, of the Florida Statutes, will on Tuesday February 18 , 2025 and Monday, March 3, 2025, hold Public Hearings on the enactment of the following proposed rezoning ordinance on first and second readings, respectively, in the City Hall Commission Chambers, 100 North U.S. Highway 1, Fort Pierce, Florida, at their meeting which begins at 5:05 p.m., to consider review and approval of the following:

ORDINANCE 25-013 - AN ORDINANCE BY THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA; AMENDING THE CITY'S ZONING ATLAS AND REZONING SIX (6) PARCELS GENERALLY LOCATED AT OR NEAR ENERGY LANE CONTAINING APPROXIMATELY 108.38 ACRES OF LAND, MORE OR LESS, FROM LIGHT INDUSTRIAL (I-1) TO PLANNED DEVELOPMENT (PD); PROVIDING FOR A SEVERABILITY CLAUSE; PROVIDING FOR REPEAL OF ORDINANCES OR PARTS THEREOF IN CONFLICT; PROVIDING FOR AN EFFECTIVE DATE.



All interested parties may appear at the meeting and be heard with respect to the Applications. Said applications will be available for inspection in the City Clerk's Office, City Hall, 100 North U.S. Highway 1, Fort Pierce, Florida.

ANY PERSON SEEKING TO APPEAL THE DECISION OF THE CITY COMMISSION AS TO THE FOREGOING IS ADVISED THAT A RECORD OF PROCEEDINGS IS REQUIRED IN ANY SUCH APPEAL AND THAT SUCH PERSON MAY NEED TO ENSURE THAT A VERBATIM RECORD OF PROCEEDINGS IS MADE INCLUDING THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this meeting should contact the City Clerk's Office at (772) 467-3065 at least 48 hours prior to the meeting.

/s/ Linda W. Cox, City Clerk Publish: 02/2/2025 & 2/16/2025

City Commission Regular Meeting **13. a.**

Meeting Date: 03/03/2025

Re: Resolution 25-R18 Designating an Interim City Manager

SUBJECT:

Resolution 25-R18 Designating an Interim City Manager

SUMMARY:

At a special meeting on February 19, 2025, the City Commission designated Devonshay Shay as Interim City Manager.

RECOMMENDATION:

Adopt the resolution.

ALTERNATIVES:

Modify the resolution.

RESPONSIBLE STAFF:

City Attorney

COORDINATED WITH:

City Clerk

Attachments

Resolution

Form Review

Form Started By: Tina Rel Started On: 02/25/2025 03:20 PM

Final Approval Date: 02/25/2025

RESOLUTION NO. 25-R18

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA; **DESIGNATING DEVOSHAY JOHNSON AS INTERIM CITY MANAGER**; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, on February 19, 2025, the City Commission voted to appoint DeVoshay Johnson as the Interim City Manager pending the hiring of a permanent City Manager; and

WHEREAS, the City Commission desires to document that appointment through this Resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF FORT PIERCE, FLORIDA:

SECTION 1. The City Commission hereby designates DeVoshay Johnson to serve as Interim City Manager, effective upon the City Commission vote on February 19, 2025, and perform the additional duties and responsibilities of the City Manager pursuant to the City of Fort Pierce Charter, Code of Ordinances, Policies, and Rules. Mr. Johnson shall be compensated at ____% over and above his salary for the duration of the Interim City Manager appointment. This appointment may be terminated at any time with or without cause.

SECTION 2. This Resolution shall become effective upon final passage.

IN WITNESS WHEREOF, this Resolution has been duly adopted on this 3rd day of March, 2025.

_____
LINDA HUDSON, MAYOR COMMISSIONER

ATTEST:

_____
CITY CLERK

(CITY SEAL)

APPROVED AS TO FORM
AND CORRECTNESS:

_____
SARA K. HEDGES
CITY ATTORNEY

City Commission Regular Meeting **13. b.**

Meeting Date: 03/03/2025

Re:

SUBJECT:

Discussion regarding City Manager contract.

Attachments

Draft Contract

Form Review

Form Started By: Tina Rel Started On: 02/25/2025 04:01 PM

Final Approval Date: 02/25/2025

EMPLOYMENT AGREEMENT

CITY OF FORT PIERCE
CITY MANAGER
RICHARD D. CHESS

THIS EMPLOYMENT AGREEMENT ("Agreement") is made and entered into this _____ day of _____, 2025 with an effective date of March 31, 2025 ("Effective Date"), by and between the City of Fort Pierce, Florida, a municipal corporation ("City") and Richard D. Chess ("City Manager").

WITNESSETH

WHEREAS, pursuant to Article IV of the City of Fort Pierce Charter ("City Charter"), the City desires to secure the services of City Manager as the City Manager for the City; and

WHEREAS, City Manager desires to accept such position; and

WHEREAS, the City and City Manager intend this Agreement to provide certain benefits and establish certain conditions of employment to which City Manager has agreed.

NOW, THEREFORE, in consideration of the mutual covenants contained herein, the Parties agree as follows:

SECTION 1. EMPLOYMENT.

City Manager will render full-time professional services to the City in the capacity of the City Manager of the City for the term of five (5) commencing on the Effective Date. This Agreement shall automatically renew and continue thereafter on a year-to-year basis unless written notice of termination or notice of

non-renewal of this Agreement is given by either party to the other party ninety (90) days prior to the expiration of the existing term.

City Manager agrees he shall devote all of his time, attention, knowledge, and skill, solely and exclusively, to the business and interests of the City of Fort Pierce and the public which it serves. City Manager agrees he will at all times faithfully, industriously, and diligently perform, to the best of his abilities, all duties that may be required of him by virtue of his position as City Manager, including the performance of all duties set forth in the City Charter, Code of Ordinances, Resolutions, other City policies or rules, and State and Federal law, and to perform other legally permissible and proper duties and functions asked or required of him to the reasonable satisfaction of the City Commission. In performing such duties, City Manager further agrees to be subject to and follow the International City/County Management Association (ICMA) Code of Ethics. City Manager agrees to otherwise devote full time and attention to his work as City Manager. Nothing herein shall prohibit City Manager from maintaining membership in or participating in private social or civic endeavors that do not interfere or detract from his performance of the terms of this Agreement or performance of his duties as City Manager. In the event City Manager makes formal application for full-time employment elsewhere while serving as City Manager, he shall be required to provide written notice to the City Commission simultaneously with such application or submittal.

SECTION 2. COMPENSATION.

In consideration for the services as City Manager, City agrees to pay City Manager an annual salary of _____ ($_____) per annum, payable in bi-weekly installments, or such higher figure as may be negotiated after a mandatory six-month evaluation of City Manager's performance by the City Commission. Annual cost of living/salary increases shall be provided to City Manager in the same manner, if any, as non-bargaining employees of the City. Additional salary adjustments for subsequent years of this Agreement may be negotiated between the parties on an annual basis.

