City of Stuart

AGENDA

COMMUNITY REDEVELOPMENT BOARD
NOVEMBER 7, 2023
AT 4:00 PM
COMMISSION CHAMBERS
121 SW FLAGLER AVE.
STUART, FLORIDA 34994

COMMUNITY REDEVELOPMENT BOARD

Chair - Tom Campenni
Vice Chair - Nikolaus Schroth
Board Member - Mark Brechbill
Board Member - Chris Lewis
Board Member - Frank McChrystal
Board Member - Bonnie Moser
Board Member - Seth Owens

ADMINISTRATIVE

CRA Executive Director - Pinal Gandhi-Savdas
Board Secretary - Susej T. Meleqi

Agenda items are available on our website at http://www.cityofstuart.us
Phone: (772) 288-5306. Fax: (772) 288-5305. E-mail: mkindel@ci.stuart.fl.us

In compliance with the Americans with Disabilities Act (ADA), anyone who needs a special accommodation to attend this meeting should contact the City's ADA coordinator at 772-288-5306 at least 48 hours in advance of the meeting, excluding Saturday and Sunday.

If a person decides to appeal any decision made by the Board with respect to any matter considered at this meeting, he will need a record of the proceeding, and that for such purpose he may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

(RC) next to an item denotes there is a City Code requirement for a Roll Call vote.
(QJ) next to an item denotes that it is a quasi-judicial matter or public hearing.

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA

APPROVAL OF MINUTES

1. APPROVAL OF 10/03/2023 CRB MINUTES

COMMENTS FROM THE PUBLIC (Non-Agenda Related) (3 Minutes Max.)

COMMENTS BY BOARD MEMBERS (Non-Agenda Items)

ACTION ITEMS

2. CREEKSIDE HOTEL - MAJOR URBAN CODE CONDITIONAL USE & MAJOR DEVELOPMENT PLAN (RC):

RESOLUTION No. 104-2023; REQUESTING APPROVAL OF A MAJOR DEVELOPMENT PLAN TO CONSTRUCT A 53,600 SQUARE FOOT FOUR-STORY HOTEL (W/ 102-BEDS) AND A DETACHED 5,000 SQUARE FOOT ONE-STORY BUILDING FOR FUTURE RETAIL AND/OR RESTAURANT USE(S), AND CONCURRENT APPROVAL FOR A MAJOR URBAN CODE CONDITIONAL USE TO PROVIDE RELIEF FROM VARIOUS DESIGN ELEMENTS AND ARCHITECTURAL FEATURES.

3. 101 S. COLORADO RESTAURANT - REZONE TO URBAN PLANNED UNIT DEVELOPMENT & SITE PLAN APPROVAL (RC):

ORDINANCE No. 2524-2023; REQUESTING APPROVAL OF AN URBAN PLANNED UNIT DEVELOPMENT TO PROVIDE RELIEF FROM VARIOUS PARKING REQUIREMENTS WITH CONCURRENT SITE PLAN APPROVAL TO CONSTRUCT A 150-SEAT WATERFRONT RESTAURANT WITHIN THE URBBAN CODE DISTRICT.

STAFF UPDATE

4. DEVELOPMENT PROJECT PRESENTATION

ADJOURNMENT

WHAT IS CIVILITY? Civility is caring about one's identity, needs and beliefs without degrading someone else's in the process. Civility is more than merely being polite. Civility requires staying "present" even with those persons with whom we have deep-rooted and perhaps strong disagreements. It is about constantly being open to hear, learn, teach and change. It seeks common ground as a beginning point for dialogue. It is patience, grace, and strength of character. Civility is practiced in our City Hall.

PUBLIC COMMENT: If a member of the public wishes to comment upon ANY subject matter, including quasi-judicial matters, please submit a Request to Speak form. These forms are available in the back of the Commission Chambers, and should be given to the City Clerk prior to introduction of the item number you would like to address.

CONSENT CALENDAR: Those matters included under the Consent Calendar are self-explanatory, non-controversial, and are not expected to require review or discussion. All items will be enacted by one motion. If discussion on an item is desired by any City Commissioner that item may be removed by a City Commissioner from the Consent Calendar and considered separately. If an item is quasi-judicial it may be removed by a Commissioner or any member of the public from the Consent Calendar and considered separately.

QUASI-JUDICIAL HEARINGS: Some of the matters on the Agenda may be "quasi-judicial" in nature. City Commissioners will disclose all ex-parte communications, and may be subject to voir dire by any interested party regarding those communications. All witnesses testifying will be "sworn" prior to their testimony. However, the public is permitted to comment without being sworn. Unsworn testimony will be given appropriate weight and credibility by the City Commission.

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
Community Redevelopment Board

Meeting Date: 11/7/2023 **Prepared by:** Susej Meleqi

Title of Item:
APPROVAL OF 10/03/2023 CRB MINUTES

Summary Explanation/Background Information on Agenda Request:
APPROVAL OF 10/03/2023 CRB MINUTES

Funding Source:
N/A

Recommended Action:
Approve minutes.

ATTACHMENTS:
1. 10032023 CRB Minutes

MINUTES
COMMUNITY REDEVELOPMENT BOARD OF THE CITY OF STUART
OCTOBER 3, 2023
AT 4:00 PM
COMMISSION CHAMBERS
121 SW FLAGLER AVE.
STUART, FLORIDA 34994

COMMUNITY REDEVELOPMENT BOARD

Chair - Tom Campenni
Vice Chair - Nikolaus Schroth
Board Member - Mark Brechbill
Board Member - Chris Lewis
Board Member - Frank McChrystal
Board Member - Bonnie Moser
Board Member - Seth Owens

ADMINISTRATIVE

CRA Executive Director - Pinal Gandhi-Savdas
Board Secretary - Susej T. Meleqi

CALL TO ORDER

4:03 PM

ROLL CALL

PRESENT: Chair Campenni, Board Member Brechbill, Board Member Lewis, Board Member McChrystal, Board Member Moser
LATE: Vice Chair Schroth 4:08 PM
ABSENT: Board Member Owens

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA

4:04 PM MOTION: Approve.
MOVED BY: Mark Brechbill
SECONDED BY: Bonnie Moser
Motion approved unanimously.

APPROVAL OF MINUTES

1. APPROVAL OF 09/05/2023 CRB MINUTES

4:04 PM MOTION: Approve.
MOVED BY: Mark Brechbill
SECONDED BY: Chris Lewis
Motion approved unanimously.

COMMENTS FROM THE PUBLIC (Non-Agenda Related) (3 Minutes Max.)

None.

COMMENTS BY BOARD MEMBERS (Non-Agenda Items)

Board Member Brechbill

- Commented on being interested in a status report update on projects that have been approved but not yet built or started.

ACTION ITEMS

2. 2023 HISTORIC PROPERTIES SURVEY UPDATE REPORT:

RESOLUTION No. 95-2023; A RESOLUTION OF THE BOARD OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA APPROVING THE 2023 HISTORIC PROPERTIES SURVEY UPDATE REPORT FOR DOWNTOWN STUART; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

Pinal Gandhi-Savdas, CRA Executive Director, presented the survey and the updates.

4:08 PM Vice Chair Schroth arrived.

Paul Weaver, President of the Historic Property Associates, presented the Historic Properties, the process, and the plans that they have for the City's historic properties.

Board Members had several questions that included the boundary lines, what the goal is to joining the historical national registry, does the register only apply to the building or the property, and how much is old and how much is historical.

Mr. Weaver responded to each question.

4:33 PM MOTION: Approve.
MOVED BY: Mark Brechbill
SECONDED BY: Bonnie Moser
Motion approved unanimously.

3. PRESENTATION UPDATE ON THE EAST STUART HISTORIC PROPERTIES SURVEY REPORT AND NEIGHBORHOOD DESIGNATION AS A NATIONAL REGISTER OF HISTORIC PLACES DISTRICT.

Mr. Weaver presented the East Stuart Historical Properties Survey Report.

Board Member Brechbill stated that many properties in East Stuart have issues with the lots and can not get a clear title. He asked if the registry would complicate that or improve it.

Mr. Weaver stated it would have no effect.

Vice Chair Schroth stated it may be helpful for his recommendation to include having a clear title and stated if he could identify cities with similar title issues.

Ms. Gandhi-Savdas stated staff is working on the properties in East Stuart with title issues.

STAFF UPDATE

Chair Campenni asked Ms. Gandhi-Savdas to put an item on a future agenda to discuss the current ordinance for historic preservation.

Board agreed to discuss further in a future meeting.

ADJOURNMENT

4:49 PM

Susej T. Meleqi, Board Secretary **Tom Campenni, Chair**

Minutes to be approved at the CRB Meeting this 7th day of November, 2023.

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
Community Redevelopment Board

Meeting Date: 11/7/2023 **Prepared by:** Kristopher McCrain

Title of Item:
CREEKSIDE HOTEL - MAJOR URBAN CODE CONDITIONAL USE & MAJOR DEVELOPMENT PLAN (RC):

RESOLUTION No. 104-2023; REQUESTING APPROVAL OF A MAJOR DEVELOPMENT PLAN TO CONSTRUCT A 53,600 SQUARE FOOT FOUR-STORY HOTEL (W/ 102-BEDS) AND A DETACHED 5,000 SQUARE FOOT ONE-STORY BUILDING FOR FUTURE RETAIL AND/OR RESTAURANT USE(S), AND CONCURRENT APPROVAL FOR A MAJOR URBAN CODE CONDITIONAL USE TO PROVIDE RELIEF FROM VARIOUS DESIGN ELEMENTS AND ARCHITECTURAL FEATURES.

Summary Explanation/Background Information on Agenda Request:
The subject parcel is located on the west side of South Colorado Avenue, approximately 150-feet south of SE Martin Luther King Jr. Boulevard and 250-feet north of SE Kindred Street in Downtown Stuart. The parcel is situated within the Creek District Overlay and is zoned Creek South (CS), with a Downtown Future Land Use designation, and is located within the City of Stuart's Community Redevelopment Agency (CRA). The 1.794-acre vacant subject parcel is located within the Royal Palms Financial Center and is legally described as Unit #2 of the Royal Palms Financial Center Commercial Condominium, according to the Declaration of Condominium of Royal Palm Financial Center, as recorded with the Martin County Clerk (OR Bk. 2499, Pg. 1296).

On May 22, 2023, the applicant submitted a Major Urban Code Conditional Use petition and concurrent Major Development Plan application for a 53,600 ft^2 four-story, 102-room hotel *(149-beds)* and detached 5,000 ft^2 restaurant/retail building. The submitted Major Urban Code Conditional Use petition is required, as the applicant is seeking relief from the following sections outlined under the City of Stuart's Land Development Code:

- **Land Development Code 3.04.04*(C) – Permitted Uses (Figure CD-08),***requesting to utilize the existing off-site parking structure to meet required parking standards. Parking garages are a permitted use within the Creek South Zoning District; however, the Code requires Conditional Use approval from the City Commission.
- **Land Development Code 6.01.11*(B) – Location of Required Parking Spaces*,** requests to relocate ten *(10)* of the twelve *(12)* required electric vehicle charging infrastructure *(EVCI)*equipped parking spaces to surface parking adjacent to the parking garage.
- **Land Development Code 3.04.04*(C) – Building Height (Figure CD-10)*,** no height of greater than twenty-four *(24")*inches shall be permitted for more than 40% of any building façade. The applicant is requesting the City Commission to allow a height of no more than twenty-four *(24")* inches for 48% of the building façade.
- **Land Development Code Section 3.04.06*(E)(5) – Thoroughfare Elements*,**a sidewalk shall be provided on both sides of a streetscape. The applicant is requesting the City Commission to waive this requirement to construct a sidewalk on the south side of SW A Street, and to only require a sidewalk to be constructed along the north side of SW A Street, adjacent to the hotel and restaurant retail buildings.

In addition to the request for a Major Urban Code Conditional Use, the applicant is concurrently applying

for a Major Development Plan approval for a non-residential development over 50,000 square feet in area, as per Land Development Code Section 11.01.02 – *Major Development Plan Application*.

Funding Source:
N/A

Recommended Action:
Staff recommends the Community Redevelopment Board (CRB) forward a recommendation of approval to the City Commission to allow for the construction of a 53,600 square foot four-story hotel (w/ 102-beds) and a detached 5,000 square foot one-story building for retail and/or restaurant use(s).

ATTACHMENTS:
1. CRB Staff Report
2. Project Narrative
3. Site Plan
4. Landscape Plan
5. Tree Mitigation Plan
6. Boundary Survey
7. Elevations & Floor Plans
8. Hilton Signage Plan
9. Traffic Impact Analysis
10. Revised TIA (10-27-2023)
11. Revised TIA - Response Letter (10-30-2023)
12. Off-Site Parking Exhibit
13. RPFC Easement Agreement
14. Stormwater Management Report
15. Auto Turn - Fire
16. Auto Turn - Garbage
17. Support Letter - Stuart Main Street Board
18. Support Letter - Creek District Board
19. Public Noice Packet
20. Public Notice Response Packet

To: Community Redevelopment Board *(CRB)*

Through: Jodi Nentwick-Kugler, Development Director

From: Kristopher McCrain, Principal Planner

Date: November 7, 2023

Subject: Creekside Hotel - *Major Urban Code Conditional Use (Project No.: Z23050005)*
Major Development Plan (Project No.: Z23050006)

GENERAL INFORMATION:

Property Owner: Ted Glasrud Associates FL, LLC
C/O George Polley
759 SW Federal Highway #217
Stuart, FL 34994

Applicant: Rajesh Patel
P.O. Box 1868
Palm City, FL 34991

Agent of Record: Dan Sorrow
Cotleur & Hearing
Jupiter, FL 33458

Location: TBD – S. Colorado Avenue, Stuart FL 34994

Parcel I.D.: 05-38-41-032-000-00020-0

Existing Zoning: Creek South *(CS)*

Existing Land Use: Downtown

Parcel Size: 1.62-acres *(70,754 ft^2)*

Existing Use: Vacant

Proposed Use: 102-Room Hotel *(149-Beds)* & Detached Restaurant/Retal

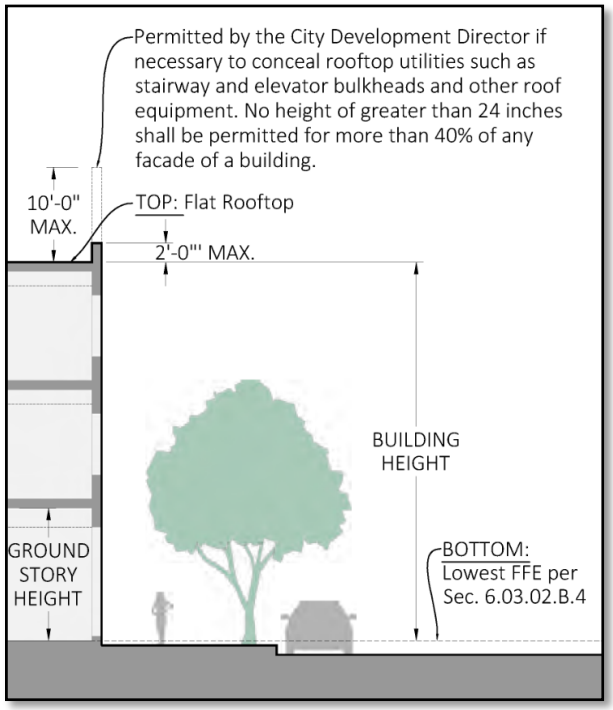
Overlay District: The Creek District Overlay District
Community Redevelopment Area (*CRA*)

A. Project Description

On May 22, 2023, the applicant submitted a Major Urban Code Conditional Use petition and concurrent Major Development Plan application for a 53,600 ft^2 four-story, 102-rooms hotel *(149-beds)* and detached 5,000 ft^2 restaurant/retail building.

The submitted Major Urban Code Conditional Use petition is required, as the applicant is seeking relief from the following sections outlined under the City of Stuart's Land Development Code:

- **Land Development Code 3.04.04*(C) – Permitted Uses (Figure CD-08),*** requesting to utilize the existing of-site parking structure to meet required parking standards.
    - Parking garages are a permitted use within the Creek South Zoning District; however, the Code requires Conditional Use approval from the City Commission.
- **Land Development Code 6.01.11*(B) – Location of Required Parking Spaces*,** requests to relocate ten *(10)* of the twelve *(12)* required electric vehicle charging infrastructure *(EVCI)* equipped parking spaces to surface parking adjacent to the parking garage.
    - If the site of the principal use and the location of required parking to serve the principal use are not contiguous, the nearest portion of the parking site shall be located within 500 feet of the front entrance to the principal use as measured by a safe and convenient pedestrian route including appropriate signage to delineate the route.
    - Required parking spaces located on the site of the principal use shall not be relocated elsewhere except by Major Urban Code Conditional Use approval issued by the City Commission as provided in this Code. Required parking spaces which are located on contiguous property or on property within 500 feet of the site of the principal use shall not be relocated to a more distant location from the site of the principal use as measured by a safe and convenient pedestrian route except by a Major Urban Code Conditional Use approval issued by the City Commission as provided in this Code.
- **Land Development Code 3.04.04*(C) – Building Height (Figure CD-10)*,** no height of greater than twenty-four *(24")* inches shall be permitted for more than 40% of any building façade.



    - The applicant is requesting the City Commission to allow a height of no more than twenty-four *(24")* inches for 48% of the building façade.

- **Land Development Code Section 3.04.06*(E)(5)* – *Thoroughfare Elements*,** a sidewalk shall be provided on both sides of a streetscape.
    - The applicant is requesting the City Commission to waive this requirement to construct a sidewalk on the south side of SW A Street, and to only require a sidewalk to be constructed along the north side of SW A Street, adjacent to the hotel and restaurant retail buildings.

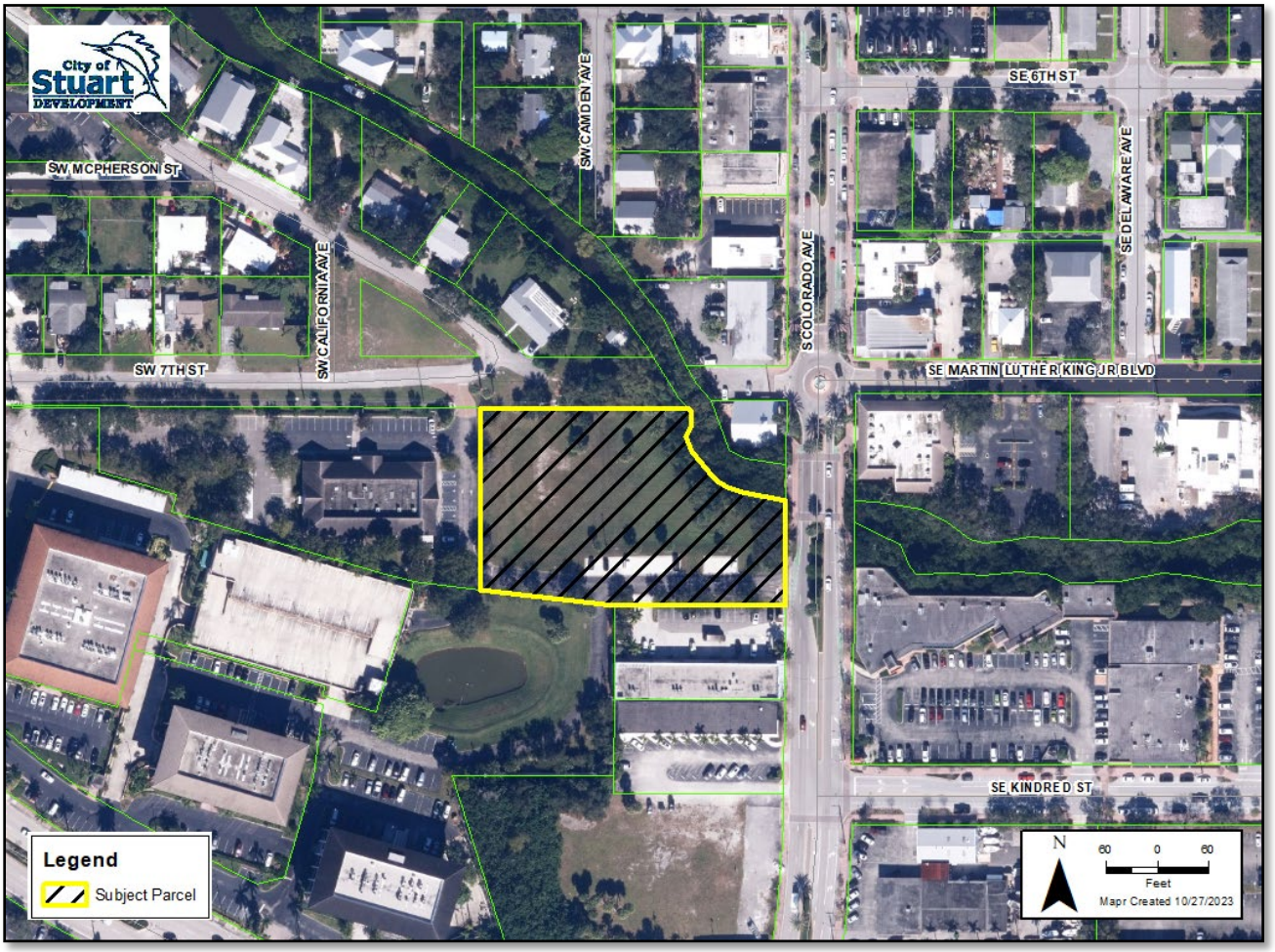
In addition to the request for a Major Urban Code Conditional Use, the applicant concurrently applied for a Major Development Plan approval for a non-residential development over 50,000 square feet in area, as per Land Development Code Section 11.01.02 – *Major Development Plan Application*.

B. Project Background

The subject parcel is located on the west side of South Colorado Avenue, approximately 150-feet south of SE Martin Luther King Jr. Boulevard and 250-feet north of SE Kindred Street in Downtown Stuart. The parcel is situated within the Creek District Overlay and is zoned Creek South *(CS)*, with a Downtown Future Land Use designation, and is located within the City of Stuart's Community Redevelopment Agency *(CRA)*.

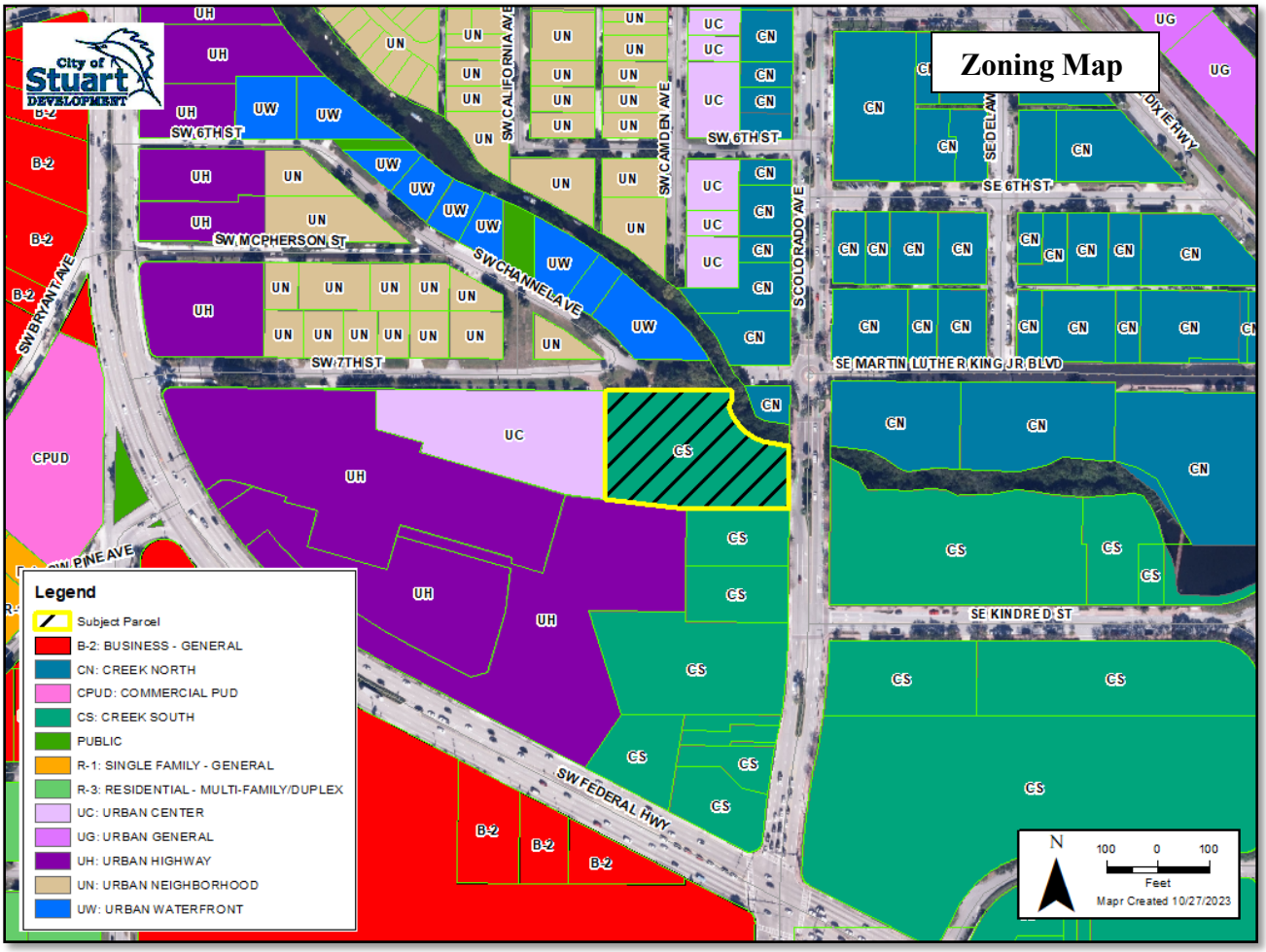
The 1.794-acre vacant subject parcel is located within the Royal Palms Financial Center and is legally described as Unit #2 of the Royal Palms Financial Center Commercial Condominium, according to the Declaration of Condominium of Royal Palm Financial Center, as recorded with the Martin County Clerk *(OR Bk. 2499, Pg. 1296)*.

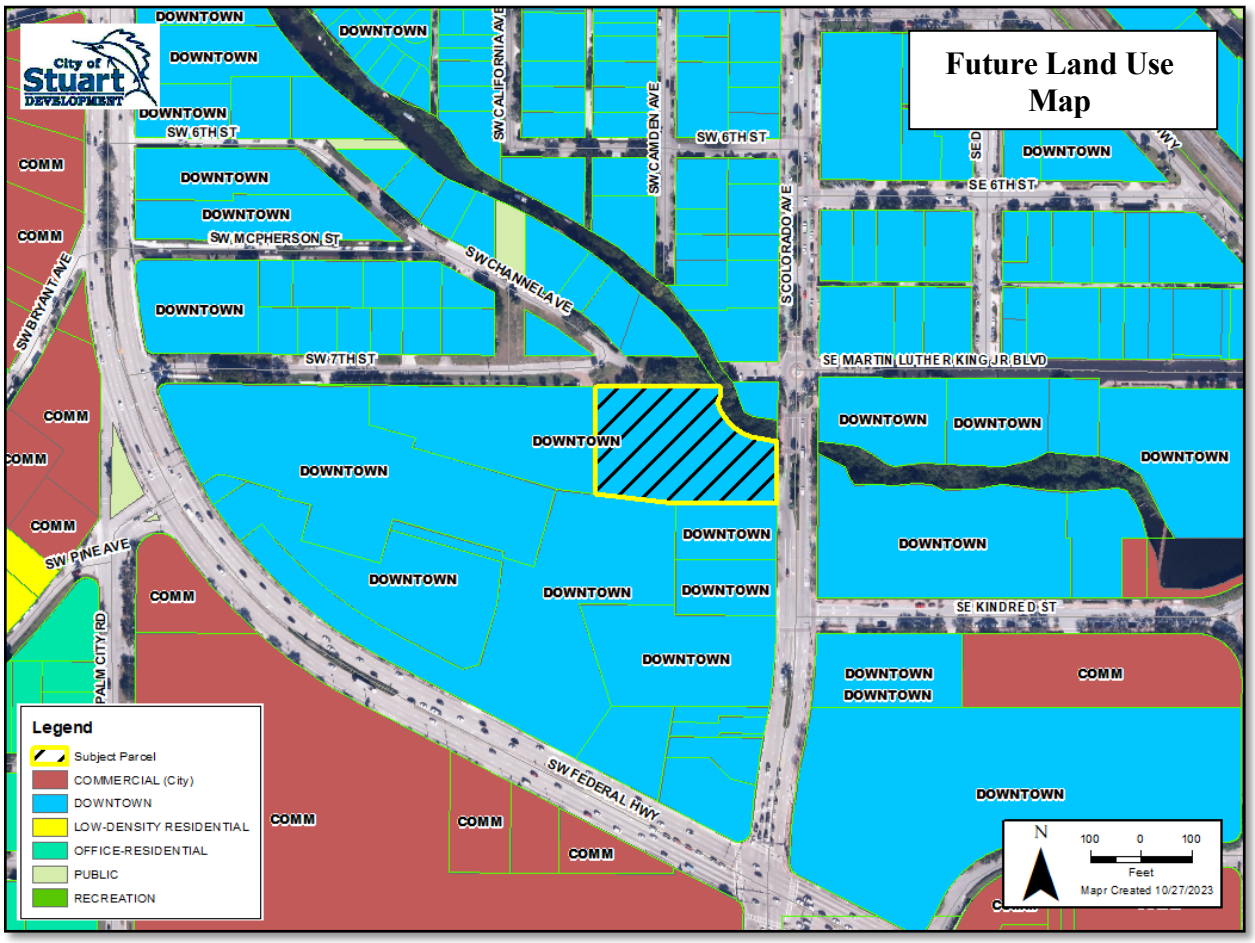
Location & Aerial Map



Adjacent Land Use & Zoning:

Location		Zoning District	Future Land Use	Existing Land Use
Subject Property		Creek South *(CS)*	Downtown	Vacant Property
Adjacent Parcels	**North**	Urban Waterfront *(UW)* Urban Neighborhood *(UN)* Creek North *(CN)*	Downtown	Frazier Creek Waterway & Residential Dwelling*(s)*
	South	Urban Highway *(UH)* Creek South *(CS)*	Downtown	Shoppes on Colorado Plaza
	East	Right-of-Way Creek South *(CS)* Creek North *(CN)*	Downtown	Colorado Avenue ROW
	West	Urban Center *(UC)*	Downtown	Royal Palms Financial Center





Major Urban Code Conditional Use- Design Objectives
Land Development Code
Section 3.01.06

The submitted Major Urban Code Conditional Use petition has been reviewed in accordance with the design objections outlined under Land Development Code Section 3.01.06*(A)(2)(b)*, certain design objectives are established to promote superior site and building design and must be applied by the City in the review of a development plan. The City Commission may impose development conditions and operational requirements to satisfy the following design objectives:

1. ***BUILDING HEIGHT: The proposed building is proportional to and complimentary to the surrounding buildings in the area.***

   Staff Findings: According to the development standards outlined under Land Development Code Section 3.04.04 – Figure CD-09, the maximum building height within the Creek South Zoning District shall not exceed four stories, or forty-five *(45')* feet in height. In addition, the building height for outbuildings shall not exceed two stories, or thirty *(30')* feet in height.