The City agrees that it will not, at any time during the term of this Agreement, reduce City Manager's base salary or other financial benefits in a greater percentage than an applicable across the board reduction for all employees of the City. This shall not be interpreted to affect disciplinary action against the City Manager. City Manager may be subject to placement on administrative leave, including up to without pay, by the City Commission, as detailed herein.

SECTION 3. PERFORMANCE EVALUATIONS.

The City Commission shall, upon the expiration of six (6) months of the Effective Date of this Agreement, and on an annual basis thereafter, evaluate City Manager's performance as City Manager. These performance evaluations shall occur during the calendar month of June of each year, and the matter of the performance evaluation shall be placed on the first Day Meeting (formerly known

as the Conference Agenda), or as it may hereafter become named, in June of each year of this Agreement. These performance evaluations shall consider continuing management objectives and responsibilities as well as achievement of key specific objectives, as mutually agreed upon by the City Commission and City Manager.

Should it be determined that City Manager was successful in his overall performance, and if the Commission, in its sole discretion, determines that the fiscal condition of the City is sufficient, the City Commission will consider City Manager's compensation and benefits and endeavor to maintain them at a level commensurate with his peers in the city management profession in similarly situated Florida cities and the rate of general inflation in the economy.

SECTION 4. ADDITIONAL BENEFITS.

In addition to the annual compensation specified above, the City agrees to provide City Manager with the following benefits:

(a) City Manager shall be entitled to receive the same vacation, sick leave, and holiday time as defined in the City of Fort Pierce Personnel Rules and Regulations ("Personnel Rules and Regulations"), including provisions governing accrual and payment thereof on termination of employment.

(b) Paid attendance at the ICMA annual conference.

(c) A car allowance at $450.00 per month, or such other rate agreed upon by the City Commission.

(d) A City owned cell phone, which shall be used for City business and purposes.

(e) Membership dues to professional associations, continuing education, subscriptions, and certification fees for City Manager, in accordance with the usual and customary practice of local governments in Florida, subject to the approval of the City Commission. The City Commission hereby agrees to pay the membership dues for City Manager, in the amount set by the organization, to:

1. ICMA, currently $1,200.00.
2. National Forum for Black Public Administrators, currently $235.00.
3. Government Finance Officers Association, currently $150.00.
4. Florida Government Finance Officers Association, currently $100.00.
5. Institute of Internal Auditors, currently $280.00.
6. National Association of Black Accountants, currently $200.00.
7. Conference of Minority Transportation Officials - Agency Membership.
8. American Public Transportation Association - Agency Membership

(e) Life Insurance, comprehensive health, and major medical insurance equal to that which is provided to other City employees pursuant to the Personnel Rules and Regulations.

(f) Retirement benefits as provided to all City employees under the City's defined benefit retirement plan.

SECTION 5. TERMINATION.

(a) **Generally.** At all times during the term of this Agreement, City Manager shall be deemed an employee-at-will and may be terminated at any time, with or without cause. For purposes of this Agreement, termination shall occur upon the happening of any of the following events:

1. A majority vote of the entire City Commission at a duly authorized public meeting, with or without cause, at the sole discretion of the City Commission.
2. If the City, its citizens, or legislature amends any provision of the City Charter or Code of Ordinances, substantially changing the form of government directly pertaining to the role, powers, duties, authority, or responsibilities of City Manager as the City Manager, City Manager shall have the right to declare that such amendments constitute termination.
3. If City Manager resigns following a formal offer to accept resignation made by the majority of the entire City Commission at a duly authorized public meeting.
    i. City Manager shall not refuse to submit his resignation upon a formal offer to accept his resignation by the majority of the entire City Commission at a duly

authorized public meeting.

(b) **Termination without Cause.** At all times during the term of this Agreement, City Manager shall be deemed an employee-at-will and may be terminated at any time, for any reason, without "Cause". Termination without "Cause" may include, but is not limited to:

1. The loss of confidence in City Manager's ability to perform his duties.
2. Where termination is in the best interests of the City.
3. For the convenience of the City.
4. For any other reason the City Commission deems appropriate.

(c) **Termination with Cause.** At all times during this Agreement, City Manager shall be deemed an employee-at-will and may be terminated at any time for or with "Cause". For purposes of this Agreement, for and with "Cause" shall be understood the same, may be used interchangeably, and shall be defined as any of the following actions by the City Manager, when determined to have occurred in the sole discretion of the City Commission:

1. Willful violation of the provisions of law.
2. Conviction for any felony.
3. Conviction for any misdemeanor involving moral turpitude or dishonesty.
4. Commission of any act or fraud involving or affecting the City. the citizens of Fort Pierce, or the general public.

5. Willful failure to perform the duties of the City Manager.
6. Material breach by City Manager of any duties or obligations under this Agreement and failure to cure such failure or breach within the time given by the City Commission, the amount of which shall be in the sole discretion of the City Commission, after receipt of written notice.
7. Malfeasance, misfeasance, or nonfeasance in the performance of official duties.
8. Incompetence.
9. Insubordination.
10. Violation of the City's Drug-Free Work Place Policy, including illegal use of drugs, hallucinogens, or other substances regulated by State or Federal law.
11. Misconduct, as defined by Section 443.036(29), Florida Statutes, as may be amended from time to time.
12. Violation of Florida's Code of Ethics or any Florida State Statute regarding ethics.
13. Violation of the ICMA Code of Ethics.
14. Violation of the City's Personnel Rules and Regulations.
15. The refusal or failure to submit resignation in the time given by the City Commission upon a formal offer to accept his resignation by the majority of the entire City Commission at a duly authorized public meeting.

SECTION 6. VOLUNTARY RESIGNATION.

In the event City Manager voluntarily resigns his position with the City, City Manager shall provide a minimum of ninety (90) days' written notice to the City Commission, unless the parties agree otherwise.

SECTION 7. SEVERANCE.

(a) Severance shall be paid to City Manager when employment is terminated without "Cause", as defined in Subsection 5(b) above.

(b) Severance shall not be paid to City Manager when employment is terminated with "Cause", as defined in Subsection 5(c) above.

(c) Severance shall be paid to the City Manager when he resigns following a formal offer to accept resignation made by the majority of the entire City Commission at a duly authorized public meeting.

(d) Severance shall not be paid when the City Manager voluntarily resigns.

(e) When severance is to be paid pursuant to this Agreement, it shall be paid as follows:

1. City shall continue to pay City Manager his then annual salary for ninety (90) consecutive working days.
2. City shall maintain City Manager's life insurance and major medical insurance coverage paid up and in effect during the time severance is being paid.

3. City Manager shall be compensated for any accrued sick leave and vacation time payable upon termination of employment in the amounts set forth in the Personnel Rules and Regulations.

(f) During any time severance is being paid, City Manager shall not be required to perform any duties for the City or come to the City.

(g) Notwithstanding anything herein to the contrary, pursuant to Section 215.425(4)(a), Florida Statutes, as it may be amended from time to time, City Manager shall not be paid severance:

1. In an amount that exceeds twenty (20) weeks of compensation.
2. If City Manager is terminated due to misconduct, as defined in Section 443.036(29), Florida Statutes, as it may be amended from time to time.

SECTION 8. ATTENDANCE AT MEETINGS.

City Manager shall attend, and participate as required, all duly authorized meetings of the City Commission. Upon written notice to the City Commission of an intended absence from a City Commission meeting, City Manager shall designate an Acting City Manager to attend the City Commission meeting as his designee.

City Manager may be absent from the City during normal working hours and days to attend professional meetings and to attend to such outside professional duties in the city management field as have been mutually agreed upon between the City Commission and City Manager. Attendance at such approved meetings and performance of approved

professional duties shall be considered service time and shall not be considered vacation time. The City shall reimburse City Manager for all reasonable expenses incurred by him incident to attendance at approved professional meetings, provided, however, that such reimbursement is appropriate, within the limits of the City's budget, and permitted under the City Charter, Code of Ordinances, and State and Federal law.

SECTION 9. BEST EFFORTS OF EMPLOYEE.

City Manager agrees that he will at all times faithfully, industriously, and to the best of his abilities, experience, and talents, perform all the duties which may be required of and from him pursuant to the express and implicit terms herein, to the reasonable satisfaction of the City. City Manager further agrees that he will continue his education and training so that he will keep up with or exceed education requirements of his position. Such duties shall be rendered at Fort Pierce, St. Lucie County, Florida, and at such other places as City shall in good faith require, or as the interest, needs or opportunity of City shall require.

SECTION 10. DISABILITY.

If City Manager is permanently disabled or is otherwise unable to perform his duties because of sickness, accident, injury, mental incapacity, or health for a period of either eight (8) successive weeks beyond any accrued sick leave or for twenty (20) working days over a sixty (60) working day period, City shall have the option to terminate this Agreement, subject to the severance pay requirements of Section 5. However, City Manager shall be compensated for any accrued sick leave, vacation, holidays, and other

accrued benefits as set forth in the Personnel Rules and Regulations.

SECTION 11. RESIDENCY.

City Manager shall within six (6) months of the Effective Date, and at all times thereafter, maintain permanent residency within the city limits of the City of Fort Pierce, Florida, during his term as City Manager. The City will pay City Manager _____ ($___) for the expense of moving City Manager, City Manager's family, and City Manager's personal property from City Manager's current residence to the City, including packing, moving, truck rental, storage costs, unpacking, and insurance charges, and miscellaneous charges incurred or expended by him in effecting this move, said sum to also be intended to cover temporary housing for City Manager and his family within the City for the period of time between his initial reporting for work on or before the Effective Date and the date he secures permanent housing.

SECTION 12. EMPLOYEE-AT-WILL.

City Manager is an employee-at-will and works at the pleasure of the City who may, at any time and without any showing of cause, terminate his employment and this Agreement.

SECTION 13. CIVIL LIABILITY CLAIMS.

The City shall defend and save harmless City Manager, but only to the limits of sovereign immunity, against any tort, professional liability claim, or demand or other civil claim or action, whether groundless or otherwise, arising out of an alleged

act or omission occurring in or arising out of the good faith performance of City Manager's duties as City Manager of the City of Fort Pierce, provided he reports the same to the City Commission and the City Attorney, in writing, within one (1) day and he cooperates fully and honestly in the City's defense thereof. However, this covenant shall not apply to:

(a) Acts outside the scope of City Manager's employment or services.

(b) Acts committed in bath faith, with malicious purpose, or in a manner exhibiting willful and wanton disregard for human rights, safety, property, or civil rights.

(c) Acts committed in violation of this Agreement.

(d) Claims for punitive damages.

The City will have the authority to compromise and settle any such civil claim or suit within the scope of City Manager's employment and pay the amount of any settlement or judgment rendered thereon. To the maximum extent permitted by law, the City and City Manager shall rely upon the doctrine of sovereign immunity and the provisions of Section 768.28, Florida Statutes, or other applicable law. Nothing herein is or shall be interpreted to be a waiver of sovereign immunity or to increase any limits of sovereign immunity pursuant to Section 768.28, Florida Statutes.

SECTION 14. CRIMINAL CONDUCT.

If City Manager is notified by any law enforcement agency or law enforcement officer he is under criminal investigation, he shall notify the City Commission and the City Attorney, in writing, within one (1) hour of such notification. If City Manager is

arrested, issued a criminal traffic citation, or issued a Notice to Appear for any criminal offense, City Manager shall notify, or cause to be notified, the City Commission and the City Attorney, in writing, within one (1) hour of such event. The City shall not defend, hold harmless, represent, be responsible for any financial obligations of City Manager, or in any another manner be responsible for City Manager's criminal defense due to his criminal conduct or alleged criminal conduct, whether accused, arrested, convicted, acquitted, or otherwise. The City Commission shall have the sole discretion to place City Manager on administrative leave, with or without pay, upon notification City Manager has been arrested, issued a criminal traffic citation, or issued a Notice to Appear for any criminal offense.

SECTION 15. DISCIPLINARY ACTION.

Any and all disciplinary action against City Manager shall be in the sole discretion of the City Commission. Disciplinary action may include, but is not limited to, a written reprimand, administrative leave (or suspension), with or without pay, and termination. If City Manager is placed on administrative leave (or suspension) with or without pay, City Manager shall not be paid a car allowance, have professional membership fees paid by the City, attend any meetings, conferences, or events on behalf of the City, receive payment or reimbursement for any travel, meetings, conferences, events, food, etc. expenses incurred, or be paid as may otherwise additionally be directed by the City Commission while on administrative leave (or suspension) with or without pay.

SECTION 16. CHOICE OF LAW, JURISDICTION, VENUE.

This Agreement shall be governed by the laws of the State of Florida. Jurisdiction over any dispute arising under this Agreement shall lie in the Circuit Court of the Nineteenth Judicial Circuit, in and for St. Lucie County, Florida.

SECTION 17. WAIVER OF JURY TRIAL.

BOTH CITY AND CITY MANAGER HEREBY KNOWINGLY AND INTENTIONALLY WAIVES THEIR RIGHT TO A TRIAL BY JURY AND ANY ISSUE ARISING OUT OF OR RELATING IN ANY WAY TO THIS AGREEMENT SHALL BE RESOLVED BY NON-JURY TRIAL.

SECTION 18. INTERPRETATION.