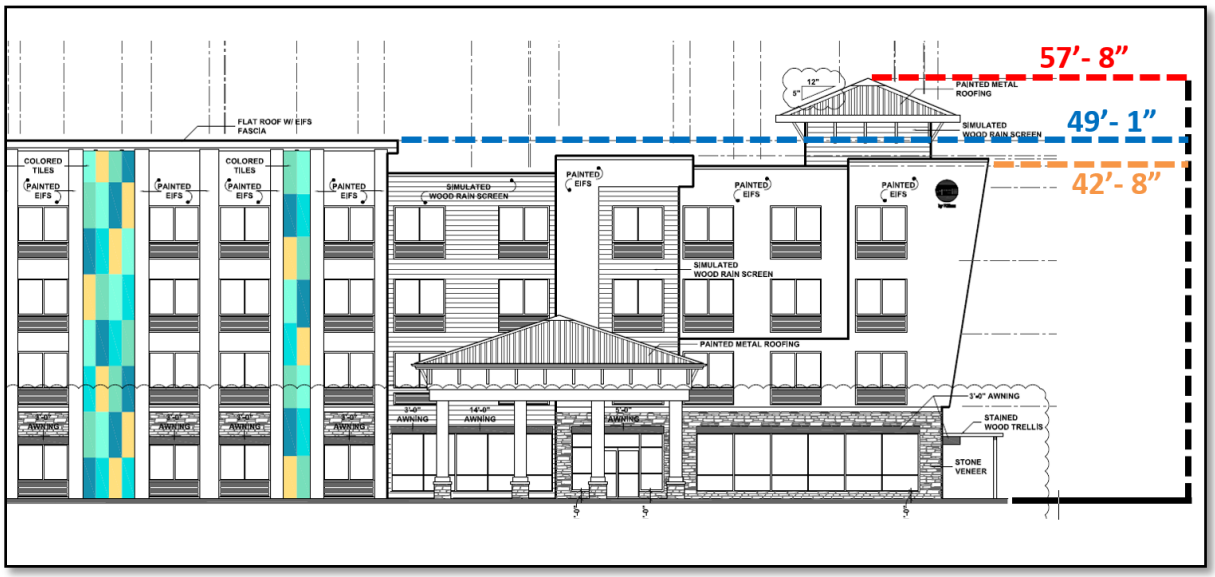
   Furthermore, the Code defines building height as "*measured from the lowest permissible finished first-floor elevation to the surface of a flat roof and to the eave of a pitched roof. The peak of a pitched roof may not exceed 15 feet above the maximum building height. A parapet wall shall not be counted in the calculation of*

building height (as referenced in chapter 3).”

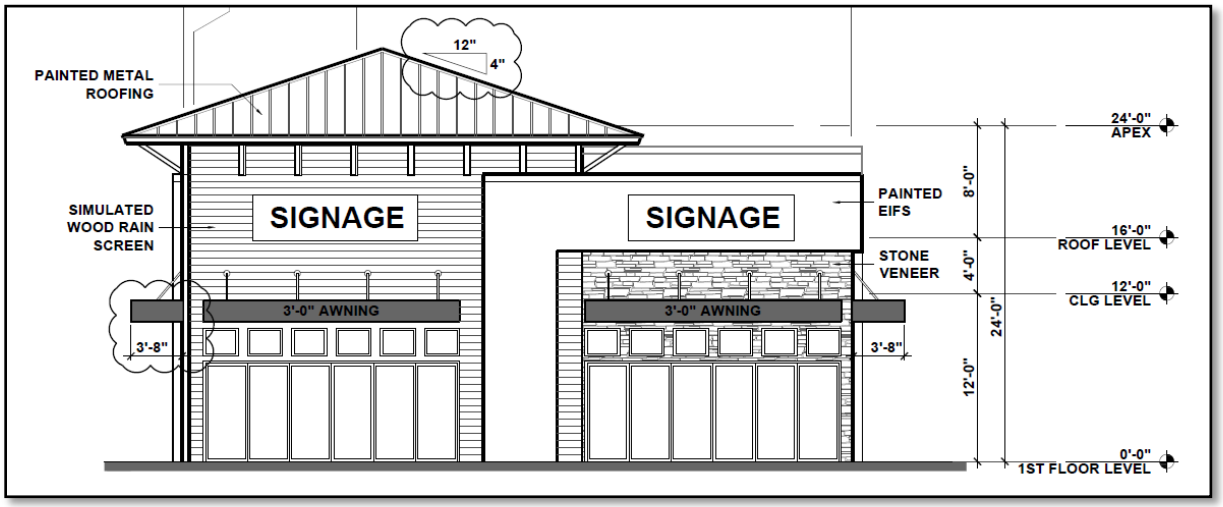
According to the submitted architectural building elevations, the proposed roof height for the hotel, as measured at roof level, is approximately forty-two feet & eight inches *(42’-8”)*. In addition, a parapet is being proposed of varying heights to conceal electrical equipment housed atop the roof. The height of the proposed parapet height varies throughout the structure and measures no more than forty-nine feet & one inch *(49’-1”)* at the highest point; however, the Land Development Code does not count a parapet wall towards the calculation of building height and may exceed the maximum 45-foot building height.

The maximum height of the proposed hotel is fifty-seven feet & eight inches *(57’-8”)*, which is measured to the peak of the pitched roof. This building height complies with the Land Development Code requirements for building height within the Creek South Zoning District.

Proposed Hotel Building Height



Proposed Restaurant/Retail Building Height



2. ***ADDITIONAL BUILDING SETBACKS: Three- and four-story buildings have an additional five-foot setback on each side.***

Required Setback Standards

LDC Section 3.04.04 – Figure CD-09 - Development Standards in the Creek District				
Zoning District	**Front Setback** ***(Build-to-Zone)***	**Side Setback** ***(@ Property Line)***	**Side Setback** ***(@ Street)***	**Rear Setback** ***(without alley)***
Creek South	0' – 20'	0' or 5'+	10'	10'

Staff Findings: According to the submitted site plan, the proposed hotel and restaurant meet and exceed the minimum required setbacks for the Creek South Zoning District, as per Land Development Code Section 3.04.04 – Figure CD-09.

The site plan identifies a proposed minimum front yard setback of 41.7'-feet between the proposed restaurant/retail building and east property boundary adjacent to SE Colorado Avenue, a minimum rear yard setback of 33.8-feet between the proposed hotel and west property boundary adjacent to SW A Street, and a minimum side yard setback of 45'-feet between the hotel and north property boundary adjacent to SE Colorado Avenue. In addition, the south side setback provides approximately 54.5' between the proposed restaurant and south property boundary and a 72.8' side setback between the proposed hotel and south property boundary.

Proposed Setback Standards

LDC Section 3.04.04 – Figure CD-09 - Development Standards in the Creek District				
Zoning District	**Front Setback** ***(Build-to-Zone)***	**Side Setback** ***(North Side)***	**Side Setback** ***(South Side)***	**Rear Setback** ***(without alley)***
Creek South	41.7'	45'	54.5'	33.8'

In addition to the enhanced setbacks, the applicant has also provided an enhanced shoreline protection zone with a 29.4-foot setback from Frazier Creek; whereas the required setback for a shoreline protection zone within the CRA is 10-feet, as measured from the mean high-water line.

3. ***MIXED RESIDENTIAL UNIT TYPES: The proposed development includes a mix of one and two-bedroom rental apartments 1,000 square feet or less of gross floor area.***

Staff Findings: The design criteria for mixed residential unit types are not applicable to this development, as the proposed non-residential uses do not include residential densities.

4. ***ARCHITECTURAL TREATMENTS: Architectural treatments on the principal building facade should be continued around all sides of the building that are visible from the public realm.***

Staff Findings: The architectural treatments for the Hotel will be mimicked on the retail/restaurant façade. The applicant has identified a variety of architectural finishes and materials to be utilized in the final project design; however, these materials may be subject to change due to product availability, selected contractors, and owner preference.

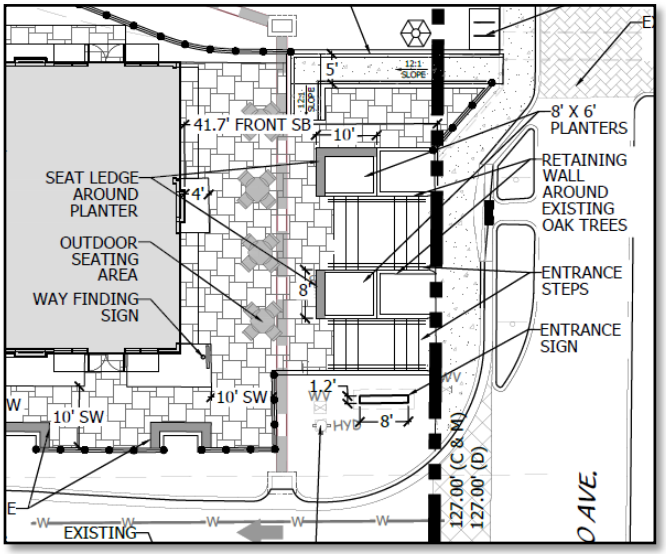
Materials included in this plan are preliminary and are provided as contextual information. Further material specifications and hardscape plans may be provided at time of permitting.

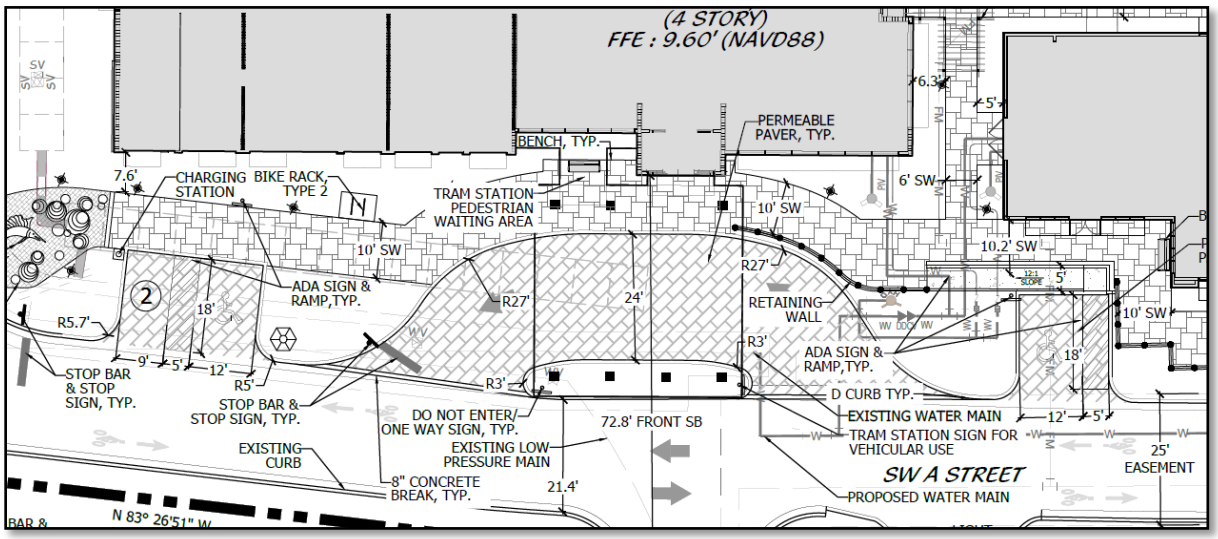
Although the color scheme provided with the submitted elevations and renderings may differ, the applicant has confirmed that the color palette will be coastal colors consisting of muted pastels which are consistent with the intent of the Creek District Code and is agreeable to a condition of approval that the final color scheme may be approved by the Development Director prior to issuance of the first building permit.

5. ***DEFINED ENTRANCE: The primary building entrance is a prominent feature that is well lit and visible and directly accessible from a public street. To the extent possible, the primary building entrance should be defined and articulated with pediments, pilasters, columns, porticoes, porches, overhangs, railings, or other architecturally compatible elements.***

Staff Findings: The proposed development identifies two *(2)* separate entrances; an elevated entrance situated adjacent to the restaurant which includes an elevated seating area overlooking SE Colorado Avenue. *(Image to the Right)*

A second entrance is provided along SW A Street for the proposed hotel and a dedicated tram stop for the City of Stuart Tram and a Porte-Cochère with stamped pavers, landscaping, and ten a *(10)* foot wide pedestrian walkways. *(Image Below)*





6. ***PEDESTRIAN AMENITIES: Pedestrian amenities in the form of benches, potted plants, flower boxes, outdoor patio area, murals, or other acceptable forms of amenities located adjacent to a public sidewalk and/or right-of-way.***

Staff Findings: According to the applicant, the retail building fronting on SE Colorado Avenue has the potential to include a restaurant/café and outdoor plaza seating to encourage pedestrian activity and the outdoor

seating tables shown on the site plan are intended to be for public use and as a gathering amenity rather than for the sole use of the restaurant/café abutting Colorado Avenue.

Both the hotel and the retail buildings will incorporate the Shopfront frontage type in compliance with a required frontage type in the Creek District per Land Development Code Section 3.04.05.

The site plan also depicts a 6-foot and 10-foot sidewalk along the entire south and west border of the site, which connects to the existing sidewalk along SE Colorado Avenue & SW 7th Street. Pedestrian benches will also be provided throughout the site to help provide a safe and convenient pedestrian route from the project site to the existing businesses located across the street from the property. This pedestrian connection allows hotel guests to visit the various shops and businesses along SE Colorado Avenue and the historic downtown area.

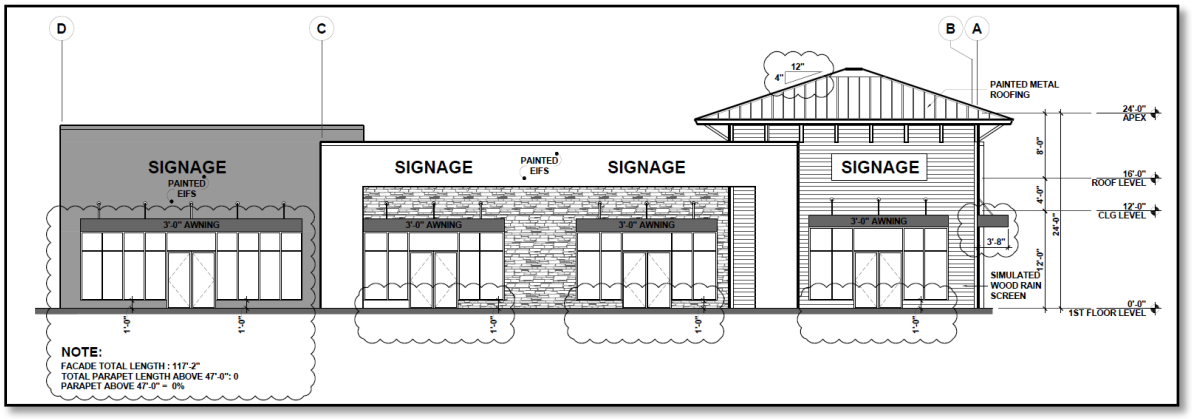
7. ***PATIO GARDENS: The proposed structure incorporates gardens which include a mixture of flower boxes, arbors, trellis, flowering vines, and other landscaping materials.***

Staff Findings: outdoor flower boxes, and articulated retaining walls have been included around the proposed retail/restaurant building and will be planted with Creeping Figs, Live Oaks, Green Cocoplum, and Jasmine Minima. Similar vegetative species and types are continued throughout the site to enhance the public realm.



8. ***VARYING ROOF LINES: Roofs shall have three or more roof slope planes per primary facade, sloping roofs or have vertical roof changes with a minimum change in elevation of two feet.***

Staff Findings: According to the submitted architectural elevations and renderings, the proposed hotel and restaurant buildings have been designed to meet the architectural design intent of the Creek District Form-Based Code. The proposed hotel building provides varying levels of roof heights, including both flat roofing fitted with parapets and a pitched metal roof for aesthetics.



9. ***ELEVATION PLANE VARIATION: The elevation plane variation is identified as the exterior wall of a structure or building. For planes 50 feet or less, the secondary plane shall project at least two feet from the primary plane and make up at least five percent of the entire elevation. For planes larger than 50 feet, the secondary plane shall project at least two feet from the primary plane and make up at least 30 percent of the entire elevation.***

   Staff Findings: The proposed development provides a variation in the elevation plane with an emphasis on articulated building faces, which is consistent throughout both the hotel & retail/restaurant buildings.



10. ***BLANK WALLS: Long, windowless, uninterrupted walls shall be avoided. Transparent windows or faux windows or shutters shall comprise at least 30 percent of street and waterside exterior elevations and blank wall areas shall not exceed ten feet in vertical direction and 20 feet in horizontal direction of any facade.***

    Staff Findings: The applicant has attached three *(3)* foot awnings along the first-floor guest rooms and a twelve *(12)* foot base to the storefront glazing of the Hotel to achieve a "Shopfront" frontage type. This frontage type

was integrated into the hotel frontage to maintain consistency with the shopfront frontage for the retail building.

11. ***ENHANCED LANDSCAPING: Landscaping shall be planted over and above city code requirements with respect to size, quantity, and quality.***

    Staff Findings: According to the submitted landscape plan, ample landscaping is provided throughout the subject site. In accordance with Land Development Code Section 6.04.06*(B)(2)(b)*, the development shall consist of a landscape buffer of not less than fifteen *(15)* feet in width shall be provided along the common boundary between the side and rear of any proposed use and a residential use or residential zoning district that is separated by a street, road, or other right-of-way of less than 100 feet in width. In addition, the applicant is required to plan a shade tree every thirty (30) linear feet; Although the applicant was only required to plan nine (9) shade trees, the landscape plan identifies approximately twenty-three (23) shade trees, including Sand Cord Grass, Sea Grapes, Silver Buttonwoods, and Clusia Trees. Additional landscaping will be provided adjacent to the north facing wall with Christmas Palms, Coontie, Royal Palms, and Coconut Palms.

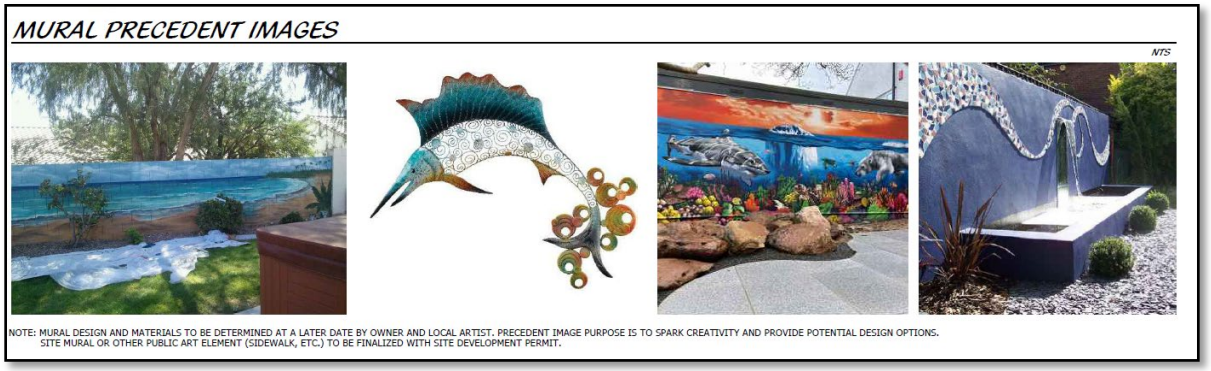
    Landscape buffers will be installed at the north end of the site to buffer the residential homes from the proposed site. The applicant requests to plant and maintain additional landscaping outside of the north site boundary in City-owned property that is currently sodded to enhance this landscape buffer area. This would allow for an increased landscape buffer adjacent to the single-family homes. The high-quality landscaping on site will increase the aesthetic value of the development to the surrounding area.

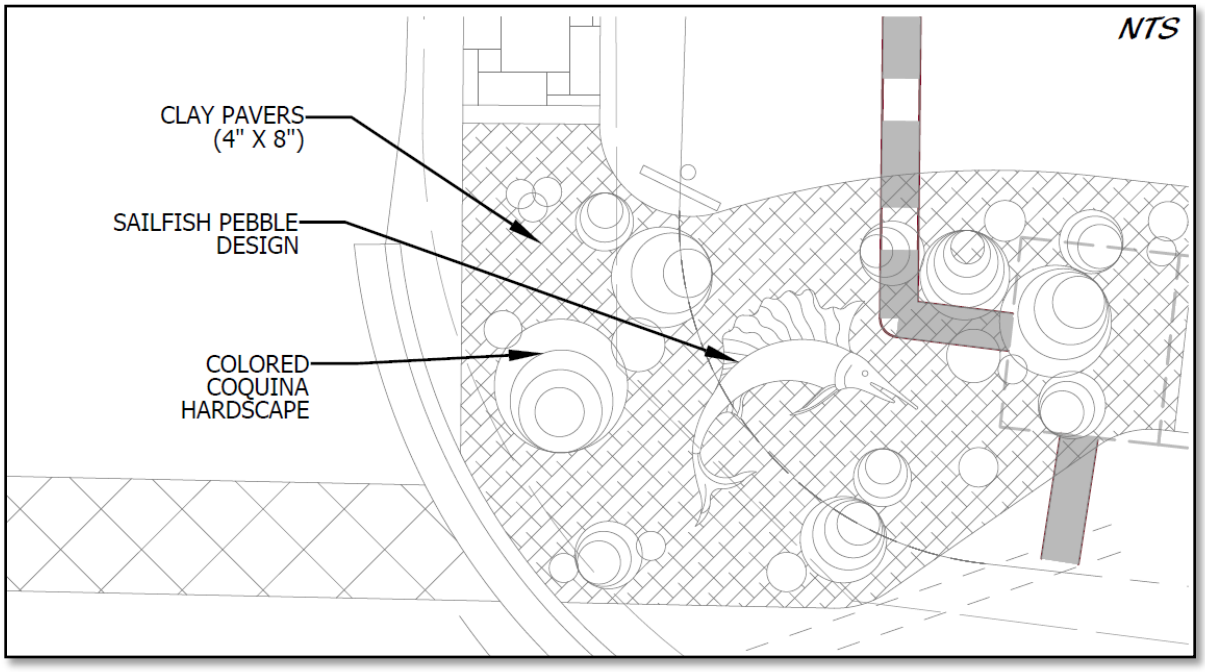
    Shoreline protection at Frazier Creek will be enhanced with a proposed 29.4-foot setback from the mean high-water line, which is 19.4 feet above the required ten-foot setback. The required setbacks for the building placement within the Creek District are far exceeded with the proposed site plan, allowing more room for landscaping and pedestrian amenities, while providing greater separation between the project and the residential homes located northwest of the subject property.

12. ***IMPROVEMENTS TO THE SURROUNDING NEIGHBORHOOD: The applicant proposes to make improvements such as burying utility lines, replacing existing sidewalks with stamped concrete or pavers, providing pedestrian walkways constructed of stamped concrete or pavers, or other improvements.***

    Staff Findings: As will be required during the site permitting phase of development, the applicant will be relocating and burying underground utilities, including water & wastewater utilities. Additionally, the applicant will be constructing pedestrian walkways with stamped concrete pavers.

    Furthermore, this project is located within the City's CRA and once approved the applicant will be required to receive a Minor Urban Code Conditional Use approval from the Community Redevelopment Board *(CRB)* for required public art. The applicant has identified a future mosaic art installation at the southwest corner of the site, to include a sailfish paver entry *(See Below)*. The applicant has also expressed interest in creating a mural along the southern retaining wall adjacent to SW A Street.







As a condition of this Major Urban Code Conditional Use petition, the applicant will be required to improve the lighting around and within the off-site parking garage including pedestrian bollard lighting and wayfinding signage.

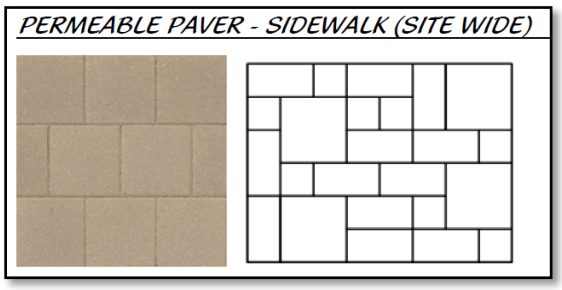
The applicant is proposing to construct twelve *(12)* electric vehicle charging stations; two *(2)* on-site parking spaces and ten *(10)* off-site electric vehicle charging stations are proposed to be constructed adjacent to the existing off-site parking garage. In accordance with Land Development Code Section 6.01.11*(B)*, required parking spaces located on the site of the principal use shall not be relocated elsewhere except by Major Urban Code Conditional Use approval issued by the City Commission. Although the existing parking garage is contiguous to the subject parcel and is situated within 500-feet of the proposed hotel entrance, the ten *(10)* off-site electric vehicle charging stations do not meet this 500-foot requirement and therefore requires relief from the City Commission.

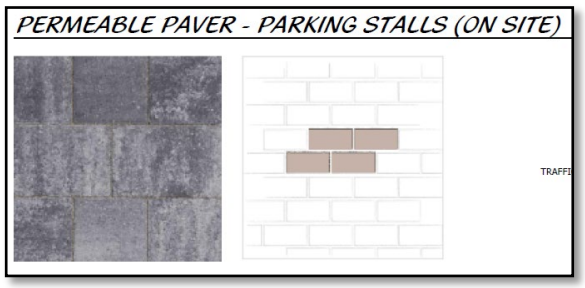
13. ***GREEN SPACE: The development preserves open space.***

    Staff Findings: According to the submitted landscape and tree mitigation plan, approximately 34.25% of the site will be preserved as open space, whereas the Land Development Code requires a minimum of 20% of the total site area to be set aside as open space. Additionally, the applicant will be retaining approximately 25 of the 41 total trees on-site. The Tree mitigation plan identifies forty-one *(41)* existing Laurel Oak and Slash Pine trees located on-site, with two *(2)* trees to be removed, fourteen *(14)* trees to be relocated, and twenty-five *(25)* trees to remain as they are.

14. ***DECORATIVE PAVING: The development includes the use of brick pavers or stamped or color concrete, in accordance with city specifications, on the site.***

    Staff Findings: As mentioned above, the proposed materials sheet submitted with this application, and located in the agenda packet, the applicant is proposing a variety of permeable pavers and materials throughout the site, including the sidewalks, retaining walls, guard rails, on-site parking stalls, seating, and stairs.





C. Traffic Impacts

As per Land Development Code Section 4.04.01, developments located within the Transportation Concurrency Exception Area *(TCEA)* which require Major Development Plan approval are not exempt from the standards and requirements for transportation concurrency review.

Land Development Code Section 4.04.01 - Properties within the Traffic Concurrency Exception Area

Except for proposed developments which do not require Major Development Plan approval or Planned Unit Development approval, development which is proposed on properties located within the boundaries of the Transportation Concurrency Exception Area *(TCEA)* and which is consistent with the City's Community Redevelopment Plan shall be exempt from concurrency review. A concurrency review exception certificate shall be issued for such developments. For proposed development within the TCEA that requires Major Development Plan Approval or Planned Unit Development Approval, the following shall be required.

1. A traffic statement shall be required for proposed developments that have the potential to generate 19 or fewer peak-hour trips; and
2. A traffic study shall be required for proposed developments that have the potential to generate 20 or more new peak-hour trips.
3. On-site and off-site mitigation of traffic impacts *(e.g., traffic signals, turn lanes, curb cuts)* may be required for either type of development.

On October 31, 2023, the applicant submitted a revised Traffic Impact Analysis prepared by O'Rourke Engineering & Planning *(Susan E. O'Rourke, P.E.)*, dated April 11, 2023 *(Last Revised on October 27, 2023)*, in response to the

comments below provided by the City of Stuart's Traffic Consultant, Kimley-Horn & Associates on October 19, 2023.

The City of Stuart Development Department forwarded the revised Traffic Impact Analysis and Comment responses to Kimley-Horn & Associates for further review. Prior to scheduling a public hearing before the City Commission, the following traffic review comments, or any thereafter, must be resolved by the applicant and resubmitted for review to the City of Stuart Development Department.

Kimley-Horn & Associates – Traffic Review Letter Dated 10/19/2023:

Kimley-Horn has reviewed the Traffic Impact Study *(Revised on August 10, 2023)* prepared by O'Rourke Engineering & Planning, as it relates to the Creekside Hotel Major Urban Code Conditional Use & Major Development Plan applications. Please find our review comments below pertaining to the development's impacts on adjacent transportation facilities.

- *Please add pass-by traffic to the volumes utilized for the intersection analysis.*
    - **OREP RESPONSE:** The small number of trips has been added to the intersection of A Street and Colorado and US 1 and Palm City.
- *Please verify the growth rate utilized for the intersection volume development sheets (IVDs).*
    - **OREP RESPONSE:** We have revised the growth rate to reflect FDOT rates on Colorado of 1.019% per year and .5% per year on US 1 per the MC Inventory LOS Report.
- *Please provide recommended intersection improvements for intersections with v/c ratios over 1.0 or Level of Service (LOS) "F". Please provide recommended improvements for the Palm City Road at U.S. Highway 1 eastbound approach queue.*
    - **OREP RESPONSE:** As a project that is exempt from concurrency, we have not proposed improvements for background failures. This project has conducted a very thorough analysis for a project with an insignificant impact in an exception area.
- *Please utilize a 1.01 peak season correction factor (PSCF) for the intersection analysis per the PSCF reports from FDOT Traffic Online.*
    - **OREP RESPONSE:** It is not customary to apply a seasonal factor to counts made in the season including January, February, and March. In this case, the intersections should reflect the dates on the count sheets provided in the appendix. The intersection analysis has been revised to reflect the date of the corresponding count date.
- *Please verify the number of lanes listed in the Percent Impact and Link Analysis tables.*
    - **OREP RESPONSE:** We apologize for that error. Please note however, that the capacity reflected the correct number of lanes.

According to the submitted Traffic Impact Analysis prepared by O'Rourke Engineering & Planning *(Susan E. O'Rourke, P.E.)*, dated April 11, 2023 *(Last Revised on October 27, 2023)*, the proposed development will have a traffic impact of 54 AM peak hour trips (31 in and 23 out) and 53 PM peak hour trips (29 in and 24 out). A summary of the submitted Trip Generation Table is outlined below. The complete Trip Generation Table 1 is available in the above referenced Traffic Impact Analysis.

Daily Trip Generation:

Land Use	Intensity	Units	Gross Trips	Internalization Trips		Net External Trips	Pass-By Trip		Net New Trips
			Total	Total	%	Total	Total	%	Total
Retail	2,500	Ft^2	335	42	12.5%	293	141	48%	152
High Turnover Restaurant	2,500	Ft^2	268	47	17.5%	221	97	44%	124
Hotel	101	Beds	671	19	2.8%	652	65	10%	587
TOTALS			**1,274**	**108**	**8.5%**	**1,166**	**303**	**26%**	**863**

AM Peak Hour Trip Generation:

Land Use	Intensity	Units	Gross Trips	Internalization Trips		Net External Trips	Pass-By Trip		Net New Trips
			Total	Total	%	Total	Total	%	Total
Retail	2,500	Ft^2	6	-	0%	6	3	48%	3
High Turnover Restaurant	2,500	Ft^2	24	1	4.2%	23	10	44%	13
Hotel	101	Beds	43	1	2.3%	42	4	0%	38
TOTALS			**73**	**2**	**2.7%**	**71**	**17**	**23.9%**	**54**

PM Peak Hour Trip Generation:

Land Use	Intensity	Units	Gross Trips	Internalization Trips		Net External Trips	Pass-By Trip		Net New Trips
			Total	Total	%	Total	Total	%	Total
Retail	2,500	Ft^2	16	6	37.5%	10	5	48%	5
High Turnover Restaurant	2,500	Ft^2	23	8	34.8%	15	7	44%	8
Hotel	101	Beds	47	2	4.3%	45	5	10%	40
TOTALS			**86**	**16**	**18.6%**	**70**	**17**	**24.3%**	**53**

D. Development Reviews

The following review comments must be addressed prior to scheduling for a public hearing before the City Commission.

City of Stuart Building Department:

The Building Department has reviewed and conceptually approved the Major Urban Code Conditional Use and Major Development Plan applications.

- All plans shall comply with the Florida Building Code *(FBC)* and Florida Fire Protection Code *(FFPC)* in effect at the time permit application*(s)* are submitted.
- Plans shall also be submitted as one PDF file.
- Separate permits shall be required for the site, building, dumpster enclosures, fire line, fire sprinkler, fire alarm, kitchen hood, and suppression systems.
- The applicant shall schedule a pre-construction meeting prior to the issuance of building permits.
- The development shall provide the required number of ADA parking spaces, in compliance with FAC 208

City of Stuart Fire Rescue:

The City of Stuart Fire Rescue has reviewed and conceptually approved the Major Urban Code Conditional Use and Major Development Plan applications. The following comment(s) must be addressed prior to the issuance of a site permit:

- The distance measure per NFPA 1, 18.2.3.2.2.1, When buildings are protected throughout with an approved automatic sprinkler system that is installed in accordance with NFPA 13, NFPA 13D, or NFPA 13R, the distance in 18.2.3.2.2 shall be permitted to be increased to 450 feet, is around the building and not "as the crow flies". Measurement for the construction set will need to be adjusted and shown from the furthest point of both buildings.