This Agreement has been submitted to the equal review and scrutiny of both parties, and both parties agree the Agreement fairly and accurately sets forth the terms of their agreement. In any dispute between the parties, the Agreement shall be given fair and reasonable interpretation, without consideration or right being given to the fact that it was initially prepared or drafted by any particular party.

SECTION 19. SEVERABILITY.

Each provision of this Agreement is deemed to be separate and divisible. If any provision shall be held invalid, the remaining provisions shall remain in full force and effect.

SECTION 20. AMENDMENT

This Agreement may be amended or modified only by subsequent written agreement or written amendment approved by the City Commission.

SECTION 21. ENTIRE AGREEMENT.

This Agreement constitutes the complete and final agreement of the parties. No prior or contemporaneous statements of the parties shall be binding or effective, unless set forth herein.

IN WITNESS WHEREOF, the parties have hereunto set their hands and seals to this instrument as of the date first written above.

CITY OF FORT PIERCE, FLORIDA:

ATTEST:

_____
Linda Hudson, Mayor

_____ Date:_____
Linda W. Cox, City Clerk

APPROVED AS TO
FORM AND CORRECTNESS:

_____
Sara K. Hedges, City Attorney

EMPLOYEE, CITY MANAGER:

_____
Richard D. Chess

Date:_____

City Commission Regular Meeting **15. a.**

Meeting Date: 03/03/2025

Re:

SUBJECT:

Reports

Attachments

City Manager's Report

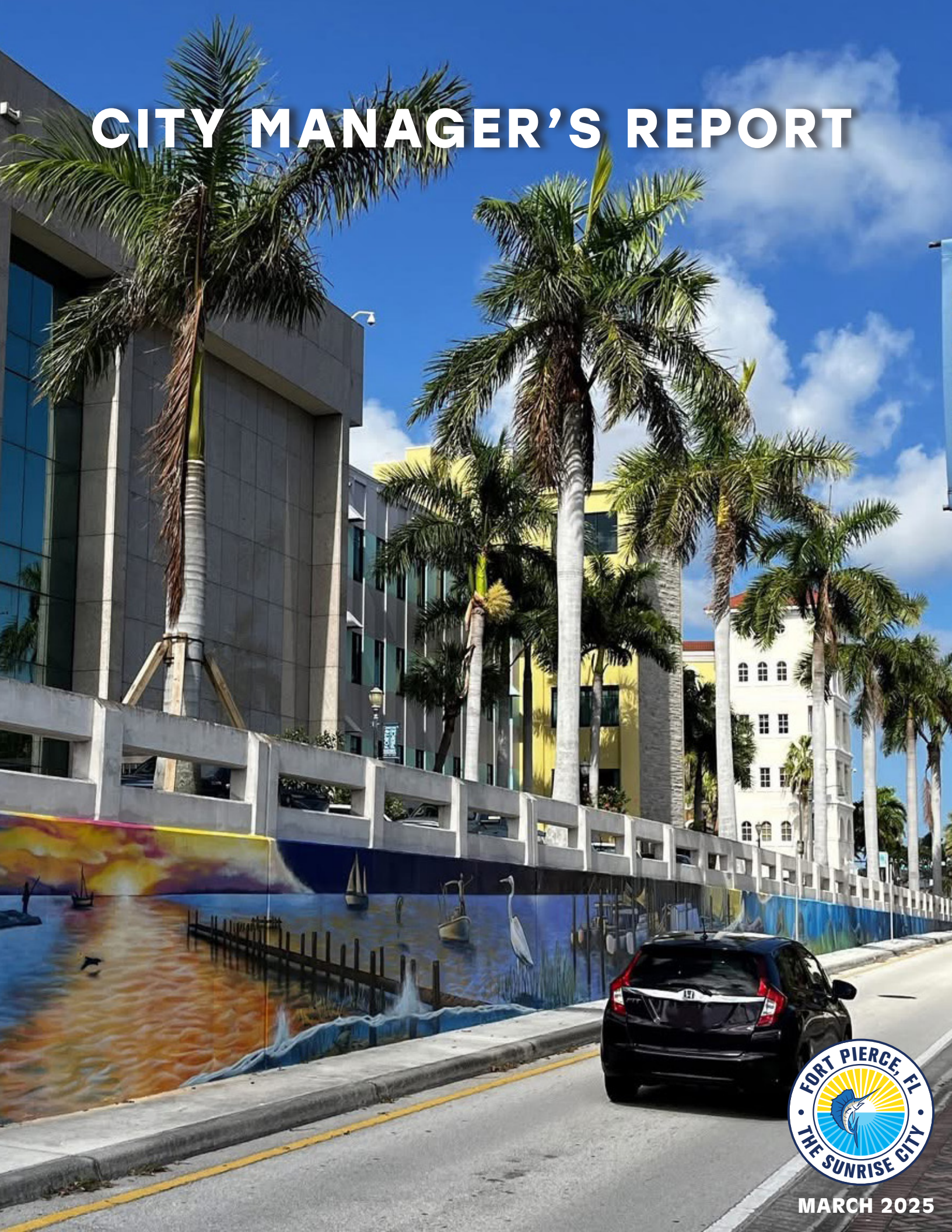
Purchase Order Report

Form Review

Form Started By: Jennifer Robinson Started On: 02/21/2025 10:56 AM

Final Approval Date: 02/21/2025

CITY MANAGER'S REPORT



FORT PIERCE, FL
THE SUNRISE CITY

MARCH 2025

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YOUR NEIGHBORHOOD
YOUR CLEANUP

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8:00 AM TO 12:00 PM

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Community Leaders Tour FPAAC

In February, the Fort Pierce Animal Adoption Center (FPAAC) had the pleasure of hosting an exclusive tour for a group of passionate community leaders eager to learn more about the lifesaving work being done for homeless pets. The visit was arranged by Veronica Kolibab of Larry Neese, LLC Roofing, a dedicated animal advocate who wanted to see the shelter firsthand and introduce her friends to the incredible efforts of FPAAC.

Joining her were Nicholas Scalice of the Port St. Lucie Business Club, Josh Steppling of TreasureCoast.com, Emily Curtis of Dave & Buster's, Deb Doherty of DDS4Vets, and Felicia Neeley of Hallmark Home Care Vero Beach. Each of these individuals plays a key role in our community, and their visit was not only informative but also filled with heartwarming moments.

As they toured the facility, our guests had the opportunity to see what an open-admission shelter truly looks like and how much dedication, love, and hard work go into caring for over 260 dogs and cats each day. They witnessed firsthand the compassion our staff and volunteers pour into every animal, ensuring they receive the best care possible while they wait for their forever homes.

Of course, no visit to FPAAC would be complete without some hands-on time



with the animals! The group enjoyed plenty of cat snuggles and puppy kisses, experiencing the joy and affection these animals have to offer. Laughter and smiles filled the shelter as playful cats climbed into welcoming arms, and eager puppies wagged their tails, soaking up every bit of attention.