City of Stuart Public Works - Utilities:

The Public Works Department has reviewed the Major Urban Code Conditional Use and Major Development Plan applications and is awaiting the resubmittal of a revised utility plan. Prior to scheduling a public hearing before the City Commission, all outstanding utility comments must be reviewed and approved by the Public Works Department.

City of Stuart Police Department:

Prior to the issuance of a site permit, the City of Stuart Police Department must review and approve a signed and sealed photometric plan.

CAPTEC Engineering:

The applicant is responsible for obtaining all State, Federal, and local permits that may be required as part of this project such as a South Florida Water Management District *(ERP/Dewatering)*.

The City of Stuart Public Works, Utilities, and Fire Departments should review the Plan for water, sewer, dumpster, fire hydrant, fire lane, utility separation requirements and accessibility.

CAPTEC performed this review for the City of Stuart in order to confirm compliance with the applicable City of Stuart

Codes and Regulations. Neither the Reviewer nor the City of Stuart is the Design Engineer of Record and, therefore, neither entity accepts responsibility for the accuracy or contents of the design documents and/or other data submitted by the applicant. This project for any

Environmental Review:

The City of Stuart Development Department has reviewed the application for environmental impacts and has found the application*(s)* to comply with the Land Development Code, Comprehensive Plan, and Code ordinances. The property is currently vacant and contains minimal existing vegetation. Staff has reviewed the submitted landscape and tree mitigation plans and has determined this application meets the landscaping/mitigation requirements for the City of Stuart. Prior to the issuance of a site/building permit, the applicant, property owner, successor shall receive any required State, Federal, and/or local permits.

G. Staff Recommendation

Staff has reviewed the petition for a Major Urban Code Conditional Use and concurrent Major Development Plan application and recommends the City's Community Redevelopment Board *(CRB)* forward a recommendation for approval to the City Commission to allow for a 53,600 ft^2 four-story, 102-rooms hotel *(149-beds)* and detached 5,000 ft^2 restaurant/retail building, which associated site improvements.

Cotleur & Hearing
LC26000535
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September 28, 2023

City of Stuart
Development Department
121 SW Flagler Avenue
Stuart, FL 34994

Stuart Creekside Hotel & Retail
Major Development Plan
Narrative

Description:

City Project ID: Z23050005 / Z23050006
Parcel ID: 05-38-41-032-000-00020-0
Site Address: Unassigned
Parcel Size: 1.62 acres
Current Land Use: Downtown Redevelopment
Current Zoning: Creek South District

To whom it may concern,

On behalf of the applicant, please accept this revised **Narrative** for the proposed hotel and retail development in the Downtown Stuart area. The parcel is located west of Colorado Avenue and north of SW A Street, with Frazier Creek running along the northeast boundary of the site. The property currently operates as a vacant lot within the Royal Palm Financial Center (RPFC) and has a future land use designation of Downtown Redevelopment and zoning designation of the Creek South District, as shown in Figures 1 and 2 of this document.

The proposed development includes a four-story hotel on the west side of the parcel and a combined retail and patio café space on the east side abutting Colorado Avenue. The hotel equals approximately 13,000 square feet (SF) per floor with 102 keys for a total of approximately 52,000 SF, while the retail space will consist of one 5,000 SF single-story building adjacent to the hotel. The hotel and adjacent building are not structurally connected and a via has been provided between the two structures to comply with Section 3.04.04.D of the Creek District code.

The retail building fronting Colorado Avenue has the potential to include a restaurant/café and outdoor plaza seating to encourage pedestrian activity to the site. The outdoor seating tables shown on the site plan are intended to be for public use and as a gathering amenity rather than for sole use of the potential restaurant/café that would abut Colorado Avenue. Both the hotel and the retail buildings will incorporate the

Shopfront frontage type in compliance with a required frontage type in the Creek District per Section 3.04.05 of the Creek District form-based code.
The development of a hotel and accompanying retail building with adequate space for a restaurant/café would be a valuable addition to the Downtown Stuart area. The hotel use and retail use are complementary to each other and the surrounding businesses along Colorado Avenue. The site plan depicts a sidewalk along the entire west and south border of the site that connects to the existing sidewalks and the crosswalk along Colorado Avenue, providing a safe and convenient pedestrian route from the project site to the existing businesses across the street from the property. This pedestrian connection allows guests at the hotel to visit the numerous other businesses along the commercial corridor that is Colorado Avenue.

The plaza fronting Colorado Ave will serve to cultivate pedestrian activity to the site and enhance the pedestrian environment within the downtown area. The incorporation of a transit stop for the tram on the project site will promote connectivity with the rest of Downtown Stuart and expand the transportation network downtown. A sidewalk will also be installed running north-south along SW A Street on the western portion of the property and will connect to the existing sidewalk on SW 7th Street, enhancing the pedestrian connectivity within and around the project site.

Landscape buffers will be installed at the north end of the site to buffer the residential homes from the proposed site. The applicant requests to plant and maintain additional landscaping outside of the north site boundary in city-owned property that is currently sodded to enhance this landscape buffer area. This would allow for an increased landscape buffer adjacent to the single-family homes. The high-quality landscaping on site will increase the aesthetic value of the development to the surrounding area. Shoreline protection at Frazier Creek will be enhanced with a proposed 29.4-foot setback from the mean high-water line, which is 19.4 feet above the required ten-foot setback. The required setbacks for the building placement within the Creek District are far exceeded with the proposed site plan, allowing more room for landscaping and pedestrian amenities, and providing greater separation between the project and the residential homes located northwest of the site.

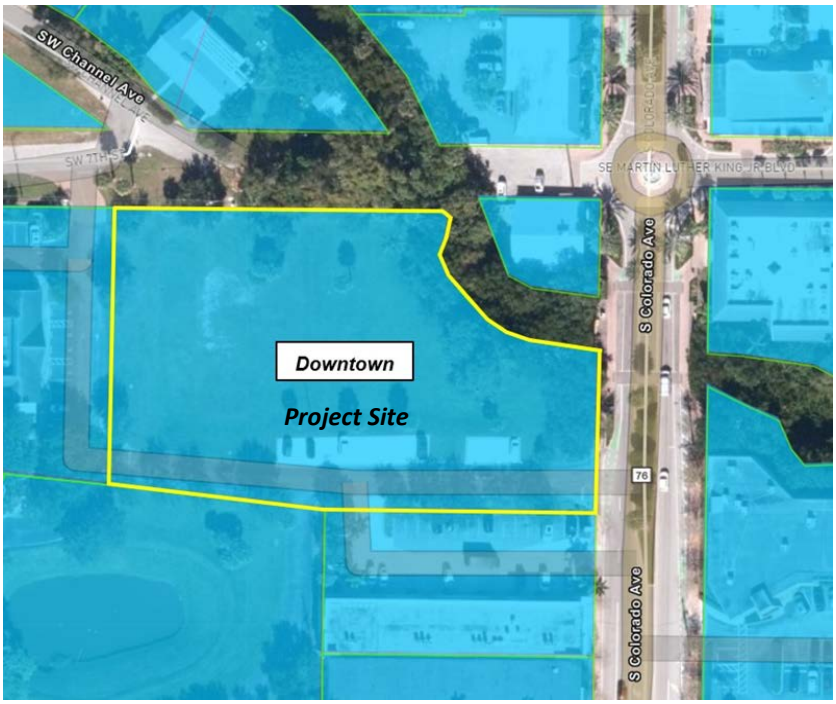


Figure 1. Future Land Use Map (approximate project parcel highlighted in yellow).

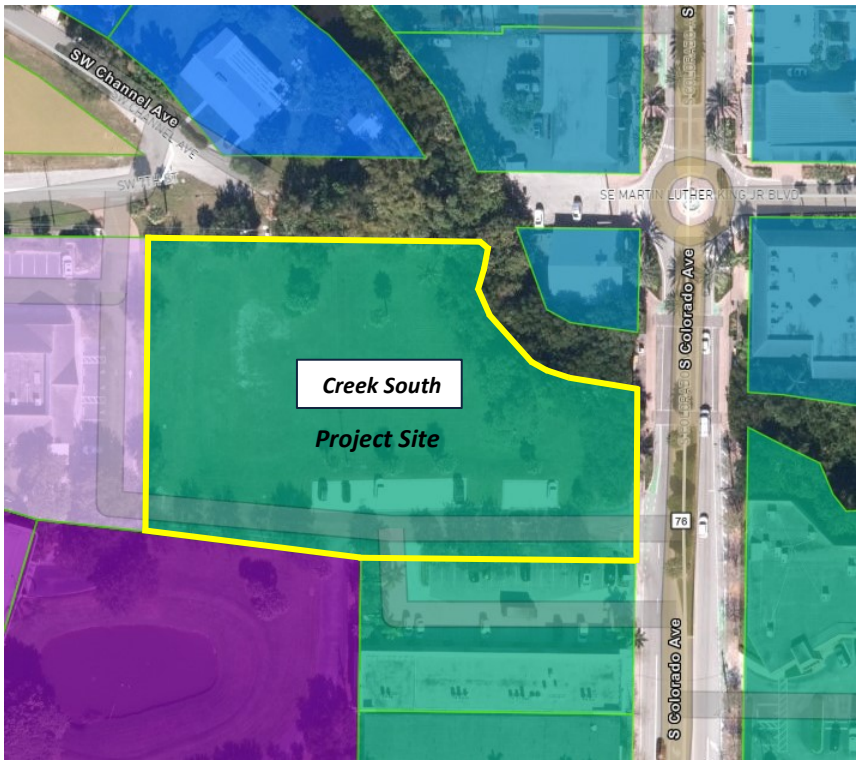


Figure 2. Zoning Map (approximate project parcel highlighted in yellow).

Consistency with the Stuart Comprehensive Plan was at the forefront of the site design. Below are the relevant components of the Comprehensive Plan that demonstrate the project's compliance with the goals, policies, and objectives of the City of Stuart.

Compatibility with City of Stuart Comprehensive Plan

Policy 1.A5.6. The City shall maintain a height limitation of the greater of 45 feet or four stories of occupiable space for all buildings. The City shall require landscaping of all new development and redevelopment to promote an aesthetic streetscape. The City shall require landscape buffers between single family residential and non-residential uses.

Policy 1.A8.1. The City shall continue to include in the land development regulations specific and details provisions required to implement the adopted Comprehensive Plan, and which at a minimum:

f. Ensure safe and convenient on-site traffic flow and vehicle parking needs including shared use parking where appropriate;

l. Establish an urban code overlay zone to promote appropriate infill development and redevelopment within the TCEA which promotes a mix of uses, traditional neighborhood development, and a pedestrian-oriented land use pattern; complements transit-oriented development; and discourages large expanses of parking area

Objective 1.B1. Discourage urban sprawl by facilitating urban redevelopment and infill development of properties and planning for urban infill and redevelopment of lands located within Stuart in order to achieve compact urban form.

Policy 1.B1.1. The City shall continue to market itself as a hub for commercial, social, and institutional governmental activities in Martin County. Provide for commercial opportunities within Stuart beyond the historical conditions in order to provide alternatives to urban sprawl.

Policy 1.B1.4 Annexation and redevelopment strategies for infill development and redevelopment should be formulated to produce a future viable economy for the City.

Policy 1.B3.9. The City shall implement architectural and site design requirements for commercial development that utilize "Crime Prevention Through Environmental Design" principles including natural surveillance and defensible space. This shall include site designs that provide for unobstructed supervision of public activity areas and access points by occupants and law enforcement while conducting routine activities and thereby discouraging criminal activity.

Policy 1.B3.10. All commercial buildings shall be designed to maintain and enhance the attractiveness of the streetscape and promote the architectural heritage of the City. Buildings shall include architectural features and patterns that provide visual interest from the perspective of the pedestrian, reduce building massing and

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recognize local character. Facades shall be designed to reduce the mass or scale and uniform monolithic appearance of large unadorned walls while providing visual interest that will be consistent with the community's identity and character through the use of detail and scale. The building's mass shall be varied in height and width so that it appears to be divided into distinct massing elements and details that can be perceived at the scale of the pedestrian. Corner lots at an intersection of two or more arterial or collector roads shall be designed with additional architectural embellishments, such as corner towers or other design features, to emphasize their location as gateways and transition points within the community.

Policy 1.C3.14. The City through the CRA redevelopment shall encourage and promote multi-modal pedestrian mobility and linkages throughout the CRA.

Policy 2.A5.5. Where space allows, pedestrian accessways (sidewalks) shall be separated from traffic by landscape areas, on-street parking, and other design elements.

Policy 2.A7.2. The City shall encourage private developers to plan for pedestrian circulation including internal walks, bicycle paths and linkages to other projects where possible. The City shall require all new development and redevelopment to install sidewalks along all abutting public rights-of-way.

Policy 2.A7.4. All new development and redevelopment shall be required to install and maintain a pedestrian sidewalk network with ramps.
Policy 2.A7.8. The City shall require all new large-scale (greater than 20,000 square feet in gross building area) non-residential development to provide pedestrian and bicycle amenities, such as bike racks, benches, shaded seating areas and water fountains.

Policy 2.A15.3. Where appropriate, parking requirements shall be reduced citywide, including within the TCEA. The City shall promote the use of shared parking arrangements throughout its jurisdiction in order to reduce vehicular movement on roadways thereby reducing congestion and increasing the amount of land available for building or attractive landscaping when the following conditions are met:

1. The shared parking spaces are in close proximity and readily accessible to the uses served thereby; and
2. The uses served thereby have different peak parking demands and operating hours; and
3. There will be a reduction in vehicle movements by the users of the shared parking spaces; and
4. The design of the parking area in terms of traffic circulation, vehicular and pedestrian access, stormwater management, landscaping, open space preservation and public safety will be improved.

Policy 4.A7.1. Through the City's Future Land Use Map and land use policies, the City will encourage mixed-use development, infill development and redevelopment which will maximize the use of existing facilities and discourage urban sprawl.

Policy 11.A1.2. The City will seek to prioritize the development of sites with high visibility and direct access to major transportation corridors for targeted and other industries and uses that encourage job creation.

Policy 11.A1.5. The City will encourage new commercial and industrial development.

Policy 11.A3.3. The City shall encourage cooperative efforts between local realtors, hotel/motel owners and restaurants, Department of Economic Development and Tourism, and Chamber of Commerce to market Stuart as a Waterfronts Florida tourism destination.

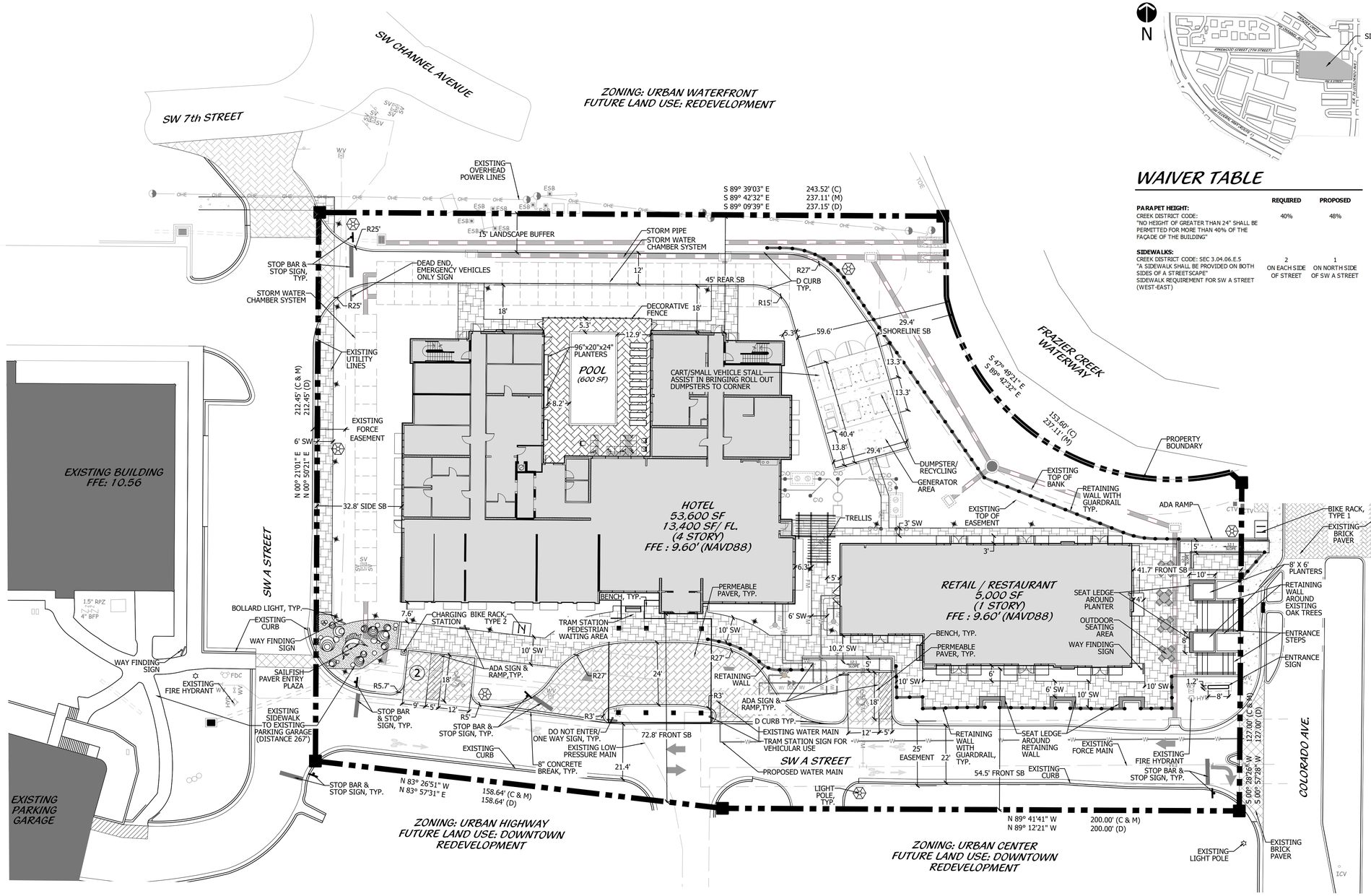
The project team has worked diligently to incorporate the feedback from the pre-application meeting with city staff, the community meeting with surrounding residents and businesses, and staff comments from the initial site plan submittal. The project has utilized 1) City of Stuart code, 2) the Creek District form-based code, and 3) the Comprehensive Plan to guide the site design.

Within the Creek South District, the use of private parking garages or lots requires approval through a conditional use permit. The appropriate amount of required parking spaces will be provided, but a conditional use permit application will be submitted concurrently with this site plan application to authorize the use of the existing parking garage in the Royal Palm Financial Center as the primary parking structure. The conditional use permit also requests the location of the required electric vehicle parking spaces to be off-site adjacent to the parking garage but within 500 feet of the front door of the principal structure. Additional sidewalks and the construction of a crosswalk at the southwest corner of the property will allow for a safe and convenient pedestrian route between the project site and both the parking garage and electric vehicle charging spaces, inclusive of lighting and appropriate signage. The location of the parking garage and the electric vehicle surface parking is within 500 feet of the front entrance to the principal use as measured by a safe and convenient pedestrian route, complying with Section 6.01.11.B of Stuart Land Development Code. In addition to the parking requests of the conditional use application, two waivers from the Creek District code are being requested in that same application regarding parapet height as a percent of any building façade, and for the installation of sidewalks on both sides of a streetscape.

Should you have any questions or need clarification about this project, please do not hesitate to contact me at dsorrow@cotleur-hearing.com or 561-747-6336. We look forward to working with City of Stuart on this project in the near future.

Sincerely,

Daniel T. Sorrow
Project Manager, Cotleur & Hearing
1934 Commerce Lane, Suite 1
Jupiter, FL 33458



LOCATION MAP

WAIVER TABLE

	REQUIRED	PROPOSED
PARAPET HEIGHT: CREEK DISTRICT CODE: "NO HEIGHT OF GREATER THAN 24" SHALL BE PERMITTED FOR MORE THAN 40% OF THE FAÇADE OF THE BUILDING"	40%	48%
SIDEWALKS: CREEK DISTRICT CODE: SEC 3.04.06.E.5 "A SIDEWALK SHALL BE PROVIDED ON BOTH SIDES OF A STREETSCAPE" SIDEWALK REQUIREMENT FOR SW A STREET (WEST-EAST)	2 ON EACH SIDE OF STREET	1 ON NORTH SIDE OF SW A STREET

SITE DATA

NAME OF PROJECT		CREEKSIDE HOTEL	
PROPERTY CONTROL NUMBERS		05-38-41-032-000-00020-0	
FEMA FLOOD ZONE		Zone AE(EL 5)	
EXISTING LAND USE DESIGNATION		Downtown Redevelopment	
EXISTING ZONING DISTRICT		Creek South	
MAXIMUM BUILDING HEIGHT		45'	
NUMBER OF STORIES		4	
NUMBER OF BUILDINGS		2	
TOTAL SITE AREA		1.62 AC 70,754 SF	
BUILDING DATA			
HOTEL (HEIGHT: 42'-8")		13,400.00 SF PER FLOOR 53,600 SQ FT. TOTAL	
RETAIL (HEIGHT: 16'-0")		5,000.00 SF	
LAND USE	**SF**	**AC**	**%**
BUILDING LOT COVERAGE	18,400	0.42	26.00%
VEHICULAR USE AREA	17,286	0.40	24.43%
HARDSCAPE AREA	10,829	0.24	15.31%
OPEN SPACE	24,239	0.56	34.26%
TOTAL	70,754	1.62	100.00%
OPEN SPACE	**MIN**	**PROV**	
	20%	34.26%	
LOT COVERAGE			
IMPERVIOUS AREA	**SF**	**AC**	**%**
BUILDING LOT COVERAGE	18,400	0.42	26.00%
VEHICULAR USE AREA	17,286	0.40	24.43%
SIDEWALKS & HARDSCAPE	10,229	0.23	14.46%
POOL	600	0.01	0.85%
TOTAL IMPERVIOUS AREA	46,515	1.06	65.74%
PERVIOUS AREA	**SF**	**AC**	**%**
OPEN SPACE	24,239	0.56	34.26%
TOTAL PERVIOUS AREA	24,239	0.56	34.26%
TOTAL SITE AREA	70,754	1.62	100.00%
PARKING DATA	**REQ**	**PROV**	
HOTEL (.75 SPACE REQUIRED PER ROOM: CREEK DISTRICT CODE) 102 ROOMS X .75 = 76.5 SPACES (4 SPACES MAY BE SATISFIED BY STUART TRAM PULL OFF) 77 - 4 = 73 SPACES	73	3 SPACES ON SITE *2 SPACES = HANDICAP *2 SPACES = EVCI EQUIPPED SPACES 70 SPACES IN EXISTING GARAGE	
RETAIL (1 SPACE REQUIRED PER 300 SF: 5,000 SF/300 = 17)	17	17 SPACES IN EXISTING GARAGE	
TOTAL	92	92	
EVCI EQUIPPED SPACES (10% OF THE REQUIRED NON-EV PARKING SPACES) 90 TOTAL REQUIRED PARKING SPACES X .10 = 12 12 SPACES - 2 PROVIDED ON SITE = 10 OFF SITE	10	10 EVCI EQUIPPED SPACES IN OFF-SITE SURFACE PARKING LOT ADJACENT TO EXISTING GARAGE *SEE CONNECTION MAP*	

NOTE: ADDITIONAL PARKING WILL ALSO BE PROVIDED OFF-SITE IN EXISTING GARAGE WITH 217 PARKG SPACES AVAILABLE FOR USE

PEDESTRIAN AMENITIES	**REQ**	**PROV**
BIKE RACKS (4 STALLS EACH RACK)	2	2

SETBACK	**REQUIRED**	**PROPOSED**
FRONT (COLORADO STREET)	0'-25'	41.7'
FRONT (SW A STREET)	0' or 5'+	54.5', 72.8'
SIDE	0' or 5'+	32.8'
REAR	10'	45.0'
SHORELINE PROTECTION AT FRAZIER CREEK	10'	29.4'
LANDSCAPE BUFFER	**REQUIRED**	**PROPOSED**
NORTH	15'	15'

DRAINAGE STATEMENT

THE EXISTING 1.62 ACRE SITE LOCATED ON THE CORNER OF SW A STREET AND S COLORADO AVE., ENTAILS THE CONSTRUCTION OF A (4) FOUR STORY 53,600 S.F. HOTEL WITH A SINGLE STORY 5,000 S.F. RESTAURANT. THE PROJECT SHALL BE SERVED BY PROPOSED SITE GRADING WHICH WILL DIRECT STORMWATER TO THE ONSITE CATCH BASINS, THUS ROUTING TO THE STORMWATER CHAMBER SYSTEM WHERE ALL WATER QUALITY AND ATTENUATION IS PROVIDED FOR BOTH OUR SITE AS WELL AS THE OFFSITE FLOWS BEING TAKEN INTO OUR SYSTEM, PRIOR TO A CONTROLLED DISCHARGE TO THE ADJACENT FRAZIER CREEK. OFFSITE FLOWS INCLUDE THOSE ALONG SW A STREET AS WELL AS THE EXISTING CATCH BASINS COMING FROM THE FINANCIAL CENTER TO THE WEST. THE SUBJECT SITE PREVIOUSLY ACTED AS A DRY DETENTION AREA FOR THE "MARTIN COUNTY FINANCIAL CENTER" UNDER EXISTING SFWMD PERMIT #43-00406-S. THE DRAINAGE SYSTEM WILL BE IN ACCORDANCE WITH THE APPLICABLE CRITERIA OF THE CITY OF STUART, MARTIN COUNTY, AND SFWMD FOR THIS LOCATION.

UTILITY STATEMENT

THE EXISTING 1.62 ACRE SITE LOCATED ON THE CORNER OF SW A STREET AND S COLORADO AVE., ENTAILS THE CONSTRUCTION OF A (4) FOUR STORY 53,600 S.F. HOTEL WITH A SINGLE STORY 5,000 S.F. RESTAURANT. THE PROJECT'S WASTE WATER SHALL BE SERVED BY AN ONSITE GRINDER STATION, WITH A PRIVATE FORCE MAIN CONNECTION WITHIN SW A STREET. THERE IS PLENTIFUL ROOM AROUND THE GRINDER STATION AREA TO ADD GREASE TRAPS FOR BOTH BUILDINGS IF REQUIRED. WATER SERVICES AND FIRE PROTECTION FOR BOTH BUILDINGS WILL BE PROVIDED ONSITE BY UTILIZING A PRIVATE WATER MAIN CONNECTION JUST OUTSIDE OF SW A STREET.

GENERAL NOTES

REFUSE SERVICE SHALL BE ACCOMPLISHED BY WAY OF INDIVIDUAL DUMPSTER AND RECYCLING AS SHOWN ON THE SITE PLAN.

10' X 30' SAFE SIGHT TRIANGLE SHALL BE PROVIDED AT THE PROJECTS ENTRY ROADS.

TYPE D OR F RAISED CONCRETE CURBING SHALL BE PROVIDED AROUND ALL PLANTING ISLANDS WITHIN VEHICULAR USE AREAS.

MAJORITY OF REQUIRED PARKING WILL BE PROVIDED OFF-SITE BY AN EXISTING PARKING STRUCTURE WITHIN THE ROYAL PALM FINANCIAL CENTER

RAMPS SHALL BE PROVIDED AT ALL PLAZA, SIDEWALK AND STREET INTERSECTIONS IN ACCORDANCE WITH ADA AND THE FLORIDA HANDICAP ACCESSIBILITY CODE.

ALL A/C UNITS SHALL BE LOCATED TO THE REAR OR SIDE OF ALL BUILDINGS AND FULLY SCREENED ON THREE SIDES WITH LANDSCAPING.

THE BUILDING, LANDSCAPE AND LIGHTING DESIGN SHALL MAXIMIZE THE USE OF CPTED DESIGN PRINCIPLES.

MINIMUM TYPE CONSTRUCTION FOR ALLOWABLE HEIGHT & BUILDING AREA MUST BE COMPLIANCE WITH THE FLORIDA BUILDING CODE T-500 (AFTER OCT. 1, 2005 FBC 2004)

ALL SIGNAGE SHALL CONFORM TO THE REQUIREMENTS OF CITY OF STUART LDR'S.

"PEDESTRIAN XING" SIGNS SHALL BE PROVIDED FOR ALL MID-BLOCK CROSSINGS.

PROJECT ID SIGNS SHALL BE ILLUMINATED WITH GROUND MOUNTED FIXTURES ON PHOTOCELLS.

THE PHOTOMETRIC PLAN REFLECTS MAINTAINED LIGHTING VALUES IN ACCORDANCE WITH THE REQUIREMENTS OF CITY OF STUART LDR'S.

STREET LIGHTS TO BE FPL COACH LIGHTS MOUNTED ON 12' TALL POLES.

PROJECT TEAM

OWNER/CLIENT:
RAJESH PATEL
P.O. BOX 1868
PALM CITY, FL 34991

LANDSCAPE ARCHITECT/PLANNER:
COTLEUR & HEARING, INC.
1934 COMMERCE LANE, SUITE 1
JUPITER, FL 33458
561.747.6336

ARCHITECT:
HARTER-ADAMS, P.A.
1370 GENE STREET
WINTER PARK, FL 32789
407.647.5767

ENGINEER:
VELCON ENGINEERING & SURVEYING
1449 COMMERCE CENTER DRIVE
PORT ST. LUCIE, FL 34986
772.879.0477

SURVEYOR:
VELCON ENGINEERING & SURVEYING
1449 COMMERCE CENTER DRIVE
PORT ST. LUCIE, FL 34986
772.879.0477

LEGAL DESCRIPTION

UNIT 2, ROYAL PALM FINANCIAL CENTER COMMERCIAL CONDOMINIUM, ACCORDING TO THE DECLARATION OF CONDOMINIUM OF ROYAL PALM FINANCIAL CENTER, AS RECORDED IN OFFICIAL RECORDS BOOK 2499, PAGE 1296, OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA.