Beyond the cuddles, our visitors gained a deeper understanding of the challenges and rewards of operating an open-admission shelter. They learned about the importance of community support, adoption, fostering, and spay/neuter programs in reducing pet homelessness. We emphasized how crucial it is for local businesses and leaders to be involved in spreading awareness and advocating for animal welfare.

We are incredibly grateful to Veronica and her group for taking the time to visit and show their support. Their enthusiasm and genuine interest in our mission mean the world to us. At FPAAC, we always welcome members of the community to tour our facility and see firsthand the difference we are making.

We encourage everyone in Fort Pierce to visit their local shelter, learn more about how they can contribute, and become part of this compassionate movement. Whether through adoption, fostering, volunteering, or simply spreading the word, every effort helps. After all, at the end of the day, we are one Fort Pierce!

SATURDAY

FORT PIERCE FIREHAWKS

REGISTRATION

EVENT



SATURDAY MARCH 1ST, 2025

10AM - 1PM

FLAG FOOTBALL - $100.00 5-6 YRS OLD

TACKLE FOOTBALL - $125.00 7-14 YRS OLD

CHEERLEADING - $150.00 5-14 YRS OLD



FREE FOOD | FREE DRINKS | ITALIAN ICE
BOUNCE HOUSES | GAMING TRUCK

903 S. 21ST STREET FORT PIERCE, FL 34950
772 - 774 - 3792



A MONTH TO REMEMBER AT SUNRISE THEATRE – AND MORE TO COME!

February was one of the busiest months yet for the Sunrise Theatre, filled with unforgettable performances, big laughs, and classic rock 'n' roll. From legendary guitarist Kenny Wayne Shepherd to the hilarious Whitney Cummings, the stage was graced by top-tier talent. But the excitement doesn't stop there!

As we "spring" into March, even more big names are set to take the spotlight, including Larry the Cable Guy, Rita Rudner, and Mike DelGuidice. And looking ahead to April, the lineup continues to impress with Anjelah Johnson-Reyes, Justin Hayward, and the ever-popular One Night of Queen—an act that never fails to bring a sold-out crowd.

The Sunrise Theatre also had the honor of hosting the Earl F. Little Foundation event, celebrating the life and musical legacy of the talented Earl F. "Boss" Little. With over 60 years dedicated to uplifting the community through musical excellence, Mr. Little's impact was beautifully showcased in a heartfelt concert featuring performances by his former choral students. Approximately 160 attendees gathered to pay tribute to his lasting contributions. All proceeds from the event will go toward scholarships for local students pursuing music and theatrical arts at post-secondary institutions, ensuring his legacy continues to inspire future generations.



Crossing Guards Appreciation

On February 10, the Fort Pierce Police Department (FPPD) honored its seven dedicated crossing guards with a special luncheon in celebration of Crossing Guard Appreciation Day.

Each FPPD crossing guard works 20 hours per week, covering two daily shifts—morning arrival and afternoon dismissal. They provide essential safety support for students, parents, and pedestrians at designated school zones, ensuring smooth traffic flow and secure crossings at busy intersections. While their exact schedules vary based on school release times, their commitment to student safety remains unwavering.

Beyond directing traffic and guiding pedestrians, our crossing guards undergo specialized training to handle various traffic and pedestrian scenarios. Many have dedicated years to their roles, building strong relationships with students and the community. Their presence not only enhances safety but also fosters a sense of trust and security for families and motorists alike.

We are grateful for their hard work and dedication, and we proudly recognize their invaluable contributions to our community.



CHART YOUR COURSE – FORT PIERCE YACHT CLUB

Fort Pierce PD officers and command staff attended the Chart Your Course, Marine and Maritime Career Expo hosted by the Fort Pierce Yacht Club. At this event, local marine businesses demonstrated industry skills and share experience with St. Lucie County middle and high school students. Also, in attendance this year were representatives from U.S. Customs and Border Protection to showcase their marine assets with the group.





COMMUNITY POLICING

Officers from the Patrol and Community Engagement units met Sky who recently had her bicycle stolen. Without her bike, Sky was forced to walk a long distance and sometimes in the dark, to be to work on time. Our officers decided to provide her with a bike so she could have a safe way to get where she needed. Fort Pierce PD is committed to keeping our community safe by building trust, encouraging dialogue and serving with compassion. Whether it's through conversations, community events, or even daily patrols, we are here for you.

7001 OKEECHOBEE RD

McDonald's on Okeechobee Road is undergoing a major renovation to include Installation of a new modular front counter, incorporating self-order kiosks in lobby area, updating McCafe cell wall finishes, a new wall behind the front service area, new dining room decor, updating restrooms for ADA compliance, and a slight kitchen expansion and building addition. These pictures were taken as the new windows were being installed and inspected.







514 N US HWY 1

Construction has begun at Holy Family Veterinary Hospital just down the road from their current location. The new location at US Hwy 1 and Avenue D is undergoing installation of underground utilities and stormwater systems. Fill dirt is being brought on site and these pictures were taken while verifying silt fencing was properly installed. Construction of the approximately 9,000 square foot building will begin shortly.

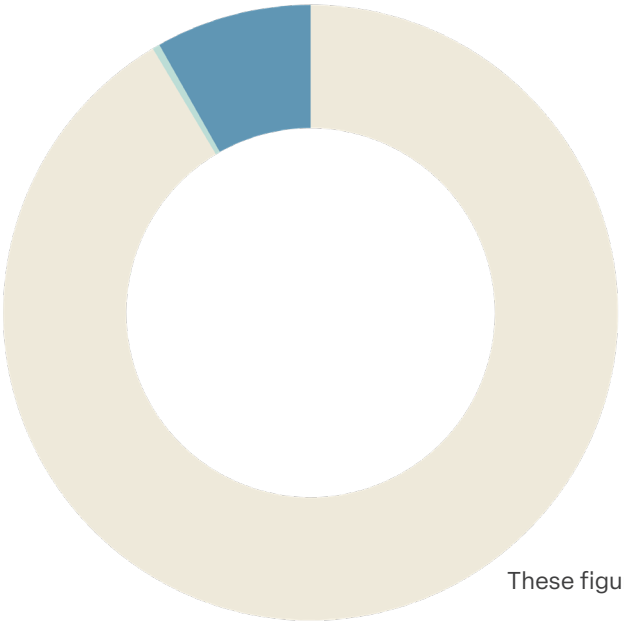


2005 - 2085 S JENKINS RD

Multiple three-story apartment buildings and single-story garages are being constructed at the corner of Jenkins Rd and Graham Rd. When these pictures were taken, the apartment buildings were at slightly different phases with some of the building sites being prepped with fill dirt while other buildings already have underground plumbing that has been inspected. The garage building pads have been prepared, inspected and the concrete slabs are ready to be poured.