PARCEL CONTAINS 70, 754+/- SQUARE FEET

LEGEND

HC	HANDICAP
LB	LANDSCAPE BUFFER
R	RADIUS
SB	SETBACK
SW	SIDEWALK
TYP	TYPICAL

HC SIGN
STOP SIGN
DO NOT ENTER
GUARDRAIL WHEN RETAINING WALL IS > 30" IN HEIGHT
HANDRAIL ALONG RAMPS AND STEPS

SITE PLAN

0' 10' 20' 40' 60' 80'

Scale: 1" = 20'

North

Cotleur & Hearing
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Land Planners
Environmental Consultants
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Suite 1
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561.747.6336 · Fax 747.1377
www.cotleurhearing.com
Lic# LC-26000535

Creekside Hotel

Stuart, Florida

Daniel T Sorrow:A01094E000001 7C7029936 B0000295D — Digitally signed by Daniel T Sorrow:A01094E0000017C70299368B0000295D Date: 2023.09.27 13:34:42 -04'00'

REGISTERED LANDSCAPE ARCHITECT DANIEL T. SORROW LA0888878 STATE OF FLORIDA

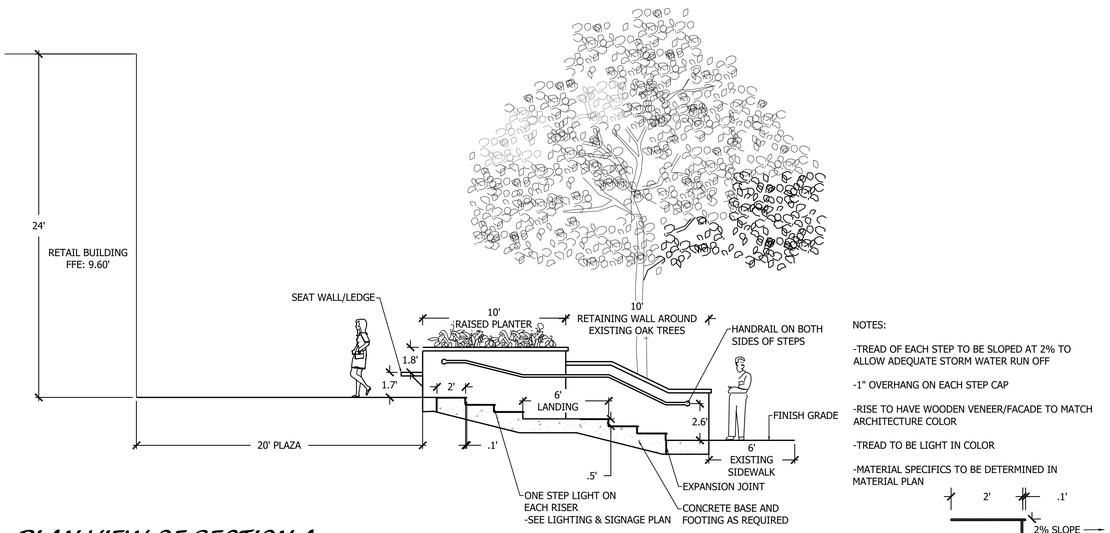
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DRAWN	TJB
APPROVED	DTS/LAH
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SHEET 1 OF 4

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RETAIL PLAZA TO COLORADO AVENUE SECTION (SECTION A)

1"= 5'-0"



NOTES:

-TREAD OF EACH STEP TO BE SLOPED AT 2% TO ALLOW ADEQUATE STORM WATER RUN OFF

-1" OVERHANG ON EACH STEP CAP

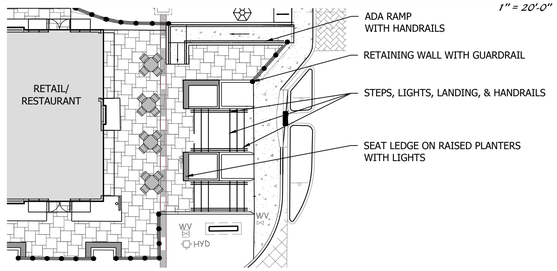
-RISE TO HAVE WOODEN VENEER/FACADE TO MATCH ARCHITECTURE COLOR

-TREAD TO BE LIGHT IN COLOR

-MATERIAL SPECIFICS TO BE DETERMINED IN MATERIAL PLAN

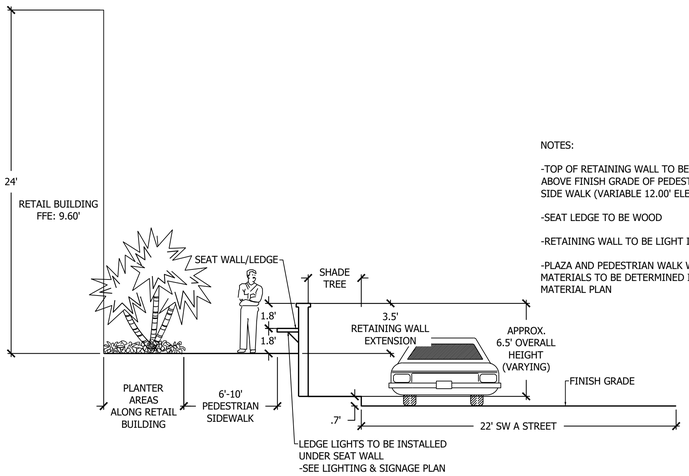
PLAN VIEW OF SECTION A

1" = 20'-0"



RETAIL SIDEWALK TO SW A STREET SECTION (SECTION B)

1" = 5'-0"



NOTES:

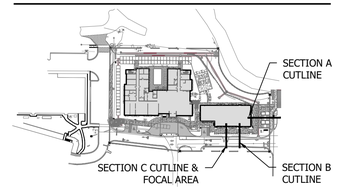
-TOP OF RETAINING WALL TO BE 42" ABOVE FINISH GRADE OF PEDESTRIAN SIDE WALK (VARIABLE 12.00' ELEVATION)

-SEAT LEDGE TO BE WOOD

-RETAINING WALL TO BE LIGHT IN COLOR

-PLAZA AND PEDESTRIAN WALK WAY MATERIALS TO BE DETERMINED IN MATERIAL PLAN

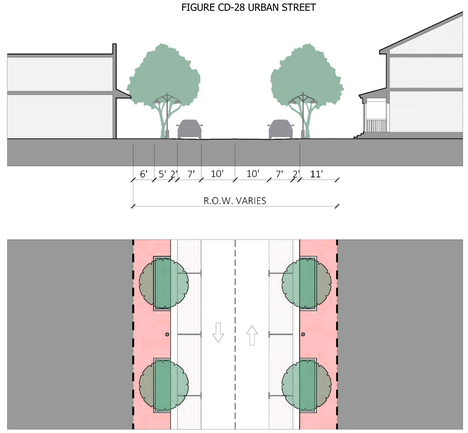
CUT-LINE MAP



THOROUGHFARE STANDARDS - PER THE CREEK DISTRICT CODE -"URBAN STREET"

NTS

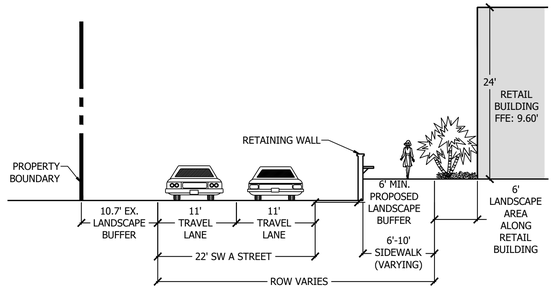
FIGURE CD-28 URBAN STREET



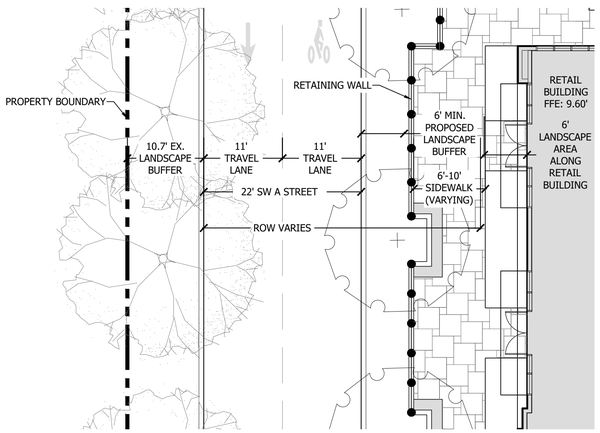
TYPE	PROPOSED
VEHICULAR TRAVEL LANES	10 FEET
PARKING LANES	7 FEET PARALLEL ON BOTH SIDES
BIKE FACILITY	SHARED-USE PATH
PREFERRED ROW	60 FEET
PAVEMENT WIDTH	34 FEET
SIDEWALK	10 FEET
MEDIAN	NOT REQUIRED
ROAD EDGE TREATMENT	CURB & GUTTER OR VALLEY GUTTER
PLANTING	SHADE TREES 30 FEET ON CENTER, MAY OCCUR IN THE TREE WELLS WITHIN THE FURNISHING ZONE OR WITHIN THE PARKING LANES
LOW IMPACT DEVELOPMENT	TREE BOX FILTER & PERMEABLE SURFACE AT ON-STREET PARKING

PROPOSED THOROUGHFARE FOR SW A STREET -"MODIFIED URBAN STREET" (SECTION C)

1" = 10'-0"



TYPE	PROPOSED
VEHICULAR TRAVEL LANES	11 FEET
PARKING LANES	HEAD IN ON ONE SIDE (NORTH SIDE OF SW A STREET)
BIKE FACILITY	SHARED-USE PATH
PREFERRED ROW	42 FEET (ROW VARIES)
PAVEMENT WIDTH	22 FEET
SIDEWALK	6-10 FEET
MEDIAN	NOT REQUIRED
ROAD EDGE TREATMENT	CURB & GUTTER OR VALLEY GUTTER
PLANTING	SHADE TREES 30 FEET ON CENTER WITHIN PROPOSED LANDSCAPE BUFFER (NORTH SIDE OF SW A STREET)
LOW IMPACT DEVELOPMENT	TREE BOX FILTER & PERMEABLE SURFACE AT PARKING



SITE SECTIONS

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Creekside Hotel

Stuart, Florida

Daniel T Sorrow:A01094E0000017C7029936B00002B30

Digitally signed by Daniel T Sorrow:A01094E0000017C7029936B00002B30
Date: 2023.09.27 15:53:22 -04'00'

REGISTERED LANDSCAPE ARCHITECT DANIEL T. SORROW LA6666678 STATE OF FLORIDA

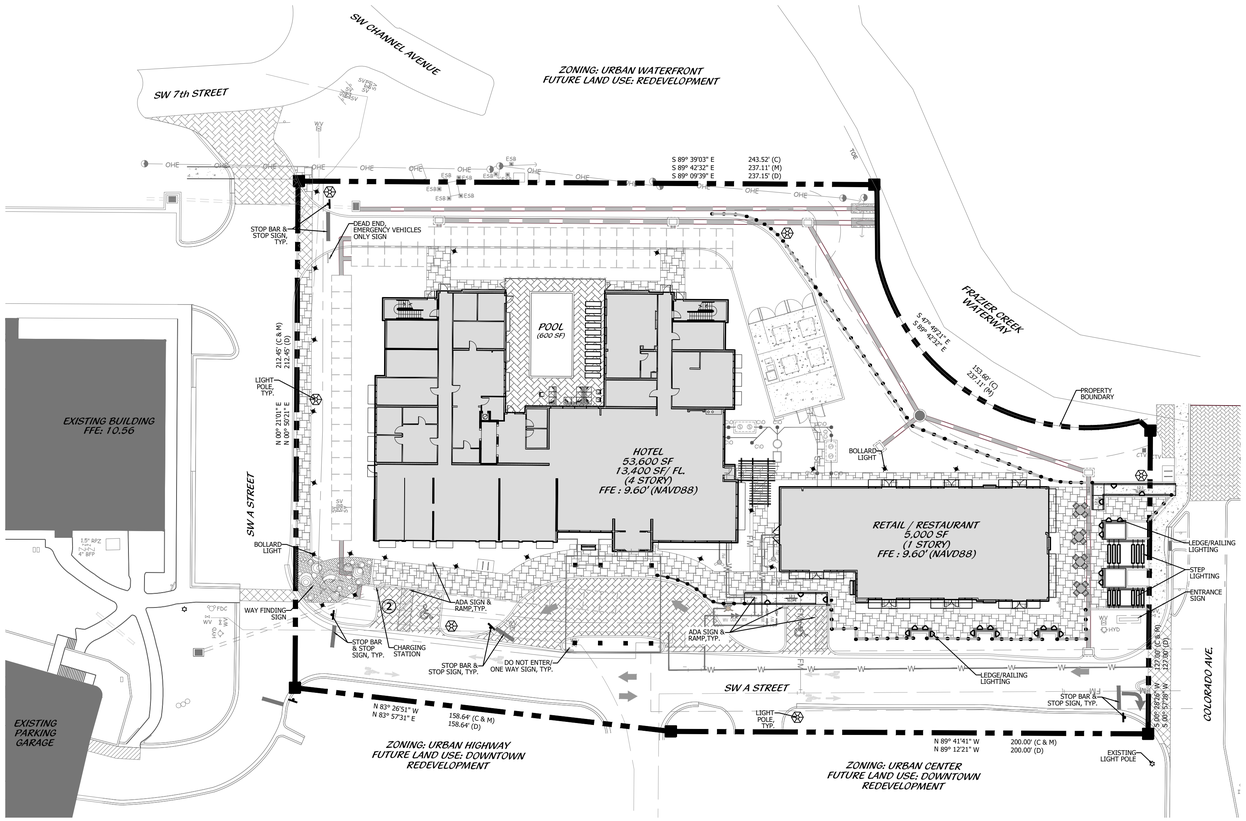
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SHEET 2 OF 4

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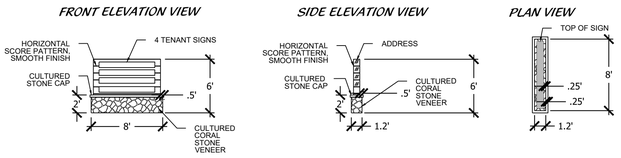
OVERALL LIGHTING AND SIGNAGE PLAN

1"= 30'-0"



PROPOSED MONUMENT ENTRANCE SIGN DETAILS

NTS



NOTE: SIGN DESIGN TO BE DETERMINED

NOTE: SEE SUPPLEMENTAL HILTON SIGNAGE PACKAGE FOR FURTHER SPECIFICATIONS.

TYPICAL SIGN DETAILS

ADA SIGN DETAIL

NTS

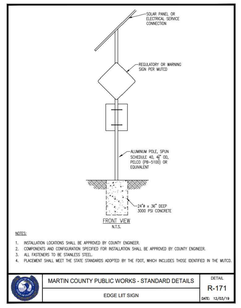


COLORS:
TOP SYMBOL & BORDER = WHITE
BOTTOM TEXT & BORDER = BLACK
TOP BACKGROUND = BLUE
BOTTOM BACKGROUND = WHITE

COLORS:
TEXT & BORDER = BLACK
BACKGROUND = WHITE

EDGE LIT SIGN DETAIL

NTS



DO NOT ENTER SIGN DETAIL

NTS



STOP SIGN DETAIL

NTS



WAYFINDING PARKING SIGN DETAIL

NTS



STUART TRAM STOP SIGN DETAIL

NTS



TRAFFIC & PEDESTRIAN LIGHTING LEGEND

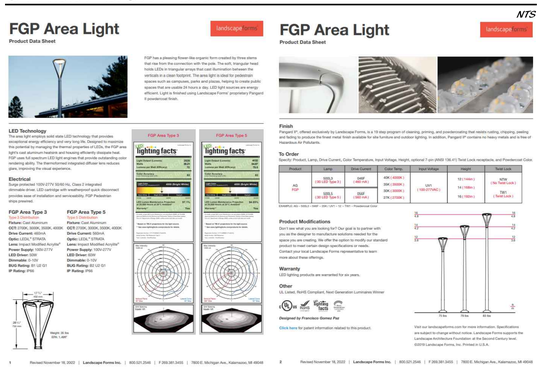
6		SINGLE LIGHT STREET POLE
20		BOLLARD PATH LIGHT
12		STEP LIGHT
24		LEDGE/RAILING LIGHT

NOTES:

1. QUANTITIES SHOWN ARE PROJECT TOTALS
2. SEE THIS SHEET FOR LIGHTING SPECIFICATIONS & DETAILS
3. LIGHTING FIXTURES BY LANDSCAPE FORMS, UNIQUE LIGHTING SYSTEMS, OR EQUAL IF APPROVED BY LANDSCAPE ARCHITECT

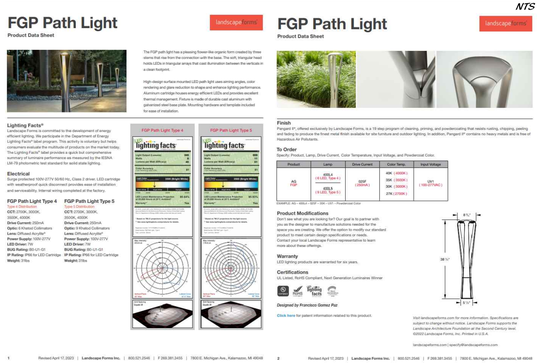
STREET LIGHT DETAIL

NTS



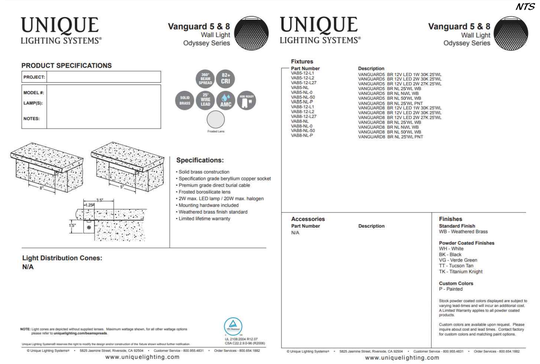
BOLLARD LIGHT DETAIL

NTS



LEDGE / RAILING LIGHT DETAIL

NTS

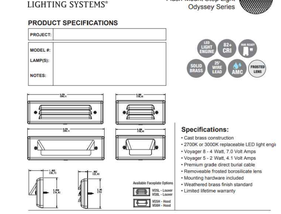


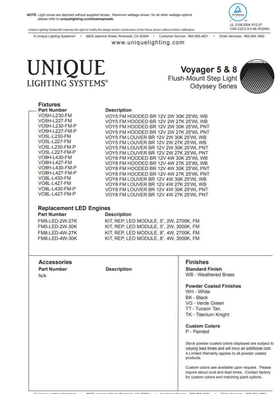
LIGHTING NOTES

1. Electrical Engineer shall verify compliance of lighting components for system voltage.
2. Plan location of plant material may vary. Contractor shall stake fixture locations, relative to plant material, for review and approval of Landscape Architect prior to trenching. Final fixture location and position is subject to review and final approval by Landscape Architect.
3. Lamp Temperature - 3000K - 4000K.
4. All lighting shall be mounted on rocket perma-post unless other-wise noted.
5. System to be installed to meet City/County Code requirements.
6. Verify final fixture finish with Landscape Architect prior to ordering
7. Extension heights on plans indicate top of fixture (not top of mounting post)
8. If applicable, provide a grade J-box for all fixtures located in sodded areas, provide adequate drainage away from J-box as recommended by supplier
9. Contractor shall stake light fixtures in the field for review and approval by Landscape Architect after major trees and palms are in place and prior to trenching. Landscape Architect may adjust fixture locations as needed.
10. Provide Additional lamp lens for exchanging in field if necessary during walk-through
11. Contractor to coordinate permitting with State/Local/County Governing Authority, assure plans abide by Code
12. All electrical lines/wires shall be placed in conduit where required by local code. The use of direct burial wire is acceptable where permitted by local code and for low voltage application.

STEP LIGHT DETAIL

NTS





LIGHTING & SIGNAGE PLAN

Cotleur & Hearing
Landscape Architects
Land Planners
Environmental Consultants
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Jupiter, Florida 33458
561.747.6336 · Fax 747.1377
www.cotleurhearing.com
Lic# LC-26000535

Creekside Hotel

Stuart, Florida

Daniel T Sorrow:A01094E000001 7C7029936 B00002B30

Digitally signed by Daniel T Sorrow:A01094E000001 7C70299 36B00002B30 2025.03.27 15:33:34 -04'00'

REGISTERED LANDSCAPE ARCHITECT DANIEL T. SORROW LA6666879 STATE OF FLORIDA

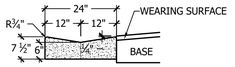
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SHEET 3 OF 4

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VALLEY CURB DETAIL

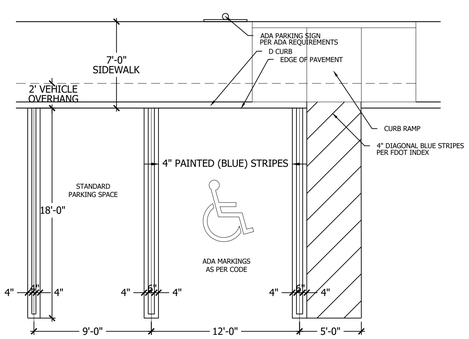
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NOTE: SAWCUTS REQUIRED AT 10' CENTERS

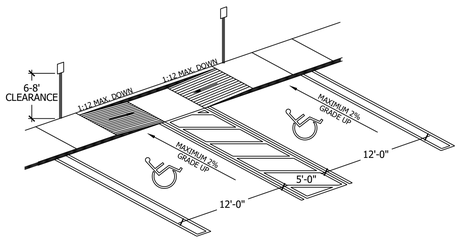
STANDARD AND ADA PARKING DETAIL

NTS



ADA RAMP DETAIL

NTS

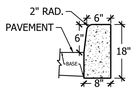


NOTE: IN THIS APPLICATION RAMPS CAN BE SEPARATED AND SIDEWALK CAN BE FLUSH ACROSS ALL HC SPACES

NOTE: HCR#3-MOD MEANS ONLY 1 RAMP BUILT TO REQUIRED SIDE OF SIDEWALK. OR RAMPS SEP. TO ENDS OF HC SPACES

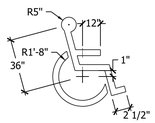
D CURB DETAIL

NTS



ADA SYMBOL DETAIL

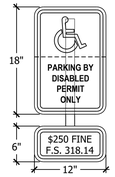
NTS



NOTE: SYMBOL TO BE 4" WIDE WHITE TRAFFIC PAINT ON PAVEMENT OR COLORED PAVERS . TYPICAL @ ALL HANDICAP STALLS

ADA SIGN DETAIL

NTS



COLORS:
TOP SYMBOL & BORDER = WHITE
BOTTOM TEXT & BORDER = BLACK
TOP BACKGROUND = BLUE
BOTTOM BACKGROUND = WHITE

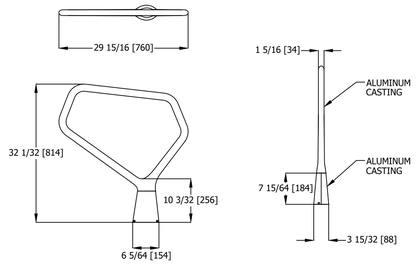
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BIKE RACK DETAIL - TYPE 1

NTS

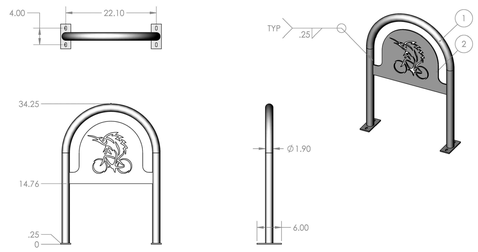
FGP Bike rack
Product Drawing
Date: 6/2/2015
www.landscapeforms.com Ph: 800.521.2546

SURFACE MOUNT OPTION DOES NOT INCLUDE ANCHORS.
EMBEDDED OPTION INCLUDES TWO EACH:
M12 x 1.75 THREADED RODS, 120mm LENGTH
M12 x 1.75 HEAVY HEX NUTS
M12 FLAT WASHERS
ALL CARBON STEEL WITH MAGNI-COAT



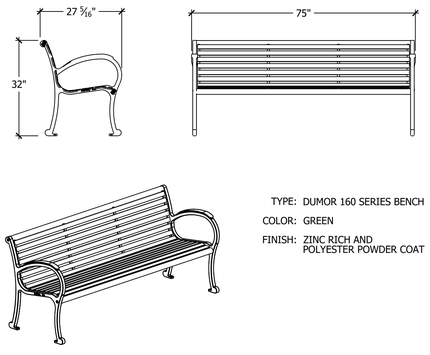
BIKE RACK DETAIL - TYPE 2

NTS



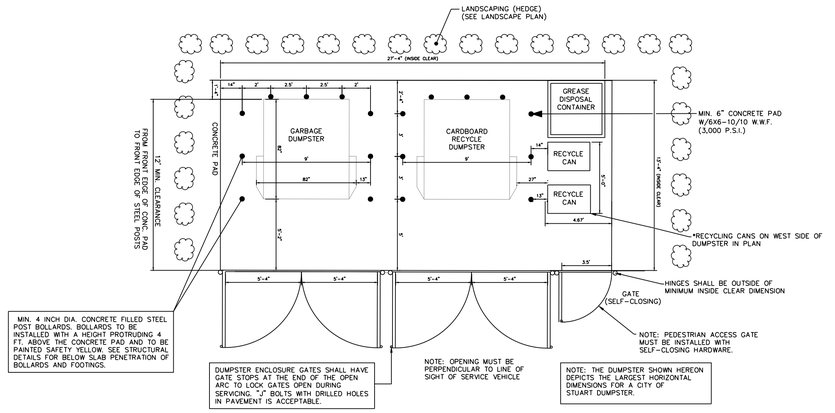
BENCH DETAIL

NTS



DUMPSTER DETAIL

NTS



CITY OF STUART DUMPSTER ENCLOSURE – SITE DETAIL
DOUBLE DUMPSTER w/ RECYCLING & GREASE DISPOSAL CONTAINER N.T.S.

NOTE: MODIFIED ENCLOSURE TO FIT SIZE CONSTRAINTS. TOTAL REQUIRED ENCLOSURE CAPACITY IS PROVIDED ON SITE PLAN.

SITE DETAILS

Cotleur & Hearing
Landscape Architects
Land Planners
Environmental Consultants
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Suite 1
Jupiter, Florida 33458
561.747.6336 · Fax 747.1377
www.cotleurhearing.com
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Creekside Hotel
Stuart, Florida

Daniel T Sorrow:A01094E000001 7C702993600002B30
Digitally signed by Daniel T Sorrow:A01094E000001 7C702993600002B30
Date: 2023.09.27 15:32:55 -04'00'

LABSBW78
REGISTERED LANDSCAPE ARCHITECT DANIEL T. SORROW
STATE OF FLORIDA

DESIGNED	LAH/TJB
DRAWN	TJB
APPROVED	DTS/LAH
JOB NUMBER	22-1016
DATE	03-07-23
REVISIONS	05-12-23
	09-29-23

SHEET 4 OF 4

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LANDSCAPE DATA

STUART LANDSCAPE CODE	REQUIRED	PROVIDED
OPEN SPACE REQUIREMENT	20% (.32 ACRE)	34.26% (.56 ACRE)
COMMERCIAL TREE REQUIREMENT	24	24
CODE: 1 TREE PER 2,500 SF OF COMMERICAL USAGE		
HOTEL: 13,400 SF PER FLOOR X 4 STORIES = 53,600 SF		
RETAIL: 5,000 SF, 1 STORY		
53,600 SF HOTEL + 5,000 RETAIL = 58,600 SF TOTAL COMMERCIAL		
58,600 SF / 2,500 SF = 23.44 ~ 24 TREES		
(GREEN BUTTONWOOD: 16, CLUSIA: 1, SEA GRAPE: 2, OAK: 3, RELOCATED OAK: 2 = 24)		
NATIVE REQUIREMENT	50%	50%

CREEK DISTRICT ADOPTED CODE REQUIREMENTS	REQUIRED	PROVIDED
1 TREE PER 30 LINEAR FEET OF LOT FRONTAGE		
WEST: SW A STREET --- 212 FT / 30 FT = 7.00	7	7
(CLUSIA: 4, GREEN BUTTONWOOD: 3 = 7)		
SOUTH: SW A STREET --- 359 FT / 30 FT = 11.96	12	15
(EXISTING OAKS: 11, OAK: 4 = 15)		
EAST: COLORADO AVE --- 127 FT / 30 FT = 4.2	5	6
(EXISTING OAKS: 5, RELOCATED OAK: 1= 6)		
TOTAL:	**24**	**28**

CREEK DISTRICT ADOPTED CODE - LANDSCAPE BUFFER	REQUIRED	PROVIDED
Section 6.04.06B.2.b: A buffer not less than 15 ft in width shall be provided along the common boundary between the side and rear of any proposed use and a residential or residential zoning district that is separated by a street, road,or other right-of-way of less than 100 ft in width.		
1 SHADE TREE PER EVERY 30' OC		
BUFFER LENGTH: 241 FT / 30 FT = 8.03	9	23
SHADE TREE DEFINED AS 14' HT & DBH OF 2 1/2"		
(CLUSIA: 5, SILVER BUTTONWOOD: 18 = 23)		

PLANT SCHEDULE

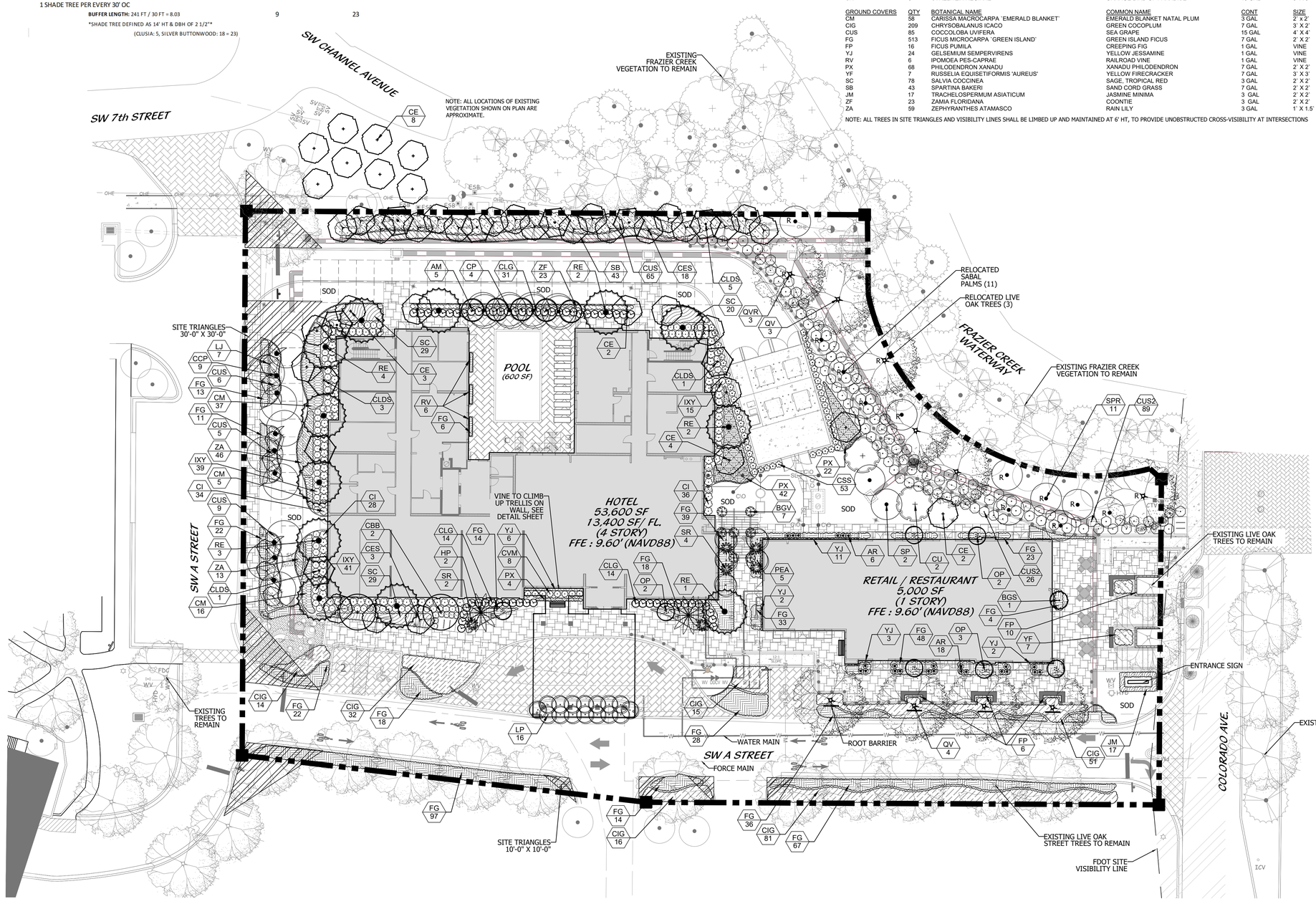
TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	NATIVE	REMARKS
BGS	1	BOUGAINVILLEA X 'NEW RIVER' aka 'PALM BEACH PURPLE'	PURPLE BOUGAINVILLEA STANDARD	25 GAL	1" CAL	5` HT X 3` SPRD	N	STANDARD, FULL & THICK, FF
CBB	2	CALOPHYLLUM BRASILIENSE	BRAZILIAN BEAUTYLEAF	65 GAL	3" CAL	15` HT	N	SINGLE TRUNK, STANDARD, FF
CLDS	10	CLUSIA ROSEA	CLUSIA TREE	45 GAL	2" CAL	14` HT X 6` SPRD	Y	FULL CANOPY, STANDARD, 4` CT
CU	2	COCCOLOBA UVIFERA	SEA GRAPE	65 GAL	4" CAL	16` HT	Y	SINGLE TRUNK, STANDARD, FF
CE	19	CONOCARPUS ERECTUS	GREEN BUTTONWOOD	45 GAL	2" CAL	14` HT X 6` SPRD	Y	FULL CANOPY, STANDARD, SINGLE TRUNK, FF
CES	21	CONOCARPUS ERECTUS `SERICEUS`	SILVER BUTTONWOOD	45 GAL	2" CAL	14` HT X 6` SPRD	Y	FULL CANOPY, STANDARD, SINGLE TRUNK, FF
LJ	7	LIGUSTRUM JAPONICUM	JAPANESE PRIVET	30 GAL	MULTI TRUNK	6` HT X 5-6` SPRD	N	FULL CANOPY, MULTI-STEM, LIMB UP
QV	7	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	FIELD GROWN	4" DBH	14`-16` OA	Y	FF, DOUBLE DUG ROOT BALL, 4" DBH 14' HT. MIN.
QVR	3	QUERCUS VIRGINIANA	RELOCATED SOUTHERN LIVE OAK	NA	18" DBH	RELOCATED	Y	RELOCATED OAK TREE