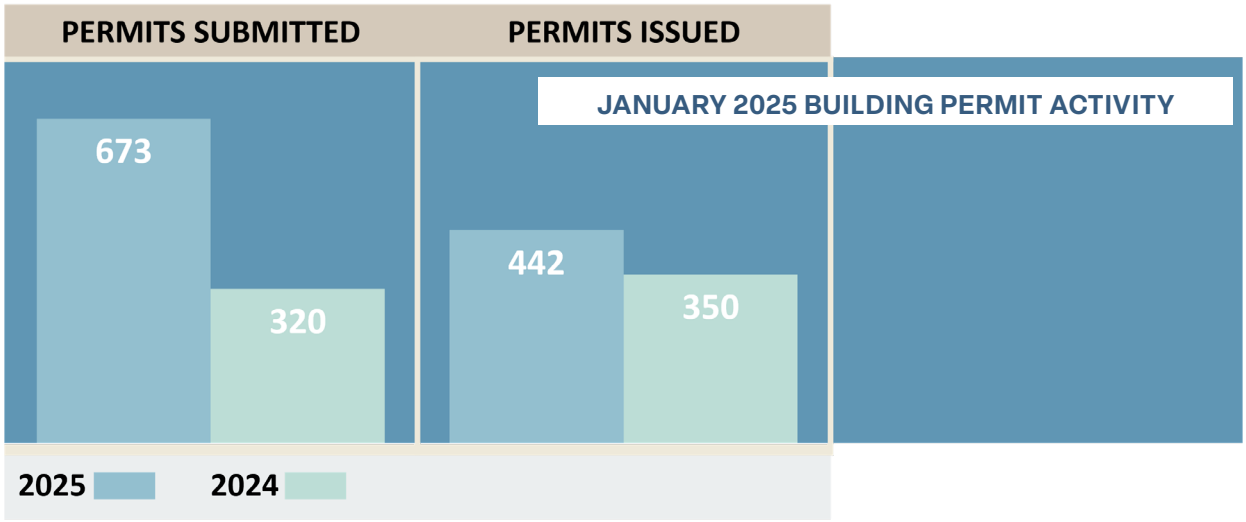


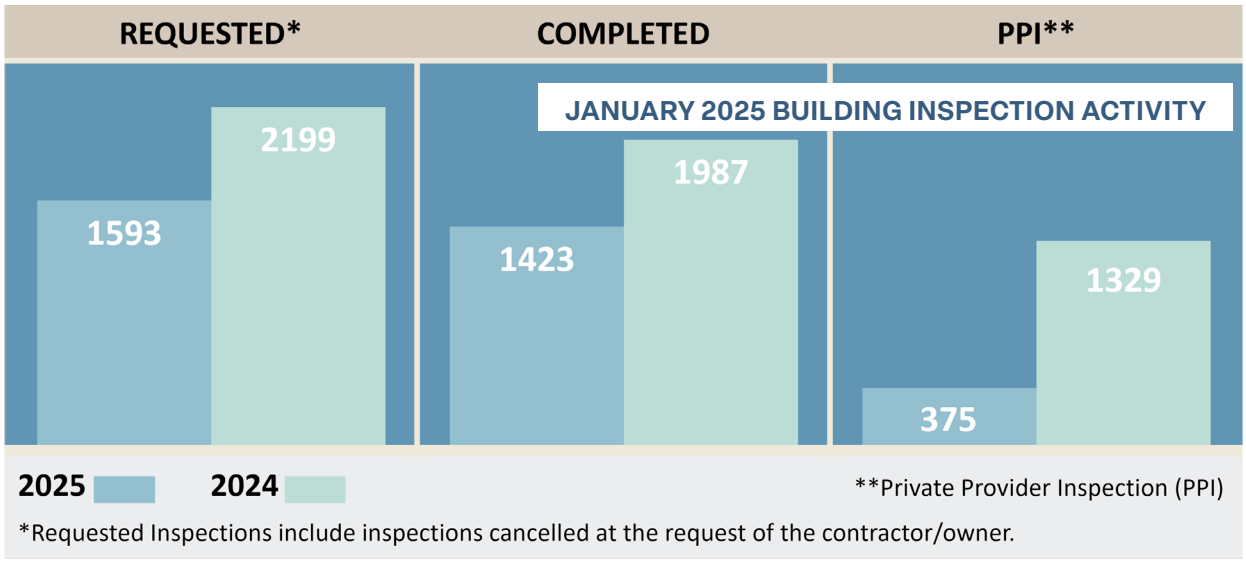


JANUARY 2025 NEW CONSTRUCTION VALUES

$46,963,407	NEW COMMERCIAL PERMITS
$200,000	NEW SITEWORK PERMITS
$4,207,969	NEW SINGLE FAMILY/DUPLEX PERMITS

These figures are based on permits issued in January 2025 for New Construction





*Requested Inspections include inspections cancelled at the request of the contractor/owner.

January 2025 SeeClickFix Summary

CATEGORY	DISTRICT 1				DISTRICT 2			
	CREATED	CLOSED	DTA	DTC	CREATED	CLOSED	DTA	DTC
Rental Housing Complaint	-	-	-	-	1	1	11.4	15.0
Unpermitted Construction Activity	-	-	-	-	3	3	11.0	13.7
Unsafe Structure	1	1	1.8	8.8	-	-	-	
Abandoned Vehicle	-	-	-	-	1	0	0.0	0.0
Animal Control	1	0	0.0	0.0	-	-	-	-
General	3	0	1.3	3.2	1.2	5	2.7	4.7
Illegal Dumping	-	-	-	-	1	0	0.0	0.0
Outside Storage/Junk/Trash	-	-	-	-	4	1	5.8	11.7
Tall Grass/Overgrown Landscaping	-	-	-	-	2	0	1.2	0.0
Erosion and Sediment Control Issues	-	-	-	-	1	0	0.0	0.0
Traffic Signal	5	0	0.0	0.0	7	0	0.0	0.0
Parks and Playgrounds	-	-	-	-	1	0	0.0	0.0
Pothole	-	-	-	-	2	0	1.8	0.0
Streetlight	2	0	0.0	0.0	2	1	0.3	0.0
Street Sign	-	-	-	-	3	1	0.3	0.0
Trash and Recycling	1	0	1.0	0.0	1	0	0.0	0.0
Trees	3	0	0.7	0.0	-	-	-	-
TOTALS	**16**	**1**	**0.8**	**8.8**	**41**	**12**	**3.8**	**7.6**

DTA - Days to Acknowledgement DTC - Days to Close

Please use this link to view a map of the Fort Pierce City Commission Election Districts:https://cityoffortpierce.com/DocumentCenter/View/22378/City-Election-Distircts-Map-2022

- BUILDING
- COMMUNITY RESPONSE
- ENGINEERING
- PUBLIC WORKS

Indian Hills Golf Course

Despite the challenging weather conditions in much of January, we are pleased to report that our revenues have surpassed last year's by more than $30,000 over the same six-month period. A key factor in this success has been the expertise of our Turf Doctor, who has played a crucial role in enhancing the health and quality of our course. With warmer weather on the horizon, we are excited to resume our aggressive turf growth strategy.

The introduction of our Fertigation System has been another significant step forward in our agronomy program. This system enables us to deliver liquid fertilizer to the course almost daily, ensuring our turf receives the nutrients it needs in a controlled and efficient manner.

Thanks to our consistent agronomy efforts, we anticipate having a nearly complete and healthy stand of turf across the entire course by the end of this summer. As the quality of the turf improves, it will naturally help to suppress many of the weeds that have been an ongoing challenge in recent years.

We take great pride in our customer service and strive to create a welcoming, friendly atmosphere for players of all levels. We are committed to providing a fun and relaxed environment where golfers of all ages and skill levels can enjoy the game. Our pace of play remains exceptional, with rounds consistently completed in under four hours—even on our busiest days.

Word of mouth remains our most valuable form of advertising. If you've enjoyed the changes we've made, please consider sharing your positive experience with friends—and if there's something we can improve upon, don't hesitate to let us know. We are always looking for ways to improve and provide an even better experience for our guests.

We want to extend our heartfelt thanks to all our members and guests for their continued support. Please be sure to "Like" and "Follow Us" on Facebook or Instagram for almost daily updates on the golf course and our ongoing maintenance projects.

SALES REPORT

	DECEMBER 2024	JANUARY 2025
Golf Rounds	3414	4707
Golf Fees	$105,400.98	$150,755.29
Range Tokens	$2,155.58	$4,437.23
Membership Fees	$3,896.07	$12,862.97
Food & Beverages	$9,198.82	$11,577.81
Merchandise	$5,170.40	$4,873.17
TOTAL	**$125,821.85**	**$184,506.47**



River Walk Center Sales Report - January 2025

classes	parks permits	special events	facilities
$1.064	$2,500	$575	$6,045

THE SUNRISE THEATRE PROUDLY PRESENTS

SUNRISE THEATRE CAMP 2025

AT SUNRISE THEATRE

GIVE YOUR CHILD THE BEST SUMMER, REGISTER TODAY!



3 WORKSHOPS:

DREAM BIG!
JUNE 2-6

WE'RE ALL IN THIS TOGETHER
JUNE 16-20

A PERSON'S A PERSON, NO MATTER HOW SMALL
JULY 14-25

CAMP HOURS:
M-F: 8:30 AM-4:00 PM



E: BOXOFFICE@SUNRISETHEATRE.COM

P: 772.461.4775

Frances Avenue Roadway Improvements

PRP Construction Group, LLC construction contract was approved at the October 7th City Commission meeting. The construction schedule has been delayed due to materials being unavailable. The contractor is scheduled to begin mobilization the week of March 10th. The work associated with this roadway improvement project includes drainage improvements, water main installation, utility adjustments and roadway restoration.

Nebraska Avenue Sidewalk (Lawnwood Circle) Phase 1

The City continues to coordinate internally to meet FDOT requirements of the Transportation Alternatives Program (TAP) Grant and Local Agency Program (LAP) Certifications for the City to administer the project. Comments from the Constructability submittal are due February 21, responses are due March 21. The City is working with the consultant to address the comments. There will be a Public Information Open House for this project on March 11, 2025 at the Havert L. Fenn Center.

Indian River Drive Corridor Improvements Project (Seaway Drive to Avenue A)

Full roadway and bridge reconstruction of Indian River Drive between Seaway Drive and Avenue A. The corridor improvements include the addition of on-street parking, curb and gutter roadway section complete with sidewalks, decorative streetlights, water/sewer/electric upgrades, bridge reconstruction over Moore's Creek, upgraded stormwater collection system, landscaping, and ADA upgrades complete with brick paver crosswalks.

The project is currently being advertised for construction bids with a pre-bid meeting scheduled for March 6, 2025.

2025 Street Resurfacing Program

The City has identified over 20 segments of roadway to be resurfaced in the future. The list has been provided to FPUA for coordination and prioritization. Work on the ADA Ramps within the limits of these streets is included. A full list for 2025 and resurfacing through 2028 is being developed.

Avenue D and Means Court Public Parking Lot

The contractor has submitted the project for construction permits and is awaiting the issuance of the building permit. Construction materials have been ordered and construction of the proposed parking lot will commence upon receipt of the permit.

JC Penney Parking Lot

The contractor has begun work on the parking lot. Resurfacing will be done the week of February 24. The contractor will be completing the work by the end of March.

13th Street Phase 2 (Georgia Avenue to Orange Avenue)

The City has been notified that the $2 Million Grant from the State was not approved. Funding for the construction of this segment has yet to be identified. The 100% plans were received from the consultant.

Avenue D (29th Street to US 1)

The project has been forwarded to purchasing for advertisement.

Surfside Neighborhood Roadway Improvements Phase 2

A pre-bid conference was held on January 31st and bid opening on February 18th. There were two bid submittals currently under review. The roadway improvement project will include drainage improvements in the Surfside Park neighborhood. The streets identified for drainage improvements under this project are Melaleuca, Plover, Pelican, Walnut, Eucalyptus, Cypress, Sunset Isles, Mimosa and Jacaranda. Improvements will include valley gutters constructed on both sides of the roadway, elimination of the remaining roadside swale by regrading, driveway replacement, milling and resurfacing. Additionally, FPUA will upgrade water mains and sanitary sewers on three roadways.