PALM TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	NATIVE	REMARKS
AM	5	ADONIDIA MERRILLII	CHRISTMAS PALM	FIELD GROWN	NA	6` CT	N	FULL CANOPY, SINGLE TRUNK, FF
OP	7	COCCOTHRINAX CRINITA	OLD MAN PALM	25 GAL	NA	5` OA X 5` SPRD	N	FOUR STEM MIN., LIMB UP 2`, FF
CCP	9	COCOS NUCIFERA	CURVED COCONUT PALM	FIELD GROWN	NA	10`, 16`, OR 22` CT, STGG	N	SINGLE, CURVED TRUNK, MIXED HEIGHTS 10', 16', 22' OA, FF
CP	4	COCOS NUCIFERA	COCONUT PALM	FIELD GROWN	NA	14` GW	N	SINGLE, STRAIGHT TRUNK
HP	2	DICTYOSPERMA ALBUM	HURRICANE PALM	FIELD GROWN	NA	10` CT	N	SINGLE, STRAIGHT TRUNK, FF
PEA	5	PTYCHOSPERMA ELEGANS	ALEXANDER PALM	FIELD GROWN	NA	12`-14` OA	N	FULL CANOPY, SINGLE TRUNK
LP	16	RHAPIS EXCELSA	LADY PALM	15 GAL	NA	5`-6` HT	N	FULL CANOPY, FF
RE	12	ROYSTONEA ELEGATA	ROYAL PALM	FIELD GROWN	NA	20` GW	Y	FULL CANOPY, FF
SP	2	SABAL PALMETTO	SABAL PALMETTO	FIELD GROWN	NA	12`, 18`, 24` CT, STGG	Y	SLICK, STRAIGHT TRUNK, FF
SPR	11	SABAL PALMETTO	RELOCATED SABAL PALM	NA	NA	RELOCATED	Y	SLICK TRUNK, RELOCATED

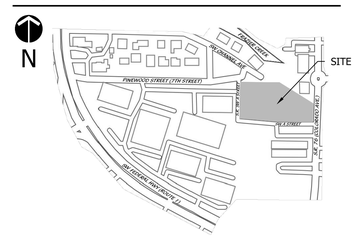
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	CONT	SIZE	SPACE	NATIVE	REMARKS
AR	24	AECHMEA `PINOT NOIR`	PINOT NOIR BROMELIAD	7 GAL	2` X 2`	2` OC	N	FULL & THICK, SUN GROWN
BGV	7	BOUGAINVILLEA `PALM BEACH PURPLE`	PALM BEACH PURPLE BOUGAINVILLEA VINE	15 GAL	VINE TRELLIS	AS	N	VINE, FULL & THICK, TO GROW ON TRELLIS
CI	98	CHRYSOBALANUS ICACO 'RED TIP'	RED TIP COCOPLUM	15 GAL	3` X 2`	3` OC	Y	FULL & THICK
CLG	59	CLUSIA GUTTIFERA	CLUSIA	15 GAL	3` X 3`	3` OC	N	FULL & THICK
CUS2	115	COCCOLOBA UVIFERA	SEA GRAPE	15 GAL	4` X 4`	4` OC	Y	FULL & THICK
CVM	8	CODIAEUM VARIEGATUM `MAGNIFICENT`	MAGNIFICENT CROTON	7 GAL	3` X 3`	3` OC	N	FULL & THICK
CSS	53	CONOCARPUS ERECTUS `SERICEUS`	SILVER BUTTONWOOD	15 GAL	2` X 2`	2` OC	Y	FULL & THICK
IXY	95	IXORA X `MAUI YELLOW`	YELLOW MAUI IXORA	7` GAL	3` X 3`	2` OC	N	FULL & THICK
SR	6	STRELITZIA REGINAE	ORANGE BIRD OF PARADISE	15 GAL	3` X 3`	AS	N	FULL & THICK

GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	CONT	SIZE	SPACE	NATIVE	REMARKS
CM	58	CARISSA MACROCARPA `EMERALD BLANKET`	EMERALD BLANKET NATAL PLUM	3 GAL	2` X 2`	2` OC	N	FULL & THICK
CIG	209	CHRYSOBALANUS ICACO	GREEN COCOPLUM	7 GAL	3` X 2`	3` OC	Y	FULL & THICK
CUS	85	COCCOLOBA UVIFERA	SEA GRAPE	15 GAL	4` X 4`	4` OC	Y	FULL & THICK
FG	513	FICUS MICROCARPA `GREEN ISLAND`	GREEN ISLAND FICUS	7 GAL	2` X 2`	2` OC	N	FULL & THICK
FP	16	FICUS PUMILA	CREEPING FIG	1 GAL	VINE	AS	Y	VINE TO CLIMB UP WALL
YJ	24	GELSEMIUM SEMPERVIRENS	YELLOW JESSAMINE	1 GAL	VINE	AS	Y	VINE TO CLIMB UP WALL OR TRELLIS
RV	6	IPOMOEA PES-CAPRAE	RAILROAD VINE	1 GAL	VINE	AS	Y	VINE TO CLIMB UP WALL
PX	68	PHILODENDRON XANADU	XANADU PHILODENDRON	7 GAL	2` X 2`	2` OC	N	FULL & THICK
YF	7	RUSSELIA EQUISETIFORMIS `AUREUS`	YELLOW FIRECRACKER	7 GAL	3` X 3`	3.5` OC	N	FULL & THICK
SC	78	SALVIA COCCINEA	SAGE, TROPICAL RED	3 GAL	2` X 2`	2` OC	Y	FULL & THICK
SB	43	SPARTINA BAKERI	SAND CORD GRASS	7 GAL	2` X 2`	2.5` OC	Y	FULL & THICK
JM	17	TRACHELOSPERMUM ASIATICUM	JASMINE MINIMA	3 GAL	2` X 2`	2` OC	N	FULL & THICK
ZF	23	ZAMIA FLORIDANA	COONTIE	3 GAL	2` X 2`	2` OC	Y	FULL & THICK
ZA	59	ZEPHYRANTHES ATAMASCO	RAIN LILY	3 GAL	1` X 1.5`	2` OC	Y	FULL & THICK

NOTE: ALL TREES IN SITE TRIANGLES AND VISIBILITY LINES SHALL BE LIMBED UP AND MAINTAINED AT 6' HT, TO PROVIDE UNOBSTRUCTED CROSS-VISIBILITY AT INTERSECTIONS



LOCATION MAP



PROJECT TEAM

OWNER/CLIENT:
RAJESH PATEL
P.O. BOX 1868
PALM CITY, FL 34991

LANDSCAPE ARCHITECT/PLANNER:
COTLEUR & HEARING, INC.
1934 COMMERCE LANE, SUITE 1
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ARCHITECT:
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ENGINEER:
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1449 COMMERCE CENTER DRIVE
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SURVEYOR:
VELCON ENGINEERING & SURVEYING
1449 COMMERCE CENTER DRIVE
PORT ST. LUCIE, FL 34986
772.879.0477

LEGEND

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

LANDSCAPE PLAN

Scale: 1" = 20'

North

Cotleur & Hearing
Landscape Architects
Land Planners
Environmental Consultants
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Suite 1
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www.cotleurhearing.com
Lic# LC-26000535

Creekside Hotel

Stuart, Florida

Daniel T Sorrow:A01094E000001 7C702993600002B3

Digitally signed by Daniel T Sorrow:A01094E0000017C702993600002B3
2023.09.27 15:22:04 -04'00'

REGISTERED LANDSCAPE ARCHITECT DANIEL T. SORROW LA0001679 STATE OF FLORIDA

DESIGNED	LAH/TJB
DRAWN	TJB
APPROVED	DTS/LAH
JOB NUMBER	22-1016
DATE	05-12-23
REVISIONS	09-29-23

SHEET 1 OF 2

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LANDSCAPE NOTES

ALL PLANT MATERIAL SHALL BE FLORIDA NUMBER 1 OR BETTER AS DEFINED BY THE DIVISION OF PLANT INDUSTRY 'FLORIDA GRADES AND STANDARDS' LATEST EDITION.

ALL LANDSCAPE SHALL CONFORM TO THE REQUIREMENTS OF THE CITY OF STUART LAND DEVELOPMENT REGULATIONS. THE CITY OF STUART LANDSCAPE CODE (LDRs) SHALL GOVERN IN THE EVENT OF A CONFLICT.

VEGETATION REMOVAL PERMITS ARE REQUIRED PRIOR TO REMOVING, CLEARING OR STRIPPING ANY VEGETATION FROM THE PROPERTY.

AT THE TIME OF BUILDING PERMIT, THE APPLICANT SHALL EXECUTE HOLD HARMLESS AGREEMENTS WITH ALL APPLICABLE UTILITIES FOR LANDSCAPING WITHIN UTILITY EASEMENTS.

THE LANDSCAPE CONTRACTOR SHALL NOT MAKE ANY SUBSTITUTIONS AND/ OR CHANGES WITHOUT THE AUTHORIZATION OF TOWN OF JUPITER, THE OWNER AND THE LANDSCAPE ARCHITECT.

THE LANDSCAPE CONTRACTOR SHALL REVIEW THE PROJECT DRAINAGE AND UTILITY PLANS PRIOR TO CONSTRUCTION AND AVOID ALL CONFLICTS. THE LANDSCAPE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO COMMENCING WORK.

THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PERMITS.

THE CONTRACTOR SHALL COORDINATE THE PLANTING AND TRIMMING OF STREET TREES TO ENSURE FULL VISIBILITY TO TRAFFIC CONTROL AND SAFETY SIGNAGE

TREES SHALL BE POSITIONED TO AVOID CONFLICTS WITH SIGNAGE AND SITE LIGHTING. LARGER TREES WILL BE PROVIDED AT INTERSECTIONS WHERE DEEMED NECESSARY.

ALL VEGETATION SHALL BE SELECTED AND POSITIONED SO THAT IT DOES NOT PRESENT OBSTRUCTIONS TO THE LINE OF SIGHT AT INTERSECTIONS PURSUANT TO SECTION 27-1262(a)(9)(c) OF THE TOWN OF JUPITER CODE.

ALL ABOVE GROUND UTILITIES I.E. TRANSFORMERS, SWITCH BOXES, AC CONDENSERS AND ALIKE SHALL BE FULLY SCREENED FROM VIEW ON THREE SIDES WITH LANDSCAPING. THE LANDSCAPING SHALL TO THE TALLEST POINT OF SAID EQUIPMENT AT TIME OF PLANTING.

ALL TREES SHALL BE LOCATED WITHIN A MULCH PLANTING BED WITH A MINIMUM OF TWO (2) FEET OF CLEARANCE TO THE EDGE OF THE BED.

SOD AND IRRIGATION SHALL BE INSTALLED IN ANY ADJACENT RIGHT OF WAY BETWEEN THE SIDEWALK AND THE CURB.

ALL SOD SHALL BE STENOTAPHRUM SECONDATUS FLORITAM-PALMETTO (ST. AUGUSTINE SOD).

TREES WITHIN PLANTING ISLANDS LESS THAN FIVE (5) FEET IN WIDTH SHALL BE LOCATED TO AVOID CONFLICTS WITH THE OVERHANG OF VEHICLES.

TYPE D RAISED CONCRETE CURBING SHALL BE PROVIDED AROUND ALL PLANTING ISLANDS WITHIN VEHICULAR USE AREAS.

TREES AT ENTRANCE WAYS AND WITHIN SIGHT TRIANGLES SHALL BE TRIMMED IN SUCH A FASHION TO MINIMIZE SITE VISIBILITY CONFLICTS. CLEAR VISIBILITY SHALL BE MAINTAINED BETWEEN 30 INCHES AND 7 FEET. TEN FOOT BY THIRTY FOOT SIGHT VISIBILITY TRIANGLES SHALL BE PROVIDED AT THE INTERSECTIONS WITH THE PUBLIC RIGHT OF WAY. IN ADDITION ALL LANDSCAPING SHALL CONFORM TO THE REQUIREMENTS OF FDOT INDEX 546.

EARTH BERMS SHALL NOT EXCEED A 3:1 SLOPE 4:1 SLOPES OR GREATER ARE PREFERABLE.

ALL TREES PLANTED UNDER OR ADJACENT TO FPL POWER LINES WILL COMPLY WITH THE FPL RIGHT TREE IN THE RIGHT PLACE GUIDELINES (REV 5/95)

PERIMETER TREES AT THE TIME OF PLANTING SHALL BE SPACED IN A WAY THAT COMPLEMENTS THE SPACING OF ANY EXISTING TREES ON ADJACENT DEVELOPED AREAS.

ALL LANDSCAPE ISLANDS AND BEDS SHALL BE FREE FROM SHELL ROCK AND CONSTRUCTION DEBRIS, EXCAVATED TO A DEPTH OF 30 INCHES OR TO CLEAN NATIVE SOILS AND FILLED WITH THE SPECIFIED BACKFILL MIXTURE.

SOIL SHALL BE THREE INCHES BELOW THE TOP OF CURB.

19.5" 'BIO BARRIER' ROOT BARRIER SHALL BE PROVIDED FOR SHADE TREES PLANTED WITHIN SIX (6') FEET OF PUBLIC CURBS, SIDEWALKS OR PUBLIC RIGHT OF WAYS. ALL ROOT BARRIER SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURES RECOMMENDATIONS. THE TOTAL LENGTH OF THE ROOT BARRIERS SHALL BE 20' ADJACENT TO THE SIDEWALK AND 20' ADJACENT TO THE CURB.

ALL AREAS SHALL BE FULLY IRRIGATED IN ACCORDANCE WITH THE REQUIREMENTS OF THE TOWN OF JUPITER. THE IRRIGATION WATER SOURCE SHALL BE WELL WATER FOR COMMON AREAS AND POTABLE WATER AROUND THE BUILDING FOUNDATION.

CATCH BASINS AND DRAINAGE SHALL NOT BE LOCATED WITH IN REQUIRED PERIMETER BUFFERS OR PRESERVE AREAS.

THE IRRIGATION SYSTEM SHALL BE DESIGNED TO PROVIDE 100% OVERLAP COVERAGE TO ALL LANDSCAPE AND SOD AREAS.

THE IRRIGATION SYSTEM SHALL BE EQUIPPED WITH A RAIN SENSOR/CUT OFF SWITCH IN ACCORDANCE WITH STATE AND LOCAL REQUIREMENTS.

EXISTING TREES AND VEGETATION TO REMAIN SHALL BE STAKED AND BARRICADED PRIOR TO ANY LAND CLEARING. TREES TO BE RELOCATED SHALL BE ROOT PRUNED AND PROTECTED DURING CONSTRUCTION.

ALL TREES PROPOSED TO BE PRESERVED ON SITE SHALL BE PROTECTED IN ACCORDANCE WITH THE PROCEDURES OUTLINED IN DIVISION IV., VEGETATION REMOVAL REQUIREMENTS IN THE TOWN OF JUPITER CODE PRIOR TO THE ISSUANCE OF A C.O.

ANY AREA DESIGNATED WITH EXISTING VEGETATION TO REMAIN THAT IS DISTURBED DURING CONSTRUCTION WILL BE RESTORED WITH NATIVE PLANTINGS.

EXISTING TREES PRESERVED OR RELOCATED ON SITE SHALL BE PRUNED ACCORDING TO ANSI A300 STANDARDS OR BY AN ISA CERTIFIED ARBORIST.

ALL EXISTING LANDSCAPING AND TREES TO REMAIN SHALL BE BARRICADED WITH ORANGE CONSTRUCTION BARRICADE. THE BARRICADE SHALL BE INSTALLED AT THE DRIP LINE OF THE TREE/PALM OR AT THE EDGE OF THE SHRUB MASS. BARRICADES SHALL REMAIN IN PLACE THROUGHOUT THE DURATION OF CONSTRUCTION.

EXISTING, SUITABLE NATIVE VEGETATION LOCATED WITHIN THE PROPOSED DEVELOPMENT AREAS SHALL BE RELOCATED TO SUPPLEMENT THE LANDSCAPING. NATIVE VEGETATION SHALL BE RELOCATED BY TREE SPADE OR CRANE. PRIOR TO THE CLEARING OF THE SITE THE APPLICANT SHALL IDENTIFY ALL NATIVE VEGETATION TO BE RELOCATED.

RELOCATION METHODOLOGY: EXISTING NATIVE VEGETATION DETERMINED TO BE SUITABLE FOR RELOCATION SHALL BE RELOCATED TO TARGET AREAS USING HYDROLOGIC TREE SPADES. THE SIZE OF SPADE SHALL VARY FROM 90" TO 45" DEPENDING ON THE SIZE AND TYPE OF VEGETATION TO BE MOVED. THE APPLICANT SHALL IDENTIFY PRIOR TO THE CLEARING OF THE SITE ALL EXISTING NATIVE VEGETATION TO BE RELOCATED. FOLLOWING RELOCATION, VEGETATION SHALL BE WATERED DAILY FOR A PERIOD NOT LESS THAN 90 DAYS AFTER WHICH IT SHALL BE WATERED ON AN AS NEED BASIS TO INSURE SURVIVAL. AT A MINIMUM THE APPLICANT SHALL INSURE 60% SURVIVAL FOR ALL RELOCATED PLANT MATERIAL.

LANDSCAPE SPECIFICATIONS

1. GENERAL LANDSCAPE REQUIREMENTS

LANDSCAPE CONTRACT WORK INCLUDES, BUT IS NOT LIMITED TO, SOIL PREPARATION, FINE OR FINISH GRADING, FURNISHING AND INSTALLING PLANT MATERIAL, WATERING, STAKING, GUYING AND MULCHING.

PLANT SIZE AND QUALITY

TREES, PALMS, SHRUBS, GROUNDCOVERS:
PLANT SPECIES AND SIZES SHALL CONFORM TO THOSE INDICATED ON THE DRAWINGS. NOMENCLATURE SHALL CONFORM TO STANDARD PLANT NAMES, 1942 EDITION. ALL NURSERY STOCK SHALL BE IN ACCORDANCE WITH GRADES AND STANDARDS FOR NURSERY PLANTS PARTS I & II, LATEST EDITION PUBLISHED BY THE FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES, UNLESS SPECIFIED OTHERWISE. ALL PLANTS SHALL BE FLORIDA GRADE NUMBER 1 OR BETTER AS DETERMINED BY THE FLORIDA DIVISION OF PLANT INDUSTRY.

ALL CONTAINER GROWN MATERIAL SHALL BE HEALTHY, VIGOROUS, WELL-ROOTED PLANTS AND ESTABLISHED IN THE CONTAINER IN WHICH THEY ARE SOLD. THE PLANTS SHALL HAVE TOPS OF GOOD QUALITY AND BE IN A HEALTHY GROWING CONDITION.

AN ESTABLISHED CONTAINER GROWN PLANT SHALL BE TRANSPLANTED INTO A CONTAINER AND GROWN IN THAT CONTAINER SUFFICIENTLY LONG ENOUGH FOR THE NEW FIBROUS ROOTS TO HAVE DEVELOPED SO THAT THE ROOT MASS WILL RETAIN ITS SHAPE AND HOLD TOGETHER WHEN REMOVED FROM THE CONTAINER.

STANDARD PLANTING MIXTURE SHALL BE ONE (1) PART RECYCLED ORGANIC MATERIAL ADDED TO THREE (3) PARTS EXISTING NATIVE SOIL.

REPLACEMENT SOIL SHALL BE USED AS SPECIFIED TO REPLACE EXISTING SOILS THAT ARE DETERMINED BY THE LANDSCAPE ARCHITEC TO BE UNSUITABLE FOR PLANTING, IE. ROAD BASE, PAVEMENT, ETC. REPLACEMENT SOIL MIX SHALL CONTAIN 60% SAND AND 40% MUCK. SAND SHALL BE 100% CLEAN NATIVE SAND SCREENED TO 1/4" AND MUCK SHALL BE 100% CLEAN ORGANIC NATIVE MUCK SCREENED TO 1/2". ALL SOIL SHALL BE MIXED PRIOR TO DELIVERY ON SITE.

MULCH SHALL BE SHREDDED MELALEUCA, EUCALYPTUS OR GRADE "A" RECYCLED. ALL MULCH IS TO BE APPLIED TO A DEPTH OF 3", EXCEPT AS OTHERWISE NOTED.

FERTILIZER IN BACKFILL MIXTURE FOR ALL PLANTS SHALL CONSIST OF MILORGANITE ACTIVATED SLUDGE MIXED WITH THE BACKFILL AT A RATE OF NOT LESS THAN 50 LBS. PER CUBIC YARD.

FERTILIZER FOR TREES AND SHRUBS MAY BE TABLET FORM OR GRANULAR. GRANULAR FERTILIZER SHALL BE UNIFORM IN COMPOSITION, DRY AND FREE-FLOWING. THIS FERTILIZER SHALL BE DELIVERED TO THE SITE IN THE ORIGINAL UNOPENED BAGS, EACH BEARING THE MANUFACTURER'S STATEMENT OF ANALYSIS, AND SHALL MEET THE FOLLOWING REQUIREMENTS: 16% NITROGEN, 7% PHOSPHORUS, 12% POTASSIUM, PLUS IRON. TABLET FERTILIZER (AGRIFORM OR EQUAL) IN 21 GRAM SIZE SHALL MEET THE FOLLOWING REQUIREMENTS: 20% NITROGEN, 10% PHOSPHORUS AND 5% POTASSIUM.

FERTILIZER WILL BE APPLIED AT THE FOLLOWING RATES:

PLANT SIZE	16-7-12	AGRIFORM TABLETS (21 GRAM)
1 GAL.	1/4 LB.	1
3 GAL.	1/3 LB.	3
7-15 GAL.	1/2 LB.	6
1"-6" CALIPER	2 LBS./1" CALIPER	2 PER 1" CALIPER
6" AND LARGER	1 LBS./1" CALIPER	2 PER 1" CALIPER

"FLORIDA EAST COAST PALM SPECIAL" SHALL BE APPLIED TO ALL PALMS AT INSTALLATION AT A RATE OF ½ LB. PER INCH OF TRUNK UNLESS OTHERWISE SPECIFIED.

FIELD GROWN TREES AND PALMS PREVIOUSLY ROOT PRUNED SHALL OBTAIN A ROOT BALL WITH SUFFICIENT ROOTS FOR CONTINUED GROWTH WITHOUT RESULTING SHOCK.

CONTRACTOR SHALL NOT MARK OR SCAR TRUNK IN ANY FASHION.

PLANTS SHALL BE WATERED AS NECESSARY OR WITHIN 24 HOURS AFTER NOTIFICATION BY THE LANDSCAPE ARCHITECT.

THE LOCATIONS OF PLANTS, AS SHOWN IN THESE PLANS, ARE APPROXIMATE. THE FINAL LOCATIONS MAY BE ADJUSTED TO ACCOMMODATE UNFORESEEN FIELD CONDITIONS. MAJOR ADJUSTMENTS TO THE LAYOUT ARE TO BE APPROVED BY THE LANDSCAPE ARCHITECT.

ALL PLASTIC FABRIC SHALL BE REMOVED FROM PLANT MATERIAL AT TIME OF INSTALLATION.

ALL TREES MUST BE STAKED AS SHOWN ON THE PLANTING DETAILS WITHIN 24 HOURS OF PLANTING. STAKES TO REMAIN FOR A MINIMUM OF 9 MONTHS, BUT NO LONGER THAN 18 MONTHS. CONTRACTOR IS RESPONSIBLE FOR MAINTENANCE AND REMOVAL OF THE STAKES.

ALL TREES MUST BE PRUNED AS PER LANDSCAPE ARCHITECT'S DIRECTION. SABAL PALMS MAY BE HURRICANE CUT.

ALL SHRUBS, TREES AND GROUND COVER WILL HAVE IMPROVED SOIL AS PER PLANTING SOIL NOTES. THE SOILS SHALL BE PLACED IN THE HOLE DURING PLANTING. TOP DRESSING ONLY IS NOT ACCEPTABLE.

DO NOT ALLOW AIR POCKETS TO FORM WHEN BACKFILLING. ALL TREES SHALL BE SPIKED IN UTILIZING WATER AND A TREE BAR.

THE LANDSCAPE CONTRACTOR SHALL WATER, MULCH, WEED, PRUNE, AND OTHERWISE MAINTAIN ALL PLANTS, INCLUDING SOD, UNTIL COMPLETION OF CONTRACT OR ACCEPTANCE BY LANDSCAPE ARCHITECT. SETTLED PLANTS SHALL BE RESET TO PROPER GRADE, PLANTING SAUCERS RESTORED, AND DEFECTIVE WORK CORRECTED.

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

UPON COMPLETION OF THE WORK, THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT AND REQUEST A FINAL INSPECTION. ANY ITEMS THAT ARE JUDGED INCOMPLETE OR UNACCEPTABLE BY THE LANDSCAPE ARCHITECT OR OWNER'S REPRESENTATIVE SHALL BE CORRECTED BY THE LANDSCAPE CONTRACTOR WITHIN 14 DAYS.

ALL LABOR AND MATERIAL FOR SOIL AMENDMENTS AND FERTILIZER THAT IS REQUIRED TO INSURE THE SUCCESSFUL ESTABLISHMENT AND SURVIVAL OF THE PROPOSED VEGETATION, AS WELL AS ALL THE COST FOR THE REMOVAL OF UNSUITABLE OR EXCESS BACKFILL MATERIAL, SHALL BE INCLUDED IN THE CONTRACTOR'S BID TO PERFORM THE WORK REPRESENTED IN THIS PLAN SET.

2. PLANTING TREES

EXCAVATE PIT AS PER PLANTING DETAILS.

BACKFILL AROUND BALL WITH STANDARD PLANTING MIXTURE AND SLIGHTLY COMPACT, WATER THOROUGHLY AS LAYERS ARE PLACED TO ELIMINATE VOIDS AND AIR POCKETS. BUILD A 6" HIGH BERM OF STANDARD PLANTING MIXTURE BEYOND EDGE OF EXCAVATION. APPLY 3" (AFTER SETTLEMENT) OF MULCH EXCEPT WITHIN 6" OF TRUNK.

PRUNE TREE TO REMOVE DAMAGED BRANCHES, IMPROVE NATURAL SHAPE AND THIN OUT STRUCTURE. DO NOT REMOVE MORE THAN 15% OF BRANCHES. DO NOT PRUNE BACK TERMINAL LEADER.

GUY AND STAKE TREE IN ACCORDANCE WIT THE STAKING DETAILS IMMEDIATELY AFTER PLANTING.

3. PLANTING SHRUBS

LAYOUT SHRUBS TO CREATE A CONTINUOUS SMOOTH FRONT LINE AND FILL IN BEHIND.

EXCAVATE PIT OR TRENCH TO 1-1/2 TIMES THE DIAMETER OF THE BALLS OR CONTAINERS OR 1'-0" WIDER THAN THE SPREAD OF ROOTS FOR POSITIONING AT PROPER HEIGHT. BACKFILL AROUND PLANTS WITH STANDARD PLANTING MIXTURE, COMPACTED TO ELIMINATE VOIDS AND AIR POCKETS. FORM GRADE SLIGHTLY DISHED AND BERMED AT EDGES OF EXCAVATION. APPLY 3" OF MULCH EXCEPT WITHIN 3" OF STEMS.

PRUNE SHRUBS TO REMOVE DAMAGED BRANCHES, IMPROVE NATURAL SHAPE AND THIN OUT STRUCTURE. DO NOT REMOVE MORE THAN 15% OF BRANCHES.

4. PLANTING GROUND COVER

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

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

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

5. PLANTING LAWNS

SODDING: SOD TYPE SPECIFIED ON PLANT LIST SHALL BE MACHINE STRIPPED NOT MORE THAN 24 HOURS PRIOR TO LAYING.

LOOSEN SUBGRADE TO DEPTH OF 4" AND GRADE WITH TOPSOIL EITHER PROVIDED ON SITE OR IMPORTED STANDARD PLANTING MIX TO FINISH DESIGN ELEVATIONS. ROLL PREPARED LAWN SURFACE. WATER THOROUGHLY, BUT DO NOT CREATE MUDDY SOIL CONDITION.

FERTILIZE SOIL AT THE RATE OF APPROXIMATELY 10 LBS. PER 1,000 S.F. SPREAD FERTILIZER OVER THE AREA TO RECEIVE GRASS BY USING AN APPROVED DISTRIBUTION DEVICE CALIBRATED TO DISTRIBUTE THE APPROPRIATE QUANTITY. DO NOT FERTILIZE WHEN WIND VELOCITY EXCEEDS 15 M.P.H. THOROUGHLY MIX FERTILIZER INTO THE TOP 2" OF TOPSOIL.

LAY SOD STRIPS WITH TIGHT JOINTS, DO NOT OVERLAP, STAGGER STRIPS TO OFFSET JOINTS IN ADJACENT COURSES. WORK SIFTED STANDARD PLANTING MIXTURE INTO MINOR CRACKS BETWEEN PIECES OF SOD AND REMOVE EXCESS SOIL DEPOSITS FROM SODDED AREAS. SOD ON SLOPES GREATER THAN 3:1 SHALL BE STAKED IN PLACE. ROLL OR STAMP LIGHTLY AND WATER THOROUGHLY WITH A FINE SPRAY IMMEDIATELY AFTER PLANTING.

6. MISCELLANEOUS LANDSCAPE WORK

LANDSCAPE MAINTENANCE

MAINTAIN LANDSCAPE WORK UNTIL FINAL ACCEPTANCE IS ISSUED BY THE OWNER'S REPRESENTATIVE. INCLUDE WATERING, WEEDING, CULTIVATING, RESTORATION OF GRADE, MOWING AND TRIMMING GRASS, PRUNING TREES AND SHRUBS, PROTECTION FROM INSECTS AND DISEASES, FERTILIZING AND SIMILAR OPERATIONS AS NEEDED TO INSURE NORMAL GROWTH AND GOOD HEALTH FOR LIVE PLANT MATERIAL.

PLANT MATERIAL SUBSTITUTION

NO SUBSTITUTION OF PLANT MATERIAL, TYPE OR SIZES WILL BE PERMITTED WITHOUT AUTHORIZATION FROM THE LANDSCAPE ARCHITECT.

PLANTING BED PREPARATION

ALL PLANTING BEDS SHALL BE PROPERLY PREPARED PRIOR TO THE COMMENCEMENT OF ANY PLANTING. PLANTING AREAS, INCLUDING LAWNS SHALL BE FREE OF ALL WEEDS AND NUISANCE VEGETATION. IF TORPEDO GRASS (PANICUM REPENS) IS PRESENT OR ENCOUNTERED DURING PLANTING, THE LANDSCAPE CONTRACTOR SHALL STOP ALL PLANTING UNTIL IT CAN BE DEMONSTRATED THAT IT HAS BEEN COMPLETELY REMOVED OR ERADICATED. THERE SHALL BE NO EXCEPTIONS TO THIS PROVISION.

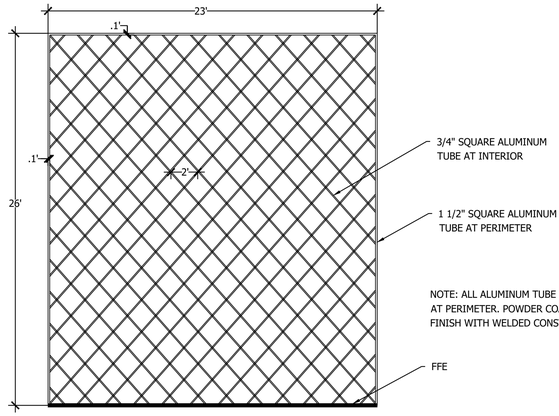
ALL LANDSCAPE ISLANDS AND BEDS WILL BE FREE OF SHELL ROCK AND CONSTRUCTION DEBRIS AND WILL BE EXCAVATED TO A DEPTH OF 30 INCHES OR TO CLEAN, NATIVE SOIL AND FILLED WITH THE SPECIFIED REPLACEMENT SOIL.