City Sponsored Event

February 1, 2025
Lexus Great Futures Gala
benefitting Boys & Girls Clubs
of St. Lucie County





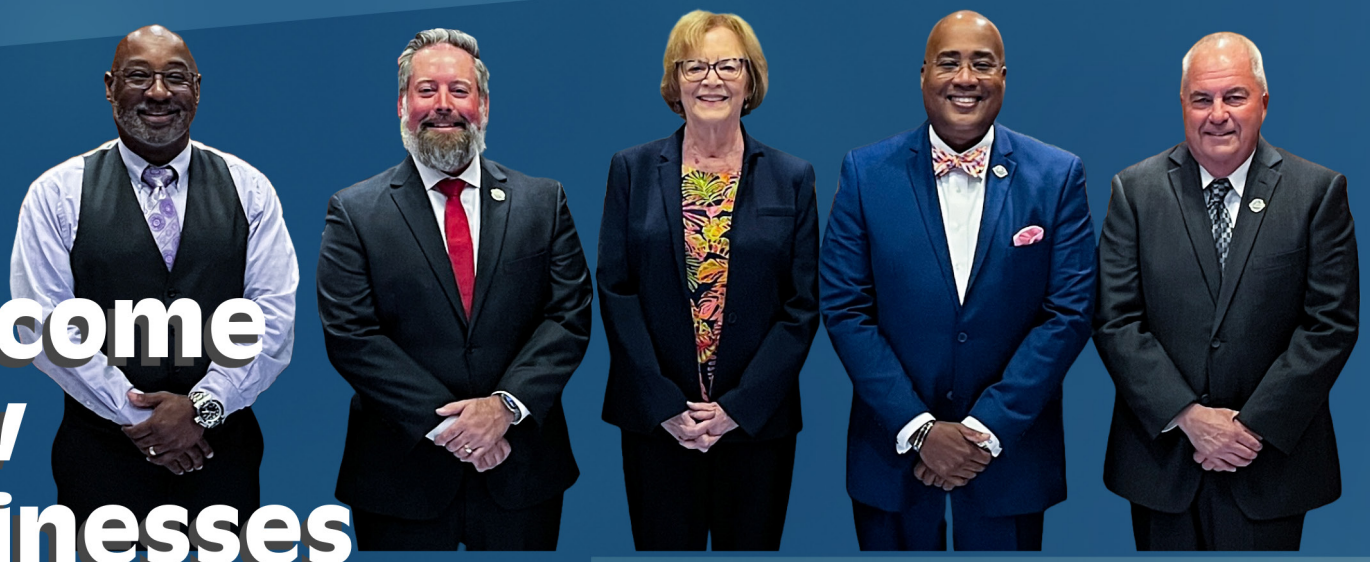




CITY MARINA REVENUE REPORT

	NOVEMBER	DECEMBER	JANUARY
Dockage Reservations	216	153	175
Monthly Dockage	$170,134.93	$191,763.06	$203,294.86
Transient Dockage	$140,324.10	$143,407.50	$138,297.55
Electricity	$10,795.91	$11,210.85	$12,230.50
Retail	$14,274.44	$17,287.71	$19,356.14
Gas Sales	$44,151.27	$30,381.50	$26,025.66
Diesel Sales	$98,597.30	$67,993.59	$73,297.64
TOTALS	**$478,277.95**	**$462,044.21**	**$472,502.35**

Welcome New Businesses



Maxgas	America's Best Contact & Eyeglasses
Lustre Chic Beautique LLC	Family Medical Community Center
Affordable Fast Bail Bonds	Letz Du It Events, LLC
Okeechobee Tax Pros Corp	Fort Pierce Beach Resort LLC
The Brass Pipe	El Resortes
Treasure Coast Audio & Video	Treasure Coast Tires & Wheels Inc
Haboub Smoke Shop LLC	Harborside Pharmacy & Wellness
Friolin Helados Corporation	Wanderlust Book Boutique
Your Royal Care LLC	Redtail Design Group
St. Lucie Inn	Alonzo FCO Lawn Services LLC
Esquivel Services & More	Ziggy Cleaning Service
Maravilla Builders LLC	TruLife Designs LLC
Bjean Enterprise LLC	Daniel Handyman
JS Landscaping & More LLC	Liviti Inc
Keep It Simple Screening	Roberto's Lawn Care
CDG Courier LLC	L & M Marble and Granite Inc
Honey Lakes Jewelry	Osorio's Brothers Painting LLC
Isabella Khan	Clark's General Service LLC
Rich's Handyman Service	Lugo Solutions

UPCOMING EVENTS *March*

EVERY WED		**Green Market** Marina Square	12:00 PM-6:30 PM
EVERY SAT		**Downtown Farmers Market** Marina Square	8:00 AM-12:00 PM
EVERY SAT		**Jazz Market** Marina Square	8:00 AM-1:00 PM
[FRI]	7	**Friday Fest** Marina Square	5:30 PM-8:30 PM
[SAT]	8	**Great American Clean Up** Manatee Center	8:00 AM-12:00 PM
[SAT]	15	**St. Patrick's Day** N 2nd St bet Orange & Ave A	2:00 PM-10:00 PM
[SAT]	15	**Paddle Battle** Jaycee Park	9:00 AM-3:00 PM
[THU]	20	**Dancin In The Streets** N 2nd St bet Orange & Ave A	6:30 PM-9:00 PM
[FRI]	21	**Jazz on Moore's Creek** Ave D & N 8th St	5:30 PM-10:00 PM
[SAT]	22	**St. Lucie Lions Jamboree** Dreamland Park	12:00 PM-5:00 PM
[SAT]	22	**5K Race** Manatee Center	8:00 AM-10:00 AM
[SAT]	29	**Fools' Day 5K Race** Causeway Cove Marina	8:00 AM-9:00 AM



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CITY OF FORT PIERCE MISSION STATEMENT:

"To provide community leadership, quality public service, and a safe environment for all citizens by an empowered team of employees motivated by pride in themselves and their work."

Purchase Orders Between $10,000 to $50,000 Approved by the Acting City Manager from Febrauary 1, 2025 to February 28, 2025.

Approved By	Department	Vendor Name	Description	Total Amount	Budget Account Code	Fund Description
L. Cox	ENGINEERING	ECONOLITE SYSTEMS, INC.	CENTRACS Software Maintenance Agreement	$27,831.00	0014400-534920 CONTRACTUAL SVC/CLOSED LOOP	ENGINEERING
L. Cox	FINANCE	COUNCIL ON AGING OF ST. LUCIE	Support of Adult Day Care Program	$15,000.00	0016000-582700 AIDS TO PRIVATE ORG/SLC COA	ADMINISTRATIVE
L. Cox	INFORMATION TECHNOLOGY	FLAGLER TECHNOLOGIES LLC	FPPD email migration project	$18,785.00	0016000-534900 CONTRACTUAL SVC/MSC CONT FEE	ADMINISTRATIVE
L. Cox	INFORMATION TECHNOLOGY	TYLER TECHNOLOGIES, INC.	Tyler Parks and Recreation	$20,045.00	0012500-546750 REPAIR & MAINTEN/SOFTWARE	INFORMATION TECHNOLOGY
L. Cox	PW - PARKS AND GROUNDS	GREENLAND NURSERY	MISC FLOWERS AND PLANTS CITY-WIDE	$12,000.00	0014005-552410 OPERATING SUPPLIES/HORTICULT	PARKS AND GROUNDS
L. Cox	SUNRISE THEATRE	SAXOPHONIC RECORDS LIVE AUDIO LLC	AUDIO ENGINEER FOR SHOWS	$12,000.00	4064600-544120 RENTALS & LEASES/BACKLINE	SUNRISE THEATRE