LANDSCAPE WARRANTY

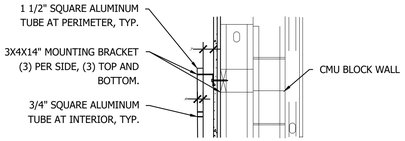
THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIAL FOR A PERIOD OF SIX (6) MONTHS FROM THE DATE OF CONDITIONAL ACCEPTANCE IN WRITING FROM THE LANDSCAPE ARCHITECT. AT THE TIME OF CONDITIONAL ACCEPTANCE, THE SIX (6) MONTH PERIOD SHALL COMMENCE. ANY MATERIALS WHICH HAVE DIED OR DECLINED TO THE POINT WHERE THEY NO LONGER MEET FLORIDA #1 CONDITION DURING THIS PERIOD SHALL BE PROMPTLY REPLACED WITH SPECIMENS THAT MEET THE MINIMUM REQUIREMENTS CALLED FOR ON THE DRAWINGS. THE LANDSCAPE CONTRACTOR SHALL NOT BE HELD RESPONSIBLE FOR THE DEATH OR DAMAGE RESULTING FROM ACTS OF GOD SUCH AS LIGHTNING, VANDALISM, AND AUTOMOBILES OR FROM NEGLIGENCE BY THE OWNER. CONTRACTOR SHALL BE RESPONSIBLE FOR WATERING AND OTHERWISE MAINTAINING PLANTS UP TO THE CONDITIONAL ACCEPTANCE PERIOD, UNLESS A WRITTEN AGREEMENT WITH THE LANDSCAPE ARCHITECT PROVIDES FOR A DIFFERENT ARRANGEMENT.

48 HOURS BEFORE DIGGING
CALL TOLL FREE
811
SUNSHINE STATE ONE CALL OF FLORIDA, INC.

TRELLIS DETAIL

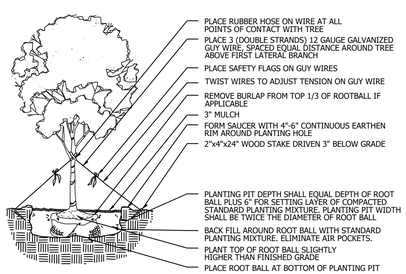


TRELLIS ELEVATION VIEW



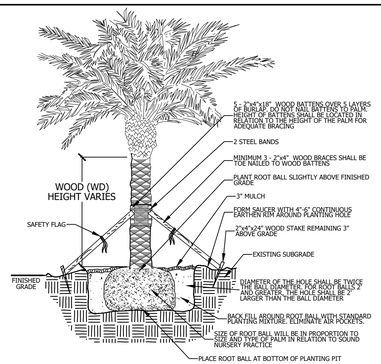
TRELLIS SECTION VIEW

PLANTING DETAILS



LARGE TREE PLANTING DETAIL

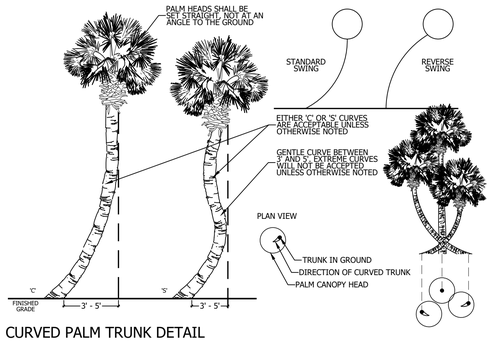
NTS



LARGE PALM PLANTING DETAIL

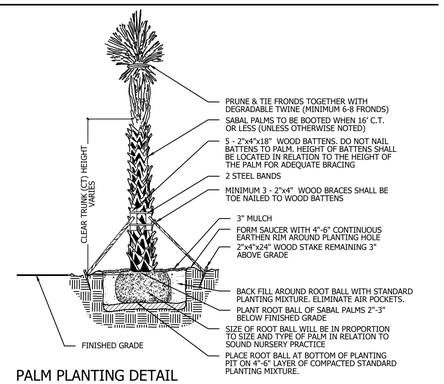
MEDJOOL, CANARY ISLAND, SYLVESTER DATE PALM, ETC.

NTS



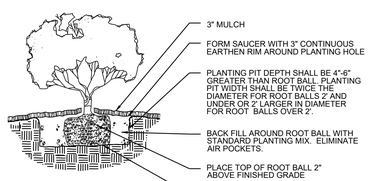
CURVED PALM TRUNK DETAIL

NTS



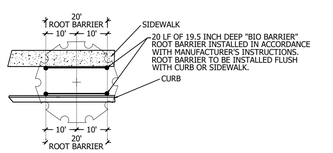
PALM PLANTING DETAIL

NTS



SHRUB/GROUNDCOVER PLANTING DETAIL

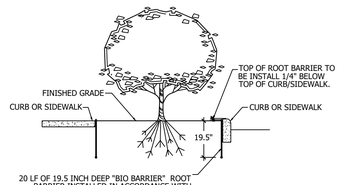
NTS



ROOT BARRIER DETAIL

PLAN VIEW

NTS



ROOT BARRIER DETAIL

SECTION VIEW

NTS

LANDSCAPE DETAILS

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Lic# LC-26000535

Creekside Hotel
Stuart, Florida

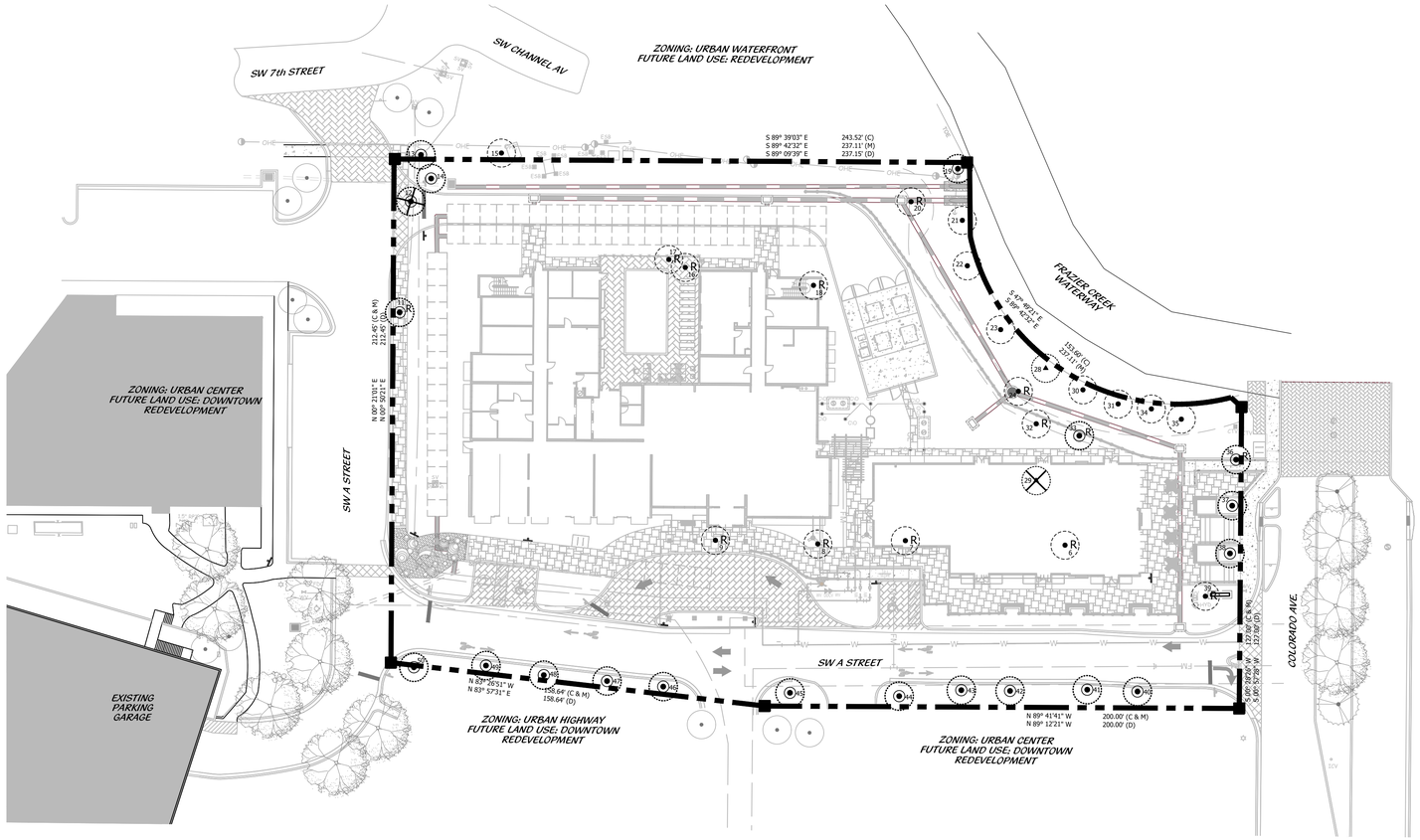
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Date: 2023.09.27 12:04:00'



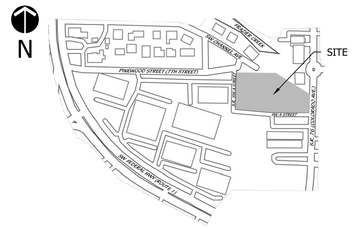
DESIGNED	LAH/TJB
DRAWN	TJB
APPROVED	DTS/LAH
JOB NUMBER	22-1016
DATE	05-12-23
REVISIONS	09-29-23

SHEET 2 OF 2

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LOCATION MAP



LEGAL DESCRIPTION

UNIT 2, ROYAL PALM FINANCIAL CENTER COMMERCIAL CONDOMINIUM, ACCORDING TO THE DECLARATION OF CONDOMINIUM OF ROYAL PALM FINANCIAL CENTER, AS RECORDED IN OFFICIAL RECORDS BOOK 2499, PAGE 1296, OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA.

PARCEL CONTAINS 70, 754+/- SQUARE FEET

LEGEND

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

PROJECT TEAM

OWNER/CLIENT:
RAJESH PATEL
P.O. BOX 1868
PALM CITY, FL 34991

LANDSCAPE ARCHITECT/PLANNER:
COTLEUR & HEARING, INC.
1934 COMMERCE LANE, SUITE 1
JUPITER, FL 33458
561.747.6336

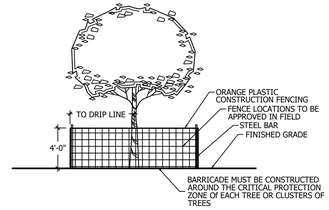
ARCHITECT:
HARTER-ADAMS, P.A.
1370 GENE STREET
WINTER PARK, FL 32789
407.647.5767

ENGINEER:
VELCON ENGINEERING & SURVEYING
1449 COMMERCE CENTER DRIVE
PORT ST. LUCIE, FL 34986
772.879.0477

SURVEYOR:
VELCON ENGINEERING & SURVEYING
1449 COMMERCE CENTER DRIVE
PORT ST. LUCIE, FL 34986
772.879.0477

TREE PROTECTION DETAIL

NTS



CONSTRUCTION STANDARD:

DURING PERIODS OF DEVELOPMENT AND CONSTRUCTION, THE AREAS WITHIN THE DRIP-LINE OF PRESERVED TREES SHALL BE MAINTAINED AT THEIR ORIGINAL GRADE WITH PERVIOUS LANDSCAPE MATERIAL WITHIN THESE AREAS. THERE SHALL BE NO TRENCHING OR CUTTING OF ROOTS; NO FILL, COMPACTION OR REMOVAL OF SOIL; AND, NO USE OF CONCRETE, PAINT, CHEMICALS OR OTHER FOREIGN SUBSTANCES.

NOTE:

ALL BARRICADES MUST BE MAINTAINED INTACT FOR THE DURATION OF CONSTRUCTION.

TREE INVENTORY

Tree #	Tree Species		DBH/Height	Proposed Disposition	Mitigate
	Common Name	Botanical Name			
6	CABBAGE PALM	SABAL PALMETTO	8'	RELOCATE	NA
7	CABBAGE PALM	SABAL PALMETTO	12'	RELOCATE	NA
8	CABBAGE PALM	SABAL PALMETTO	12'	RELOCATE	NA
9	CABBAGE PALM	SABAL PALMETTO	12'	RELOCATE	NA
11	LAUREL OAK	QUERCUS LAURIFOLIA	18"	RELOCATE	NA
12	LAUREL OAK	QUERCUS LAURIFOLIA	7"	REMOVE	NO
13	LIVE OAK	QUERCUS VIRGINIANA	7"	PRESERVE	NA
14	LIVE OAK	QUERCUS VIRGINIANA	4"	PRESERVE	NA
15	CABBAGE PALM	SABAL PALMETTO	10'	PRESERVE	NA
16	CABBAGE PALM	SABAL PALMETTO	15'	RELOCATE	NA
17	CABBAGE PALM	SABAL PALMETTO	10'	RELOCATE	NA
18	CABBAGE PALM	SABAL PALMETTO	18'	RELOCATE	NA
19	LIVE OAK	QUERCUS VIRGINIANA	12"	PRESERVE	NA
20	CABBAGE PALM	SABAL PALMETTO	18'	RELOCATE	NA
21	CABBAGE PALM	SABAL PALMETTO	18'	PRESERVE	NA
22	CABBAGE PALM	SABAL PALMETTO	15'	PRESERVE	NA
23	CABBAGE PALM	SABAL PALMETTO	18'	PRESERVE	NA
24	CABBAGE PALM	SABAL PALMETTO	18'	RELOCATE	NA
28	SLASH PINE	PINUS ELLIOTTII	28"	PRESERVE	NA
29	SLASH PINE	PINUS ELLIOTTII	40"	REMOVE	NO
30	CABBAGE PALM	SABAL PALMETTO	12'	PRESERVE	NA
31	CABBAGE PALM	SABAL PALMETTO	12'	PRESERVE	NA
32	CABBAGE PALM	SABAL PALMETTO	16'	RELOCATE	NA
33	LIVE OAK	QUERCUS VIRGINIANA	18"	PRESERVE	NA
34	CABBAGE PALM	SABAL PALMETTO	16'	RELOCATE	NA
35	CABBAGE PALM	SABAL PALMETTO	18'	PRESERVE	NA
36	LIVE OAK	QUERCUS VIRGINIANA	18"	RELOCATE	NA
37	LIVE OAK	QUERCUS VIRGINIANA	18"	PRESERVE	NA
38	LIVE OAK	QUERCUS VIRGINIANA	20"	PRESERVE	NA
39	CABBAGE PALM	SABAL PALMETTO	7'	RELOCATE	NA
40	LIVE OAK	QUERCUS VIRGINIANA	12"	PRESERVE	NA
41	LIVE OAK	QUERCUS VIRGINIANA	10"	PRESERVE	NA
42	LIVE OAK	QUERCUS VIRGINIANA	12"	PRESERVE	NA
43	LIVE OAK	QUERCUS VIRGINIANA	14"	PRESERVE	NA
44	LIVE OAK	QUERCUS VIRGINIANA	10"	PRESERVE	NA
45	LIVE OAK	QUERCUS VIRGINIANA	12"	PRESERVE	NA
46	LIVE OAK	QUERCUS VIRGINIANA	14"	PRESERVE	NA
47	LIVE OAK	QUERCUS VIRGINIANA	5"	PRESERVE	NA
48	LIVE OAK	QUERCUS VIRGINIANA	12"	PRESERVE	NA
49	LIVE OAK	QUERCUS VIRGINIANA	10"	PRESERVE	NA
50	LIVE OAK	QUERCUS VIRGINIANA	12"	PRESERVE	NA

TREE MITIGATION DATA

Tree #	Tree Species		DBH/Height	Enviornmental Rating	Proposed Disposition	Mitigate	Ratio	Replacement Trees Needed	Replacement Trees Provided
	Common Name	Botanical Name							
12	LAUREL OAK	QUERCUS LAURIFOLIA	7"	3	REMOVE	NO	Environmental Specialist Rating Requires Removal	NA	NA
29	SLASH PINE	PINUS ELLIOTTII	40"	3	REMOVE	NO	Environmental Specialist Rating Requires Removal -Codominant Tree-	NA	NA

Total Existing Trees:	41
Total Trees To Be Removed:	2
Total Trees To Be Relocated:	14
Total Trees to Remain:	25

MITIGATION LEGEND

- EXISTING CABBAGE PALMS TO REMAIN
- EXISTING PINES TO REMAIN
- EXISTING OAKS TO REMAIN
- CABBAGE PALMS TO BE RELOCATED
- PINES TO BE REMOVED
- OAKS TO BE REMOVED
- OAKS TO BE RELOCATED

NOTE:
ALL SABAL PALMS TO BE RELOCATED, SEE LANDSCAPE PLAN FOR PROPOSED TRANSPLANT LOCATION.
TREES TO REMAIN WILL BE PROTECTED AND BARRICADED IN PLACE.
REFER TO SHEET THREE FOR TREES TO BE REMOVED REQUIRING MITIGATION. NOT ALL TREES SHOWN ON THIS INVENTORY TO BE REMOVED REQUIRE MITIGATION.
ALL TREES ARE SHOWN FOR CONSTRUCTION AND PRESERVATION PURPOSES.

TREE MITIGATION PLAN

0' 10' 20' 40' 60' 80'

Scale: 1" = 30'

North

Cotleur & Hearing
Landscape Architects
Land Planners
Environmental Consultants
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Suite 1
Jupiter, Florida 33458
561.747.6336 · Fax 747.1377
www.cotleurhearing.com
Lic# LC-26000535

Creekside Hotel

Stuart, Florida

Daniel T Sorrow:A01094E0000017C7029 36B0002B 2025.09.27 30:04'00'

Digitally signed by Daniel T Sorrow:A01094E0000017C7029 Date: 2025.09.27 30:04'00'

LABS56478 DANIEL T. SORROW REGISTERED LANDSCAPE ARCHITECT STATE OF FLORIDA

DESIGNED	TJB
DRAWN	TJB
APPROVED	DTS/LAH
JOB NUMBER	22-1016
DATE	03-07-23
REVISIONS	05-12-23
	09-29-23

SHEET 1 OF 1

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LEGAL DESCRIPTION:

UNIT 2, ROYAL PALM FINANCIAL CENTER COMMERCIAL CONDOMINIUM, ACCORDING TO THE DECLARATION OF CONDOMINIUM OF ROYAL PALM FINANCIAL CENTER, AS RECORDED IN OFFICIAL RECORDS BOOK 2499, PAGE 1296, OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA.

ADDRESS: TBD COLORADO AVENUE
STUART, FLORIDA

NOTES:

SUBJECT TO ANY APPLICABLE EASEMENTS, RIGHTS-OF-WAY, OR OTHER RESTRICTIONS OF RECORD.

BEARINGS SHOWN HEREON ARE RELATED TO THE FLORIDA STATE PLANE COORDINATE SYSTEM GRID NORTH, NORTH AMERICAN DATUM OF 1983, (1990 ADJUSTMENTS). REFERENCE BEARING OF S 00°28'26" W ALONG THE WESTERLY RIGHT OF WAY LINE OF S COLORADO AVENUE. ALL OTHER BEARINGS ARE RELATIVE THERETO.

LEGAL DESCRIPTION FROM STEVEN J BROWN BOUNDARY SURVEY, JOB NUMBER 3350-30-01, DATED 06-16-2018, ORB 2499, PG 1294.

ELEVATIONS ARE IN FEET AND RELATED TO THE MARTIN COUNTY BENCHMARK "MLK-GA", HAVING A PUBLISHED ELEVATION OF 9.74 FEET NAVD (NORTH AMERICAN VERTICAL DATUM). ALL OTHER ELEVATIONS ARE RELATIVE THERETO.

PROPERTY LIES IN F.I.R.M. ZONE "X" AND "AE" (EL 5), AS PER MAP NUMBER 12085C0134H, DATED 2/19/20. FLOOD ZONES ARE APPROXIMATE AS SCALED FROM FLOOD INSURANCE RATE MAPS.

FIDELITY NATIONAL TITLE INSURANCE COMPANY
ORDER NUMBER: 10768019
DATED SEPTEMBER 19, 2022 AT 5:00 PM

EXCEPTIONS TABLE

EXCEPTION No.	O.R. BOOK	PAGE(S)	DESCRIPTION
5	2480 2519	2115 2732	RECIPROCAL EASEMENT AFFECTS BLANKET IN NATURE AMENDMENT AFFECTS UNITS 1&2
6	2499	1296	TERMS, CONDITIONS, EASEMENTS AFFECT UNITS 1&2
7	2905 2905	115 127	NON-EXCLUSIVE SEWAGE FORCEMAIN EASEMENT AFFECTS PLOTTED ON SURVEY NON-EXCLUSIVE SEWAGE FORCEMAIN EASEMENT AFFECTS PLOTTED ON SURVEY
8	2969	2188	ADMINISTRATIVE VARIANCE AFFECTS NON-PLOTTABLE PARKING SHOWN ON SURVEY

E 1/4 CORNER SECTION 5
TWP 38S, R6E 41E
CCR #0031724
NOT FND

LEGEND

ABD	= ABANDONED
BFP	= BACK FLOW PREVENTER
BM	= BENCHMARK
BOT	= BOTTOM
(C)	= CALCULATED
C/O	= CUT OUT
CB	= CATCH BASIN
CCR	= CERTIFIED CORNER RECORD
CI	= CURB INLET
CLF	= CHAIN LINK FENCE
CM	= CONCRETE MONUMENT
CONC	= CONCRETE
COR	= CORNER
CS	= CONCRETE SLAB
CW	= CONCRETE WALK
(D)	= DEED
DC	= TYPE "D" CURB
DMH	= DRAINAGE MANHOLE
DUE	= DRAINAGE & UTILITY EASEMENT
EL	= ELEVATION
EP	= EDGE OF PAVEMENT
ESB	= ELECTRIC SERVICE BOX
FC	= TYPE "F" CURB
FDC	= FIRE DEPARTMENT CONNECTION
FFE	= FINISH FLOOR ELEVATION
FND	= FOUND
HDPE	= HIGH DENSITY POLYETHYLENE
HYD	= FIRE HYDRANT
ICV	= IRRIGATION CONTROL VALVE
ID	= IDENTIFICATION
INV	= INVERT
IR	= IRON ROD
LB	= LICENSE BUSINESS
LP	= LIGHT POLE
(M)	= MEASURED DISTANCE
MHWL	= MEAN HIGH WATER LINE
MN&D	= MAGNETIC NAIL & DISK
NAVD	= NORTH AMERICAN VERTICAL DATUM
OHE	= OVERHEAD ELECTRIC
ORB	= OFFICIAL RECORDS BOOK
(P)	= PLAT DISTANCE
PG	= PAGE
PL	= PROPERTY LINE
PK&W	= PARKER KALON NAIL & WASHER
POB	= POINT OF BEGINNING
POC	= POINT OF COMMENCEMENT
PSM	= PROFESSIONAL SURVEYOR & MAPPER
RA	= TYPE "RA" CURB
R&C	= IRON ROD & CAP
RGE	= RANGE
RPZ	= REDUCED PRESSURE ZONE
RRS	= RAILROAD SPIKE
R/W	= RIGHT OF WAY
WM	= WATER METER
TOB	= TOP OF BANK
TOE	= TOE OF SLOPE
TRANS	= TRANSFORMER
TWP	= TOWNSHIP
SMH	= SEWER MANHOLE
SV	= SEWER VALVE
VC	= VALLEY CURB
WV	= WATER VALVE
× 4.8	= SPOT ELEVATION
	= WOOD POWER POLE
	= CATCH BASIN
	= GUY ANCHOR
	= POSTED SIGN
	= DRAINAGE MANHOLE
	= SITE BENCHMARK

PINEWOOD STREET
(SW 7TH STREET)
(60' R/W)
PB 1, PG 46

PARCEL ID:
05-38-41-000-000-00210-9
(OCCUPIED)

PARCEL ID:
05-38-41-000-000-00210-9
(OCCUPIED)
ORB 2955, PG 2711

UNIT 1
RPFC COMMERCIAL CONDOMINIUM
DECLARATION
PARCEL ID:
05-38-41-032-000-00001-0
(OCCUPIED)

UNIT 2
RPFC COMMERCIAL CONDOMINIUM
DECLARATION
PARCEL ID:
05-38-41-032-000-00020-0
(VACANT)

PARCEL ID:
05-38-41-000-000-00192-1
(OCCUPIED)
ORB 1654, PG 0276

PARCEL ID:
05-38-41-000-000-00230-5
(OCCUPIED)
ORB 2957, PG 2266

FRAZIER CREEK
WATERWAY

S COLORADO AVENUE
(R/W & ASPHALT VARIES)

EAST LINE OF THE SOUTHEAST 1/4
N 00°28'26" E 2640.12'(C)

S 89°39'03" E 243.52'(C)
S 89°42'32" E 237.11'(M)
S 89°09'39" E 237.15'(D)

S 47°49'21" E 153.60'(C)
S 49°18'05" E 155.89'(M) FROM CM TO R&C
WITNESS LINE

N 83°26'51" W 158.64'(C&M)
N 82°57'31" W 158.64'(D)

N 89°41'41" W 200.00'(C&M)
N 89°12'21" W 200.00'(D)

N 00°28'26" E 109.22'(C)
N 00°57'28" E 109.00'(D)

N 89°41'23" E
218.61'(C)
N 89°12'21" W
220.06'(D)

S 00°28'26" W 127.00'(C&M)
S 00°57'28" W 127.00'(D)
(BASIS OF BEARINGS)

N 00°28'26" E 950.00'(C)
N 00°57'28" E 950.00'(D)

SITE BM
FND 1/2" R&C
NO ID
EL= 4.28

FND 5/8" R&C
NO ID
N 0.28', W 6.41'

FND 5/8" R&C
"LB 4049"
POB

FND PK&W
"PSM 4049"
SITE BM
EL= 6.55

FND MN&D
"PSM 4049"
SITE BM
EL= 8.80

MHWL
EL= -0.50 NAVD88
PER TIDE STATION
ID: 2357

POC
SE CORNER SECTION 5
TWP 38S, R6E 41E
CCR #0031721
FND RRS NO ID

NOTES:

A TITLE SEARCH OF THE PUBLIC RECORDS HAS NOT BEEN MADE BY THIS OFFICE.

ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY, IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY.

UTILITIES SHOWN HEREON ARE VISIBLE ABOVE GROUND FEATURES. ADDITIONAL SUBSURFACE UTILITIES AND OR FEATURES MAY EXIST.

THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT SHOWN ON THIS SURVEY, THAT MAY BE FOUND IN THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA.

NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

PUBLIC WATER & SEWER AVAILABLE.

THE EXPECTED USE OF THE SURVEY AND MAP IS COMMERCIAL.

ALL DISTANCES AND ELEVATIONS SHOWN ARE IN ACCORD WITH THE UNITED STATES STANDARD USING FEET.

ALL DIRECTIONAL MEASUREMENTS SHOWN ARE IN THE FORMAT OF DEGREES, MINUTES AND SECONDS.

PARCEL CONTAINS 70,754 SQUARE FEET OR 1.62 ACRES MORE OR LESS TO MEAN HIGH WATER LINE.

COORDINATES WERE ESTABLISHED BY GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) REAL TIME KINEMATICS (RTK) USING FLORIDA DEPARTMENT OF TRANSPORTATION - FLORIDA PERMANENT REFERENCE NETWORK (FDOT - FPRN) WITH REDUNDANCY OF MEASUREMENTS PERFORMED. ALL HORIZONTAL ACCURACY IS 0.05 FOOT PLUS OR MINUS.

ELEVATIONS WERE ESTABLISHED BY GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) REAL TIME KINEMATICS (RTK) USING FLORIDA DEPARTMENT OF TRANSPORTATION - FLORIDA PERMANENT REFERENCE NETWORK (FDOT - FPRN) WITH REDUNDANCY OF MEASUREMENTS PERFORMED. ALL VERTICAL ACCURACY IS 0.10 FOOT PLUS OR MINUS.

NOTES:

BOUNDARY & TOPOGRAPHICAL SURVEY FIELD DATE: 11-22-22.
UPDATE SURVEY FIELD DATE: 9-15-23.

CERTIFIED TO: THE MAYFAIR LLC.

I HEREBY CERTIFY THAT THE ATTACHED BOUNDARY & TOPOGRAPHIC SURVEY OF THE HEREON DESCRIBED PROPERTY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF AS SURVEYED UNDER MY DIRECTION ON NOVEMBER 22, 2022 I FURTHER CERTIFY THAT THIS BOUNDARY & TOPOGRAPHIC SURVEY MEETS THE STANDARD OF PRACTICE AS SET FORTH IN CHAPTER 5J-17 ADOPTED BY THE FLORIDA BOARD OF SURVEYORS AND MAPPERS, PURSUANT TO FLORIDA STATUTES 472.027.

Francis N Guettler
2023.09.28 15:57:54-04'00'

FRANCIS N. GUETTLER
PROFESSIONAL SURVEYOR AND MAPPER
STATE OF FLORIDA (PSM)#7473

VELCON ENGINEERING & SURVEYING, LLC
CERTIFICATE OF AUTHORIZATION NO. LB 8206
1449 NW COMMERCE CENTRE DRIVE
PORT ST. LUCIE, FLORIDA 34986
PHONE (772) 879-0477
Web Site: www.velconfl.com

VELCON
ENGINEERING & SURVEYING

BOUNDARY AND TOPOGRAPHIC SURVEY

DECLARATION OF CONDOMINIUM OF ROYAL PALM FINANCIAL CENTER UNIT 2, OFFICIAL RECORDS BOOK 2499, PAGE 1296

PREPARED FOR
THE MAYFAIR LLC

BY	DATE	REVISIONS
SC	9/21/23	UPDATED SURVEY

DRAWN BY: SC
APPROVED BY: F.N.G.
SCALE: 1" = 20'
DATE: 11/21/22
FIELD BOOK/PAGES: SURVEY MAP

JOB NUMBER: 22-1036

SHEET: 1 OF 1


tru
by Hilton
SIGNAGE
SIGN

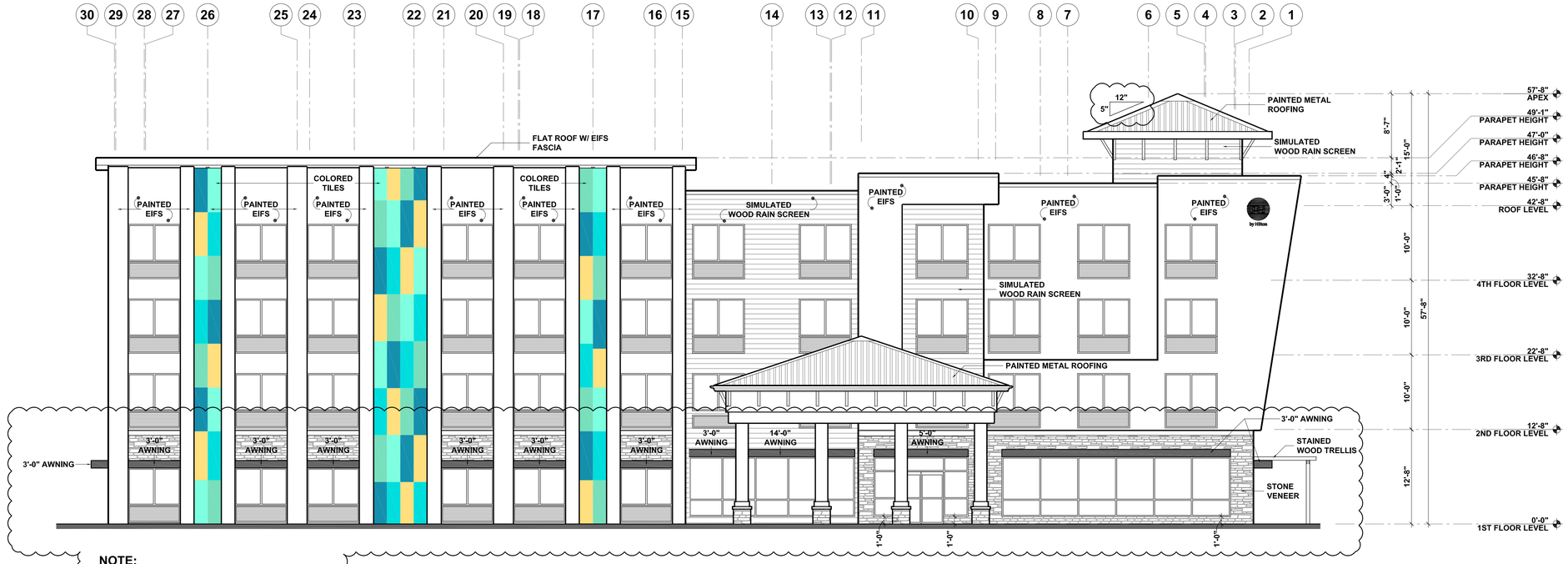

SIGNAGE
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tru
by Hilton



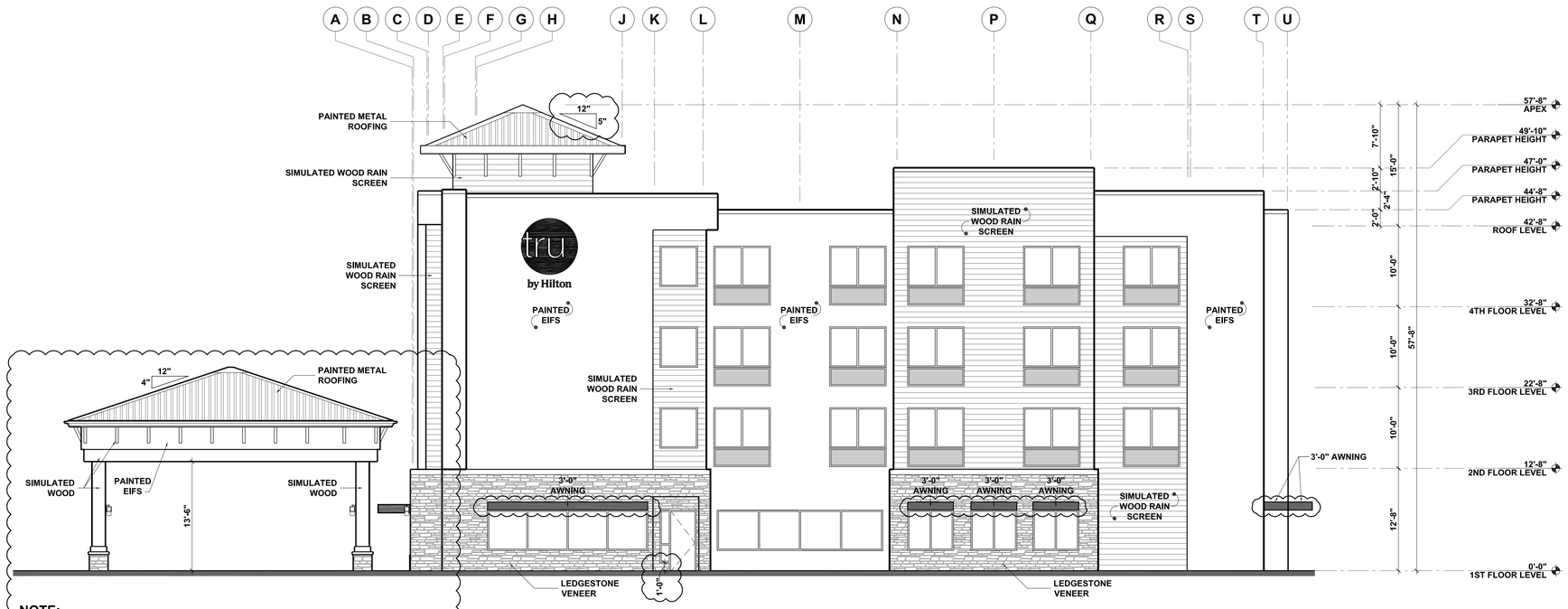

Stuart
TRAM



NOTE:
PARAPET TOTAL LENGTH : 160'-0"
TOTAL PARAPET LENGTH ABOVE 47'-0": 77'-5"
PARAPET ABOVE 47'-0" = 48%

WINDOWS LENGTH @ 70% OF TOTAL FACADE LENGTH

A SOUTH ELEVATION
A3.1 SCALE: 1/8 " = 1'-0"



NOTE:
FACADE TOTAL LENGTH : 108'-8"
TOTAL PARAPET LENGTH ABOVE 47'-0": 27'-10"
PARAPET ABOVE 47'-0" = 25%

WINDOWS LENGTH @ 57% OF TOTAL FACADE LENGTH

B EAST SIDE ELEVATION
A3.1 SCALE: 1/8 " = 1'-0"

PLAN NOTES

1) ALL AWNING PROVISIONS WILL HAVE 3'-0" WIDTH MINIMUM.
2) ALL SOFFIT AND FASCIA PROVISIONS ARE TO BE NON-ALUMINUM. ARCHITECT TO PROVIDE SPECIFICATIONS ON CONSTRUCTION PLANS.
3) ALL GUTTERS TO BE HALF ROUND.
4) GROUND FLOOR GLAZING (DOOR AND WINDOWS) TO BE CLEAR/TRANSPARENT WITH MIN. VISIBLE LIGHT TRANSMISSION (VLT) OF 50%.
5) ALL ROOF MECHANICAL EQUIPMENTS WILL BE COVERED AND LOCATED AT THE BACK SIDE OF THE HOTEL. ACTUAL LOCATION WILL BE PROVIDED ON CONSTRUCTION DOCUMENTS.

REVIEW SHEET - NOT FOR CONSTRUCTION

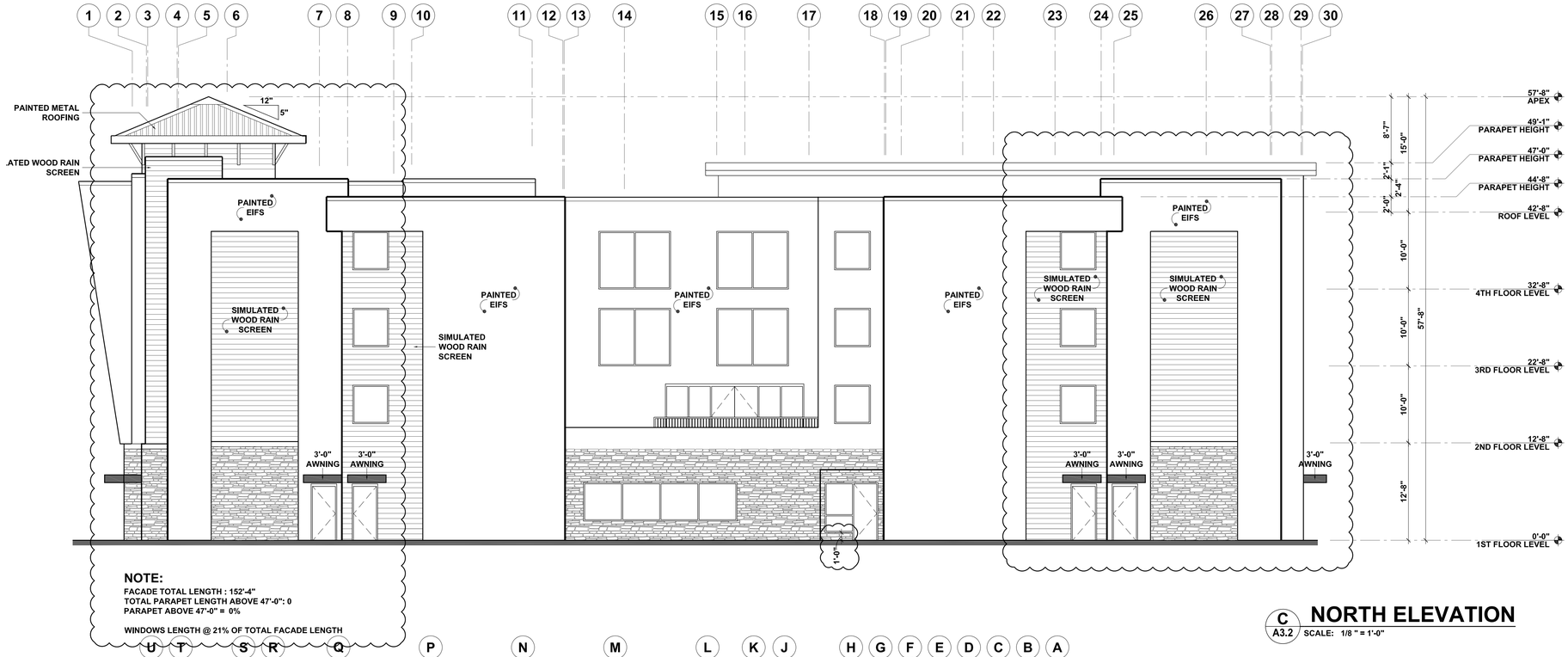
DESIGN DEVELOPMENT
07-12-2023

AA C000606
HARTER - ADAMS P.A.
ARCHITECTS AND PLANNERS
377 MAITLAND AVE, SUITE 2010, ALTAMONTE SPRINGS, FL 32701
PHONE 407 647-5767 FAX 407 647-2062

TRU HOTEL BY HILTON
RAJ PATEL
STUART, FLORIDA

REVISION
1 9-19-23

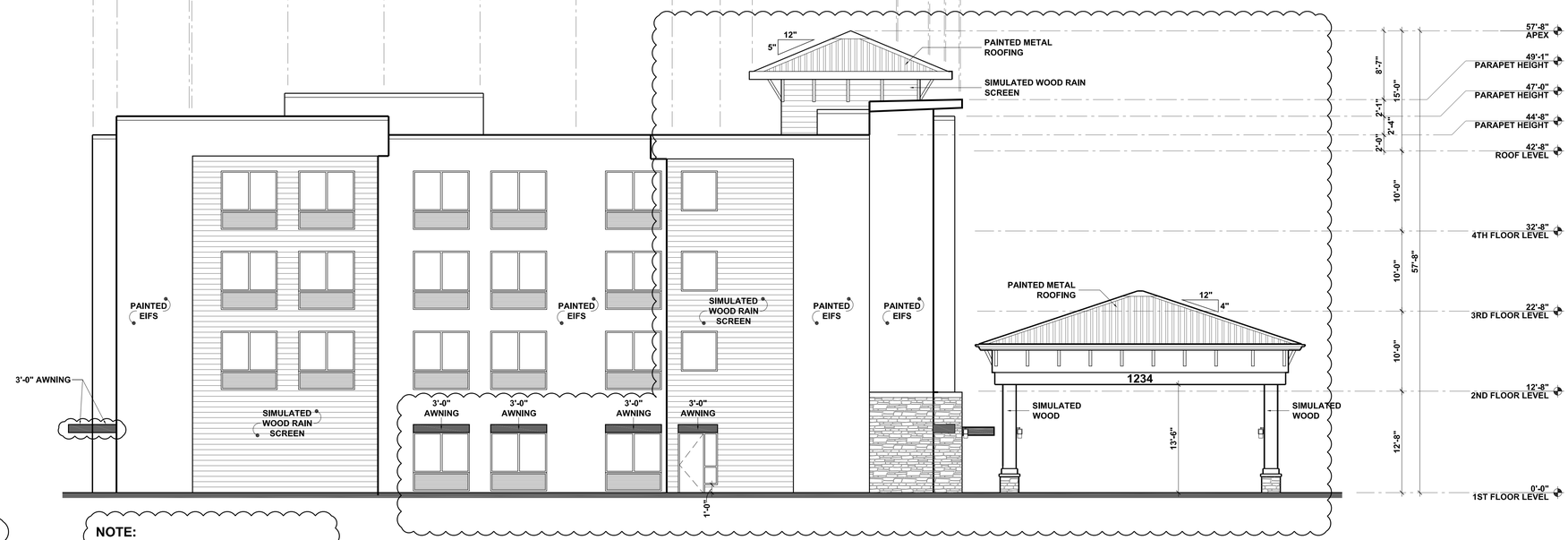
JOB NO. 22039
DATE 07-12-2023
SHEET A3.1



NOTE:
FACADE TOTAL LENGTH : 152'-4"
TOTAL PARAPET LENGTH ABOVE 47'-0": 0
PARAPET ABOVE 47'-0" = 0%

WINDOWS LENGTH @ 21% OF TOTAL FACADE LENGTH

C A3.2 NORTH ELEVATION
SCALE: 1/8 " = 1'-0"



NOTE:
FACADE TOTAL LENGTH : 108'-8"
TOTAL PARAPET LENGTH ABOVE 47'-0": 11'-7"
PARAPET ABOVE 47'-0" = 10%

WINDOWS LENGTH @ 24% OF TOTAL FACADE LENGTH

D A3.2 WEST SIDE ELEVATION
SCALE: 1/8 " = 1'-0"

PLAN NOTES

1) ALL AWNING PROVISIONS WILL HAVE 3'-0" WIDTH MINIMUM.
2) ALL SOFFIT AND FASCIA PROVISIONS ARE TO BE NON-ALUMINUM. ARCHITECT TO PROVIDE SPECIFICATIONS ON CONSTRUCTION PLANS.
3) ALL GUTTERS TO BE HALF ROUND.
4) GROUND FLOOR GLAZING (DOOR AND WINDOWS) TO BE CLEAR/TRANSPARENT WITH MIN. VISIBLE LIGHT TRANSMISSION (VLT) OF 50%.
5) ALL ROOF MECHANICAL EQUIPMENTS WILL BE COVERED AND LOCATED AT THE BACK SIDE OF THE HOTEL. ACTUAL LOCATION WILL BE PROVIDED ON CONSTRUCTION DOCUMENTS.

REVIEW SHEET - NOT FOR CONSTRUCTION

DESIGN DEVELOPMENT
07-12-2023

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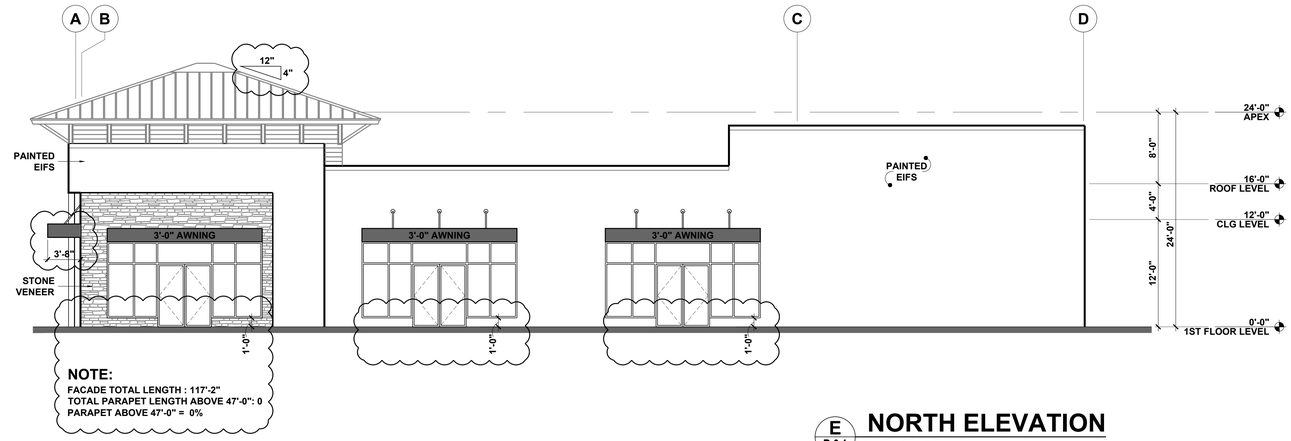
TRU HOTEL BY HILTON
RAJ PATEL
STUART, FLORIDA

REVISION

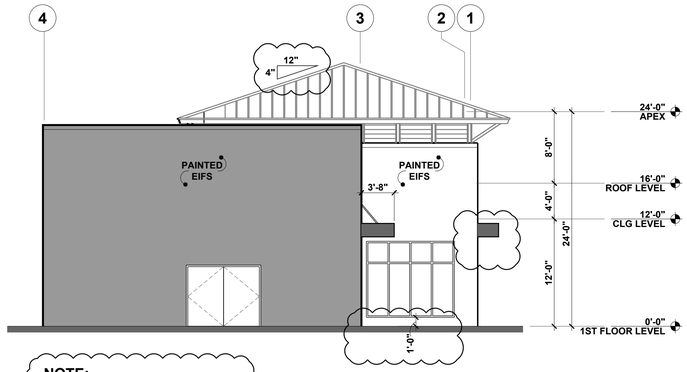
JOB NO.
22039

DATE
07-12-2023

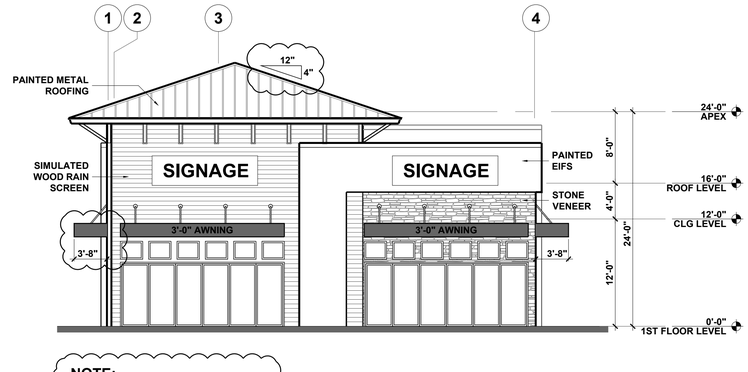
SHEET
A3.2



E R-3.1 **NORTH ELEVATION**
SCALE: 1/8 " = 1'-0"



F R-3.1 **WEST SIDE ELEVATION**
SCALE: 1/8 " = 1'-0"

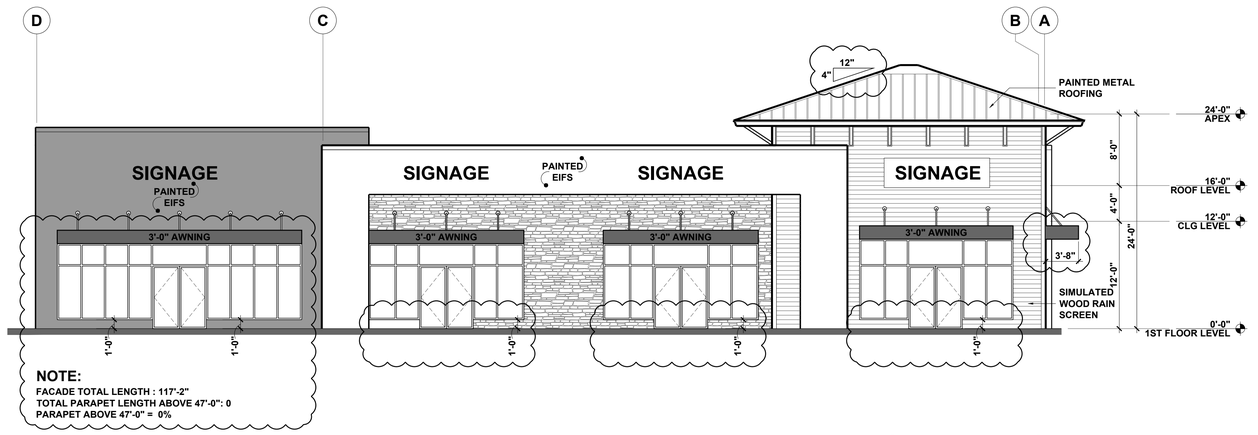


D R-3.1 **SOUTH ELEVATION**
SCALE: 1/8 " = 1'-0"

NOTE:
WINDOWS LENGTH @ 75% OF TOTAL FACADE LENGTH

PLAN NOTES

1) ALL AWNING PROVISIONS WILL HAVE 3'-0" WIDTH MINIMUM.
2) ALL SOFFIT AND FASCIA PROVISIONS ARE TO BE NON-ALUMINUM. ARCHITECT TO PROVIDE SPECIFICATIONS ON CONSTRUCTION PLANS.
3) ALL GUTTERS TO BE HALF ROUND.
4) GROUND FLOOR GLAZING (DOOR AND WINDOWS) TO BE CLEAR/TRANSPARENT WITH MIN. VISIBLE LIGHT TRANSMISSION (VLT) OF 50%.
5) ALL ROOF MECHANICAL EQUIPMENTS WILL BE COVERED AND LOCATED AT THE BACK SIDE OF THE HOTEL. ACTUAL LOCATION WILL BE PROVIDED ON CONSTRUCTION DOCUMENTS.



C R-3.1 **EAST ELEVATION**
SCALE: 1/8 " = 1'-0"

NOTE:
WINDOWS LENGTH @ 70% OF TOTAL FACADE LENGTH

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07-12-2023

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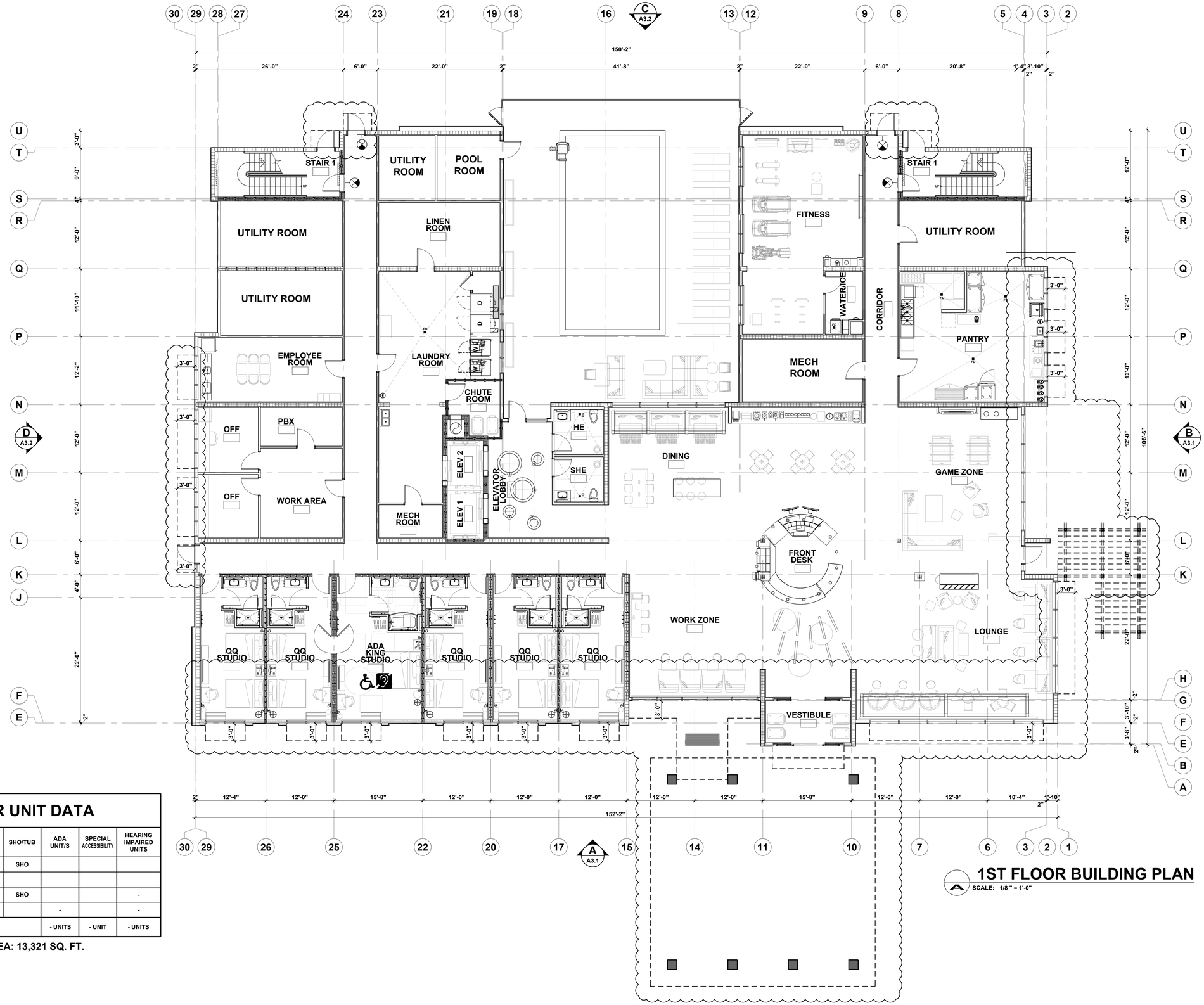
RETAIL BUILDING
SINGLE STOREY
STUART, FLORIDA

REVISION
1 9-19-23

JOB NO.
22039

DATE
07-12-2023

SHEET
R-3.1



1ST FLOOR UNIT DATA

UNIT TYPE	TOTAL	SHO/TUB	ADA UNIT/S	SPECIAL ACCESSIBILITY	HEARING IMPAIRED UNITS
QQ - STUDIO	2 UNITS	SHO			
KING - STUDIO	4 UNIT	SHO			-
			-		-
TOTAL UNITS: 6 UNITS			- UNITS	- UNIT	- UNITS

TOTAL FLOOR BUILDING AREA: 13,321 SQ. FT.

1ST FLOOR BUILDING PLAN

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

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07-12-2023

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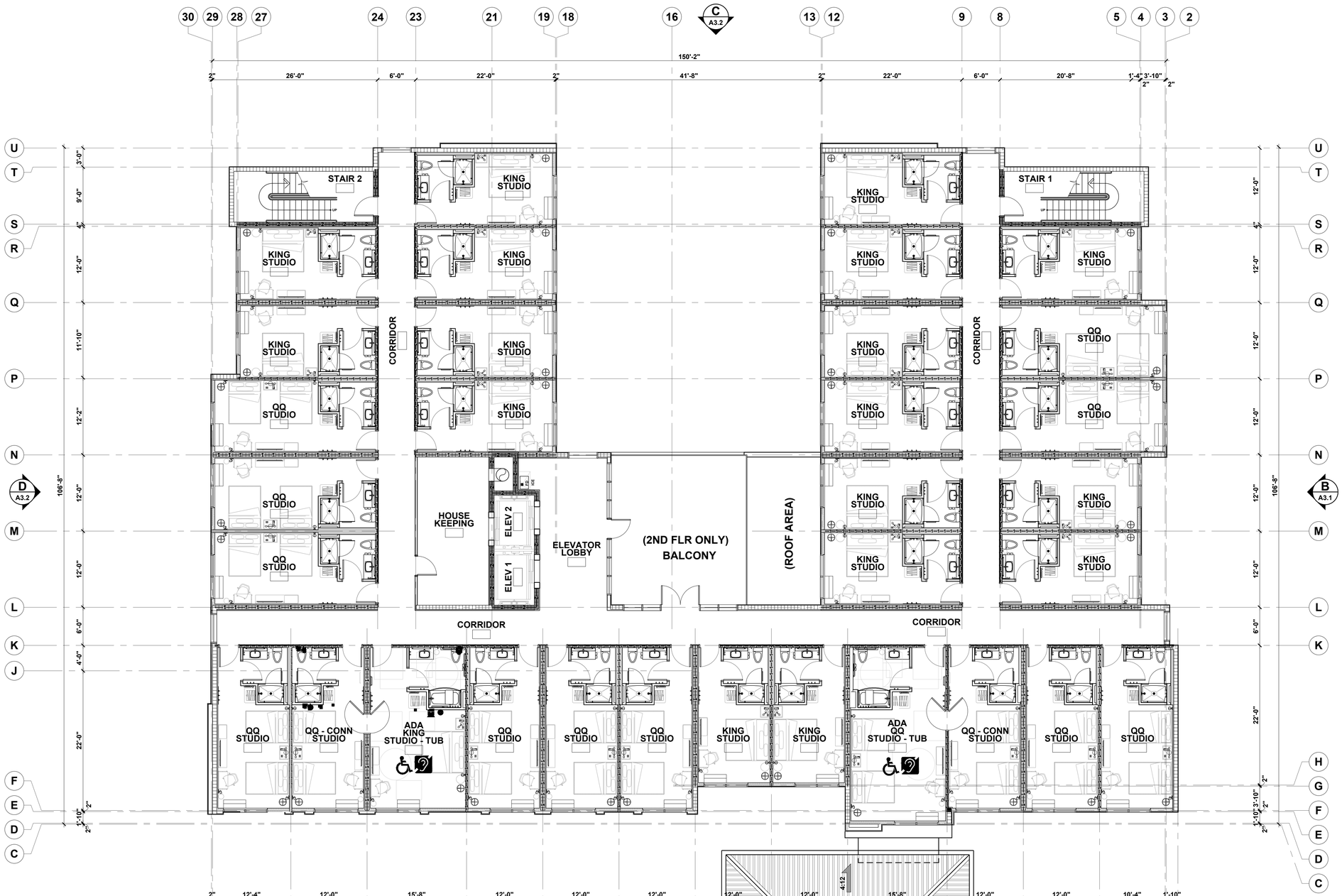
TRU HOTEL BY HILTON
RAJ PATEL
STUART, FLORIDA

REVISION
1 9-19-23

JOB NO.
22039

DATE
07-12-2023

SHEET
A2.1



TYP UPPER FLOOR BUILDING PLAN

A2.2 SCALE: 1/8 " = 1'-0"

TYP 2ND - 4TH FLOORS UNIT DATA

UNIT TYPE	TOTAL	SHO/TUB	ADA UNIT/S	SPECIAL ACCESSIBILITY	HEARING IMPAIRED UNITS
QQ - STUDIO	11 UNITS	SHO			U-223
QQ - STUDIO CONNECTING	2 UNITS	SHO			
QQ - STUDIO ADA - TUB	1 UNIT	TUB	-		
KING - STUDIO	17 UNITS	SHO			-
KING - STUDIO ADA - TUB	1 UNIT	TUB	-		-
TOTAL UNITS: 32 UNITS / FLOOR			- UNITS	- UNIT	- UNITS

TOTAL FLOOR BUILDING AREA: 12523 SQ. FT.
TOTAL BALCONY AREA: 514 SQ. FT.

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ARCHITECTS AND PLANNERS
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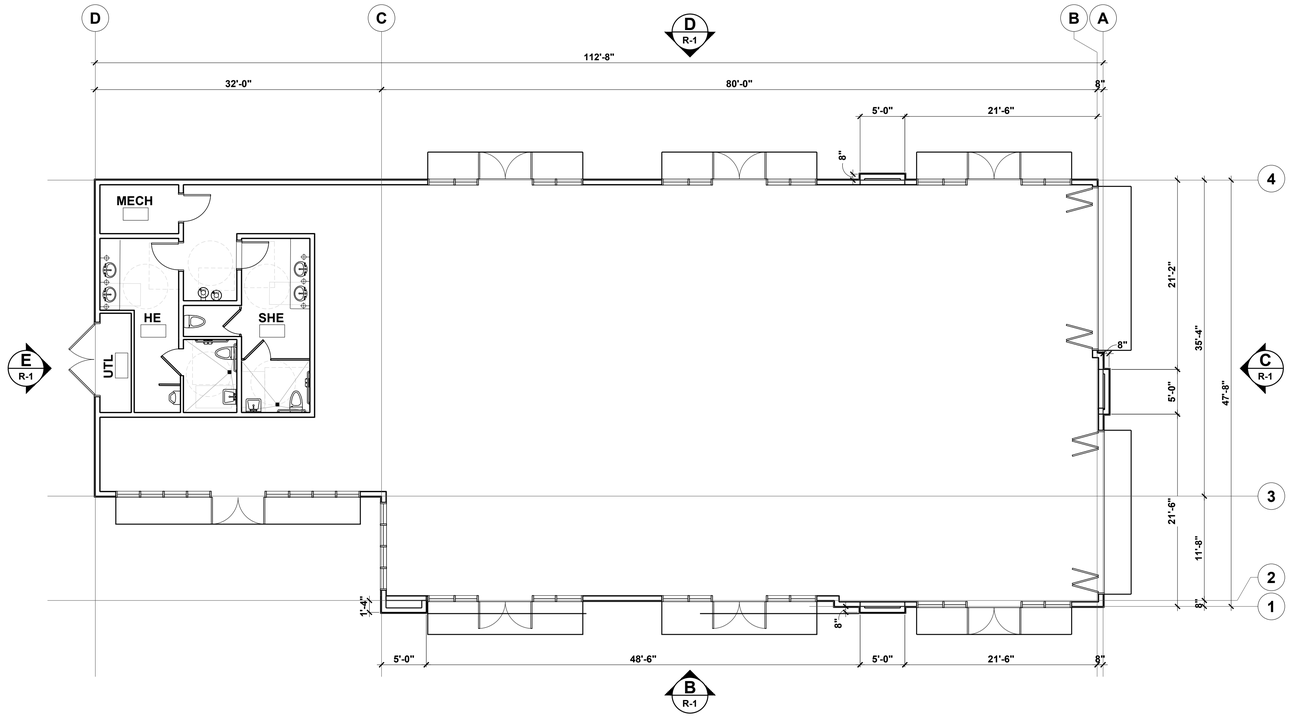
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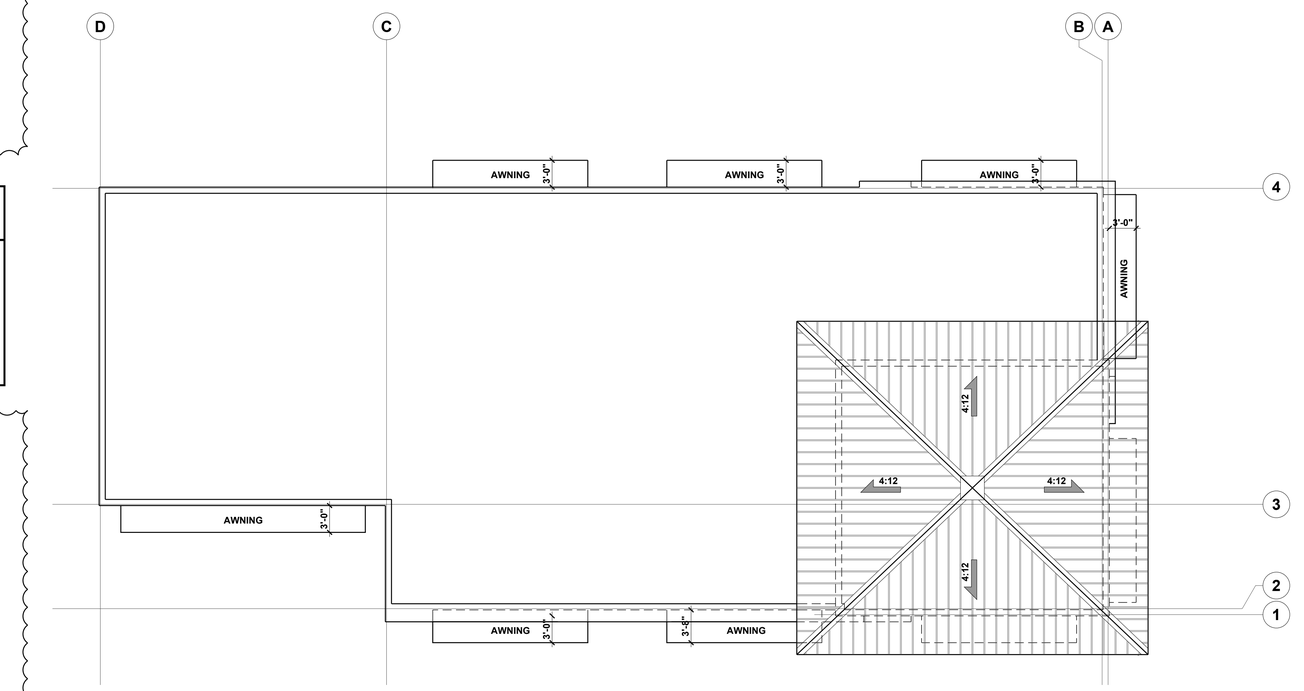
SHEET
A2.2



A R-1 RETAIL 1ST FLOOR PLAN
SCALE: 1/8 " = 1'-0"

PLAN NOTES

1) ALL AWNING PROVISIONS WILL HAVE 3'-0" WIDTH MINIMUM.
2) ALL SOFFIT AND FASCIA PROVISIONS ARE TO BE NON-ALUMINUM. ARCHITECT TO PROVIDE SPECIFICATIONS ON CONSTRUCTION PLANS.
3) ALL GUTTERS TO BE HALF ROUND.
4) NO GLASS OPENINGS (DOOR AND WINDOWS) TO BE CLEAR/TRANSPARENT WITH 50% VLT (VISIBLE LIGHT TRANSMISSION.
5) ALL ROOF MECHANICAL EQUIPMENTS WILL BE COVERED AND LOCATED AT THE BACK SIDE OF THE HOTEL. ACTUAL LOCATION WILL BE PROVIDED ON CONSTRUCTION DOCUMENTS.



B R-1 ROOF PLAN
SCALE: 1/8 " = 1'-0"

REVIEW SHEET - NOT FOR CONSTRUCTION

DESIGN DEVELOPMENT
07-12-2023

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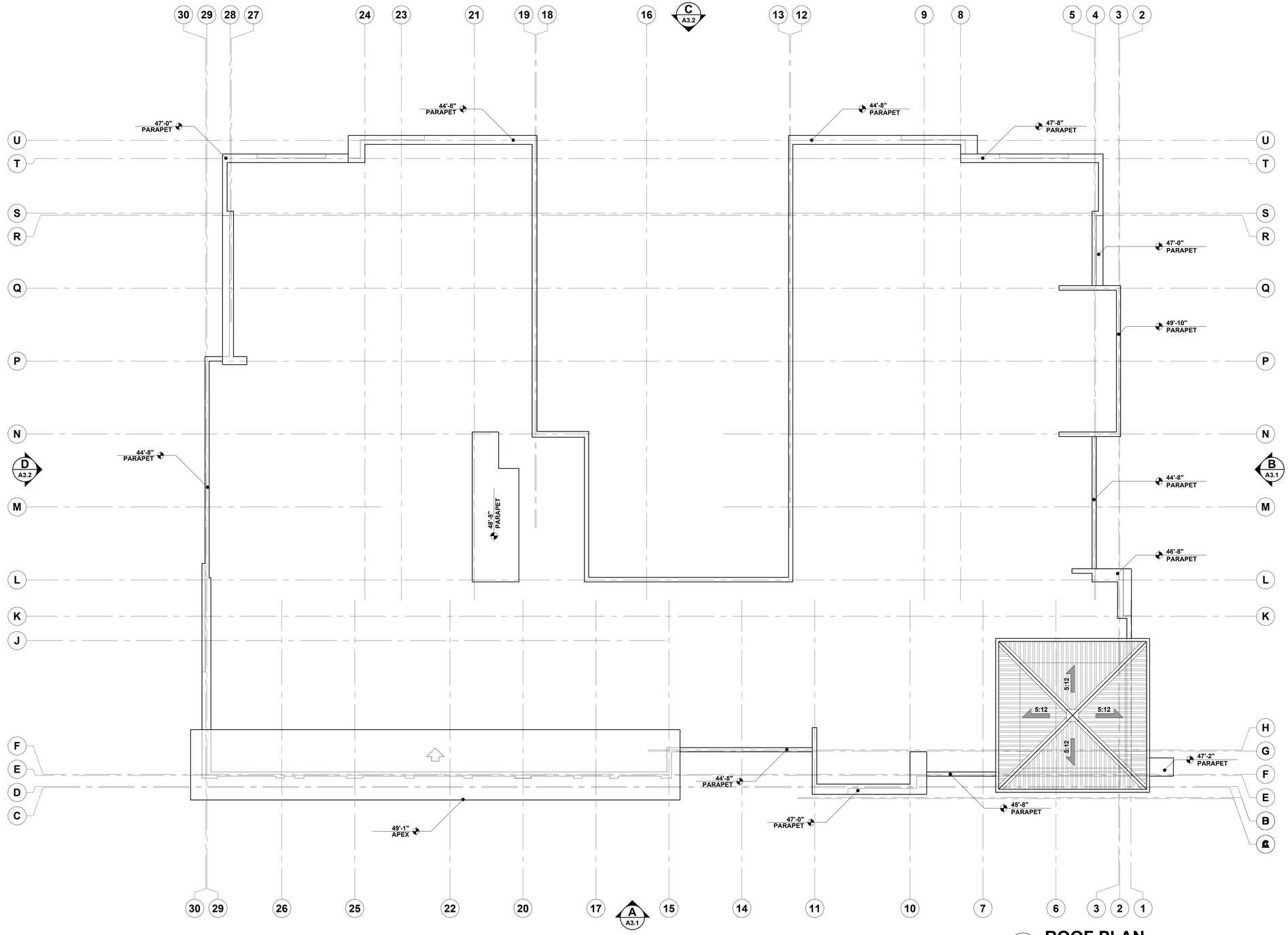
RETAIL BUILDING
SINGLE STOREY
STUART, FLORIDA

REVISION
1 9-19-23

JOB NO.
22039

DATE
07-12-2023

SHEET
R-1



ROOF PLAN

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

PLAN NOTES

1) ALL AWNING PROVISIONS WILL HAVE 3'-0" WIDTH MINIMUM.
2) ALL SOFFIT AND FASCIA PROVISIONS ARE TO BE NON-ALUMINUM. ARCHITECT TO PROVIDE SPECIFICATIONS ON CONSTRUCTION PLANS.
3) ALL GUTTERS TO BE HALF ROUND.
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5) ALL ROOF MECHANICAL EQUIPMENTS WILL BE COVERED AND LOCATED AT THE BACK SIDE OF THE HOTEL. ACTUAL LOCATION WILL BE PROVIDED ON CONSTRUCTION DOCUMENTS.

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DESIGN DEVELOPMENT
07-12-2023

AA C000606

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TRU HOTEL BY HILTON
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1 9-19-23

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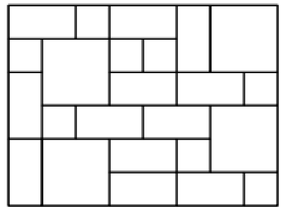
DATE
07-12-2023

SHEET
A2.3

PERMEABLE PAVER - SIDEWALK (SITE WIDE)

NTS



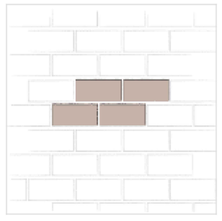


SERIES: PERMEABLE INTERLOCKING CONCRETE PAVER
STYLE: AQUALINE PAVER
SIZE: ASHLAR 3 PIECE - 80MM
PATTERN: STACK BOND
COLOR: FOUNDRY
TRAFFIC LOAD & COMPLIANCE: COMMERCIAL PEDESTRIAN
FACILITY & BUSINESS PARKING
COMMERCIAL & RESIDENTIAL ROADS
MINOR COLLECTOR & BUS PARKING
VENDOR: BELGARD
(WWW.BELGARDCOMMERCIAL.COM)

PERMEABLE PAVER - PARKING STALLS (ON SITE)

NTS



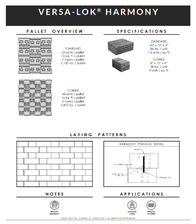


SERIES: PERMEABLE INTERLOCKING CONCRETE PAVER
STYLE: ECO-HOLLAND PAVER
SIZE: 4 X 8 - 80MM
PATTERN: RUNNING BOND
COLOR: SLATE
TRAFFIC LOAD & COMPLIANCE: COMMERCIAL PEDESTRIAN
FACILITY & BUSINESS PARKING
COMMERCIAL & RESIDENTIAL ROADS
MINOR COLLECTOR & BUS PARKING
VENDOR: BELGARD
(WWW.BELGARDCOMMERCIAL.COM)

RETAINING WALL

NTS



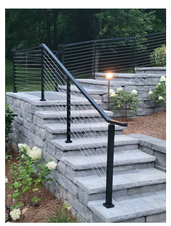


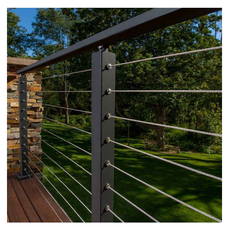


SERIES: VERSA-LOK HARMONY RETAINING WALL BLOCK
STYLE: STANDARD AND COBBLE
COLOR: ALLEGHENY
APPLICATIONS: OUTDOOR LIVING
WALLS & COLUMNS
VENDOR: VERSA-LOK RETAINING WALL SYSTEMS
(WWW.VERSA-LOK.COM)

GUARD RAIL

NTS





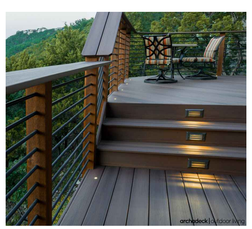
SERIES: CABLE BULLET
STYLE: CABLE RAILING FOR METAL POSTS
COLOR: BLACK
APPLICATIONS: CABLE RAILS/GUARD RAILS
VENDOR: CABLE BULLET - CABLE RAIL SYSTEM
(WWW.CABLEBULLET.COM)

STAIR MATERIALS

NTS





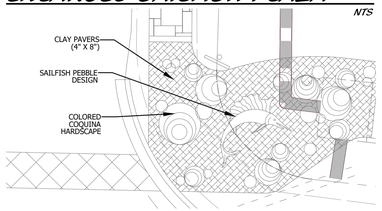


TREAD
SERIES: UNILOCK SANDSTONE
COLOR: IVORY SAND
APPLICATIONS: BORDERS & ACCENTS
PEDESTAL OR OVERLAY
RESIDENTIAL PEDESTRIAN
VENDOR: UNILOCK
(WWW.UNILOCK.COM)

RISER
SERIES: N/A
MATERIAL/COLOR: FINE WOOD VENEER (DARK STAIN)
OR "FLOATING" LOOK
APPLICATIONS: -SEE IMAGES TO LEFT
VENDOR: VENEER/FACADE OF STEP RISER
TO BE DETERMINED

ENLARGED SAILFISH PLAZA

NTS



PLAZA MATERIALS



COLOR: EVENING BEIGE, WHITE
BARREL SHELL AGGREGATE
MATERIAL: COQUINA CONCRETE
APPLICATION: PLAZA BUBBLES



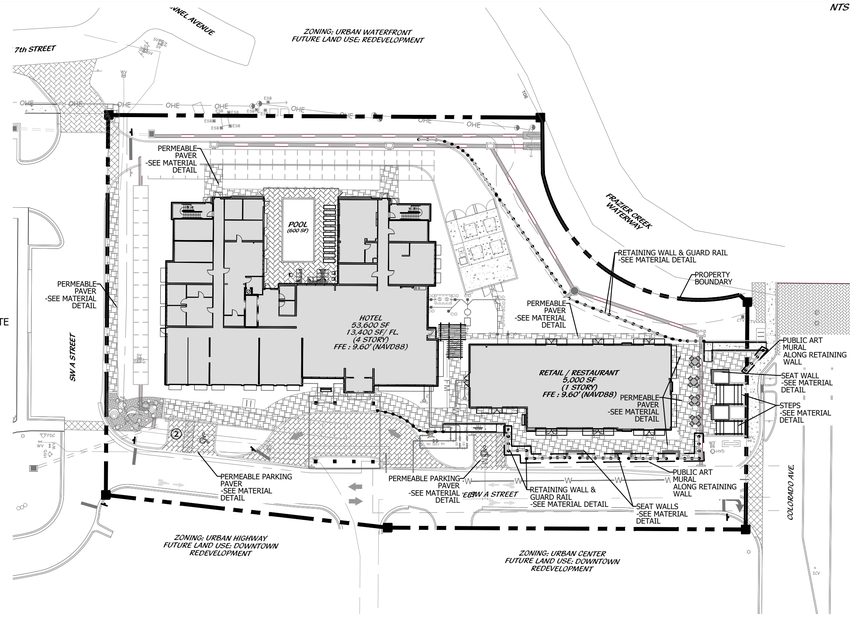
COLOR: MULTI- COLORED
MATERIAL: MESH PEBBLES
APPLICATION: PLAZA SAILFISH



COLOR: NO. 41 CARIBBEAN BEVELED BRICK
WITH SPACING LUGS
MATERIAL: CLAY PAVER
APPLICATION: PLAZA PAVERS

MATERIAL AND PUBLIC ART CALL OUTS

NTS



MURAL PRECEDENT IMAGES

NTS









NOTE: MURAL DESIGN AND MATERIALS TO BE DETERMINED AT A LATER DATE BY OWNER AND LOCAL ARTIST. PRECEDENT IMAGE PURPOSE IS TO SPARK CREATIVITY AND PROVIDE POTENTIAL DESIGN OPTIONS. SITE MURAL OR OTHER PUBLIC ART ELEMENT (SIDEWALK, ETC.) TO BE FINALIZED WITH SITE DEVELOPMENT PERMIT.

SEAT WALL

NTS





WOOD TYPE: HARDWOOD TIMBER OR CEDAR
STYLE: SLATTED DESIGN BENCH SEAT TOP
FLOATING APPEARANCE
COLOR: NATURAL/MEDIUM STAIN
APPLICATIONS: SEAT LEDGE
VENDOR: TO BE DETERMINED

MATERIAL STATEMENT

ALL MATERIALS ARE SUBJECT TO CHANGE DUE TO PRODUCT AVAILABILITY, SELECTED CONTRACTORS, AND OWNER PREFERENCE. MATERIALS INCLUDED IN THIS PLAN ARE PRELIMINARY AND PROVIDED AS CONTEXTUAL INFORMATION. FURTHER MATERIAL SPECIFICATIONS AND HARDSCAPE PLANS WILL BE PROVIDED WITH CONSTRUCTION DOCUMENTATION AND PROJECT BIDS.

MATERIALS & PUBLIC ART EXHIBIT

Cotleur & Hearing
Landscape Architects
Land Planners
Environmental Consultants
1934 Commerce Lane
Suite 1
Jupiter, Florida 33458
561.747.6336 · Fax 747.1377
www.cotleurhearing.com
Lic# LC-26000535

Creekside Hotel
Stuart, Florida

DESIGNED LAH/TJB
DRAWN TJB
APPROVED DTS/LAH
JOB NUMBER 22-1016
DATE 03-07-23
REVISIONS 05-12-23
09-29-23

SHEET 1 OF 1

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These drawings are the property of the architect and are not to be used for extensions or on other projects except by agreement in writing with the architect. Immediately report any discrepancies to the architect.



A **SOUTH BUILDING ELEVATION | PROPOSED SIGNAGE**

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

tru

Design #

0422465Ar3

Sheet 1 **of** 6

Client

TRU BY HILTON

Address

NW CORNER OF SR 76 & SW A ST STUART, FL. 34994-0000

Account Rep. M WILSON

Designer RFF

Date 08.08.23

Revision / Date

R1 ES 8/10 C rev

R2:JH:8/15/23:REVISE SITE PLAN, ADD NOTES TO PAGE 4.

R3 TS-8/25/23: Rework "C" to incorporate building finishes

CHANDLER SIGNS

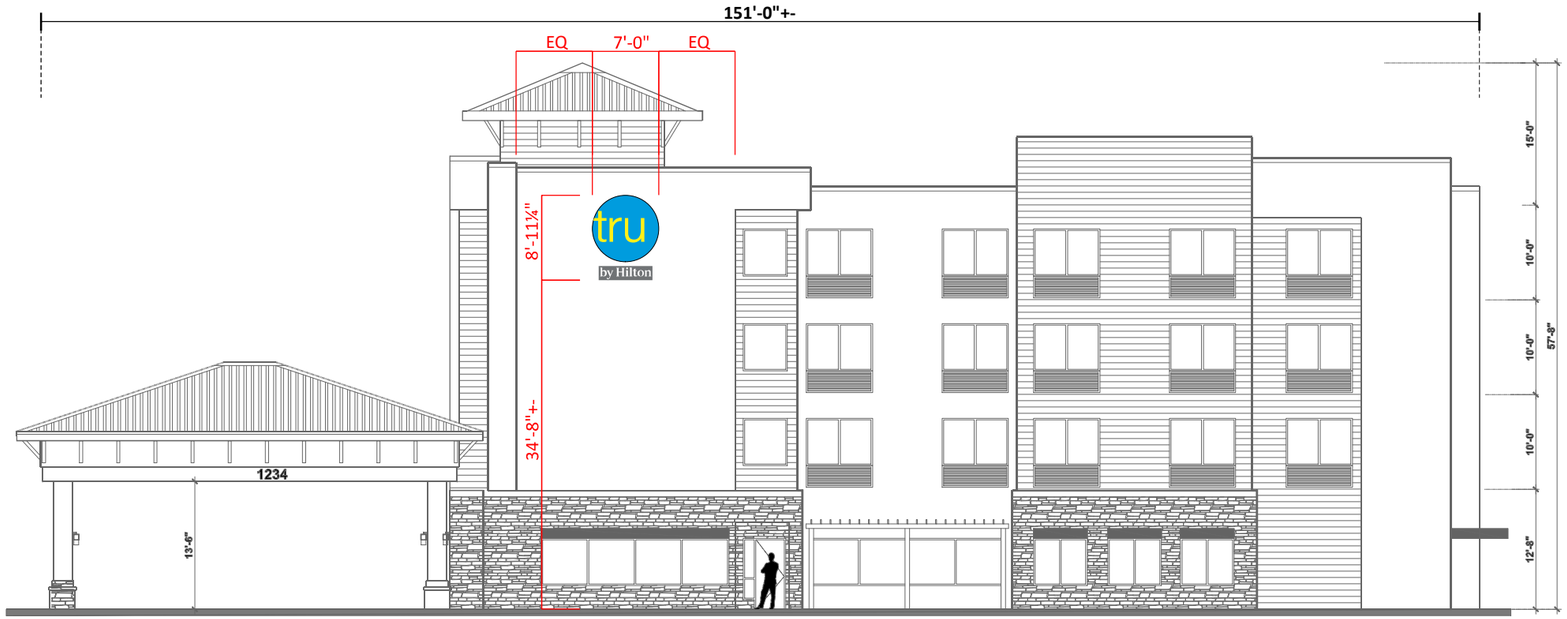
chandlersigns.com

National Headquarters	14201 Sovereign Road #101 Fort Worth, TX 76155 (214) 902-2000 Fax (214) 902-2044
San Antonio	17319 San Pedro Avenue Suite 200 San Antonio, TX 78232 (210) 349-3804 Fax (210) 349-8724
Georgia	111 Woodstone Place Dawsonville, GA 30534 (678) 725-8852 Fax (210) 349-8724
South Texas	PO BOX 125 206 Doral Drive Portland, TX 78374 (361) 563-5599 Fax (361) 643-6533

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B **EAST BUILDING ELEVATION | PROPOSED SIGNAGE**

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

Design #

0422465Ar3

Sheet 2 **of** 6

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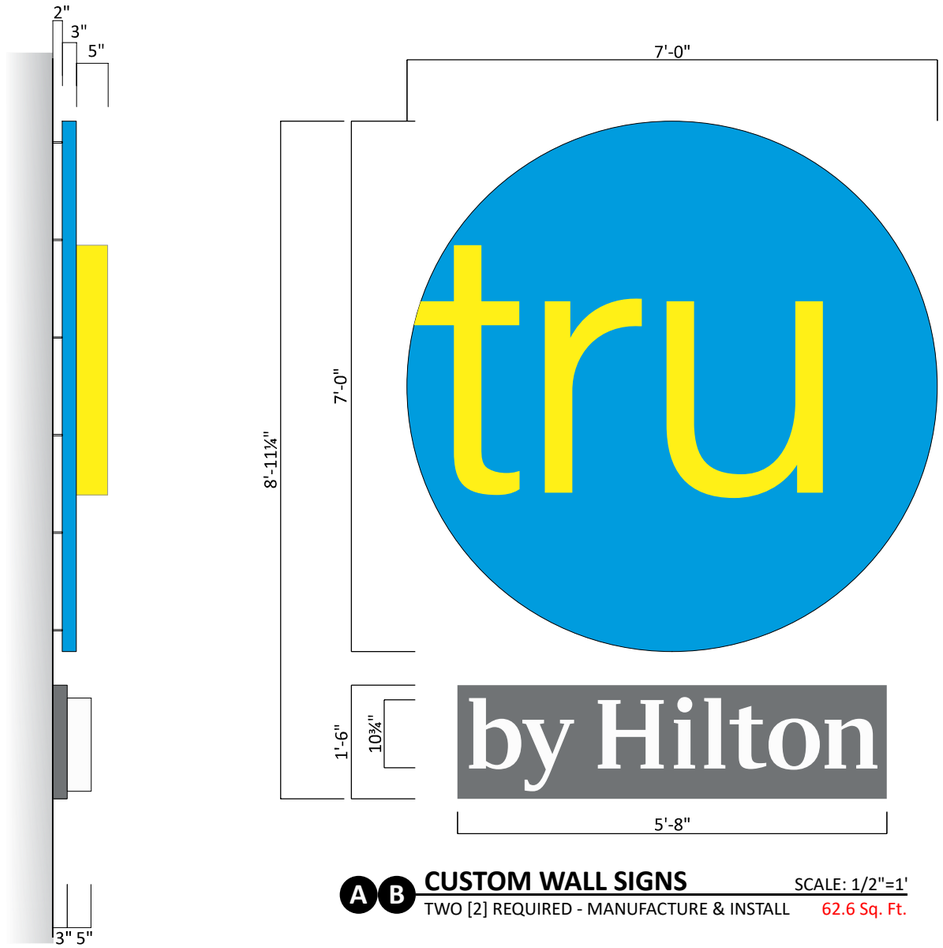
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A B CUSTOM WALL SIGNS SCALE: 1/2"=1'

TWO [2] REQUIRED - MANUFACTURE & INSTALL 62.6 Sq. Ft.





LIGHTING SIMULATION

Design #	**0422465Ar3**
Sheet	3 **of** 6
Client	**TRU BY HILTON**
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Date	08.08.23

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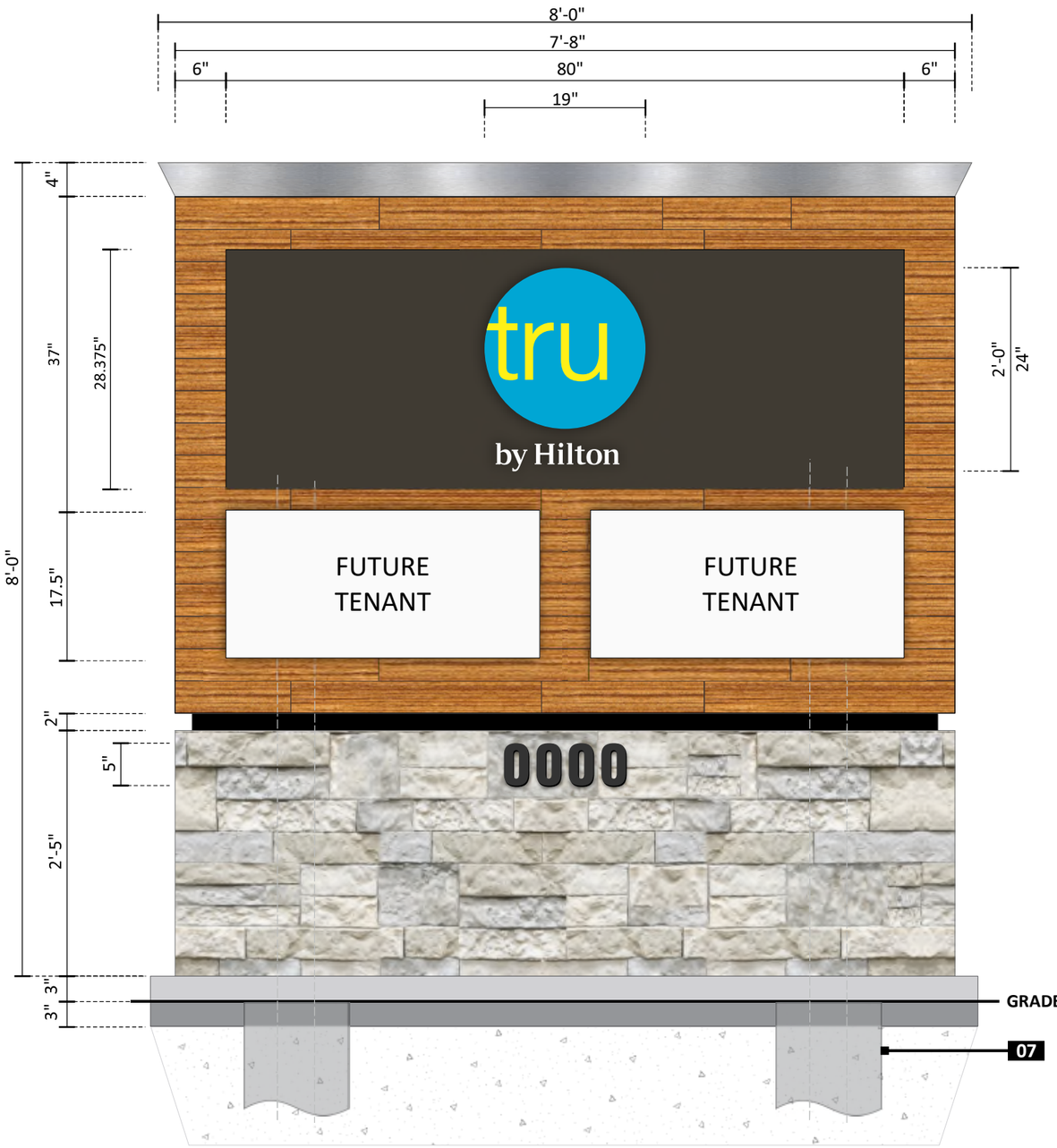
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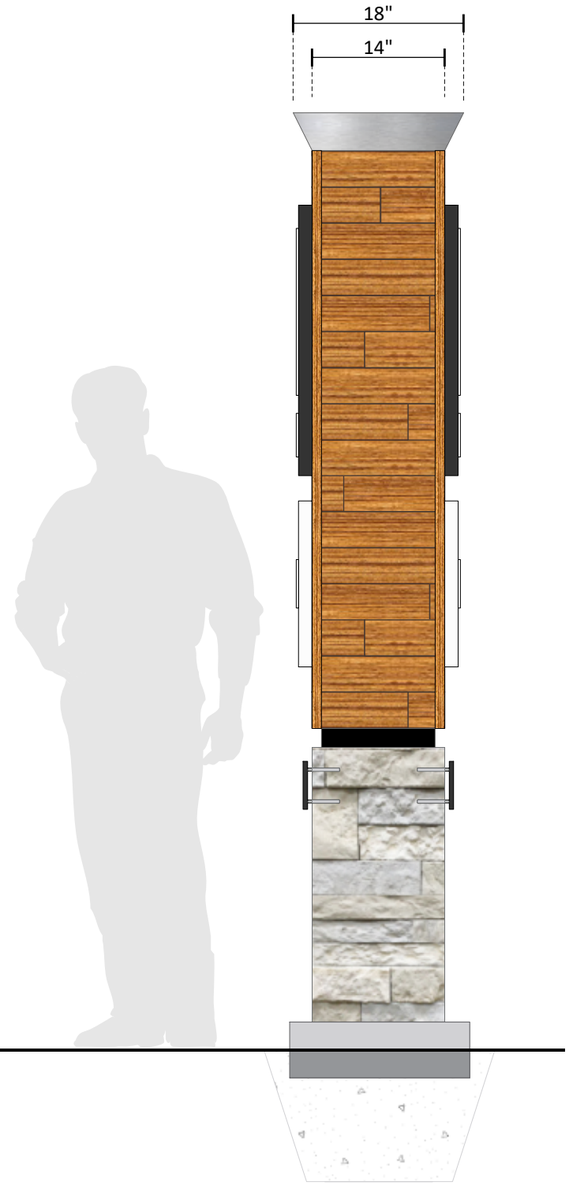
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San Antonio	17319 San Pedro Avenue Suite 200 San Antonio, TX 78232 (210) 349-3804 Fax (210) 349-8724
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SIDE VIEW

C D/F FREESTANDING ILLUMINATED MONUMENT SIGN

SCALE: 3/4"=1'

ONE [1] REQUIRED - MANUFACTURE & INSTALL

64 Sq. Ft.

tru

Design #	0422465Ar3
Sheet	4 of 6
Client	TRU BY HILTON
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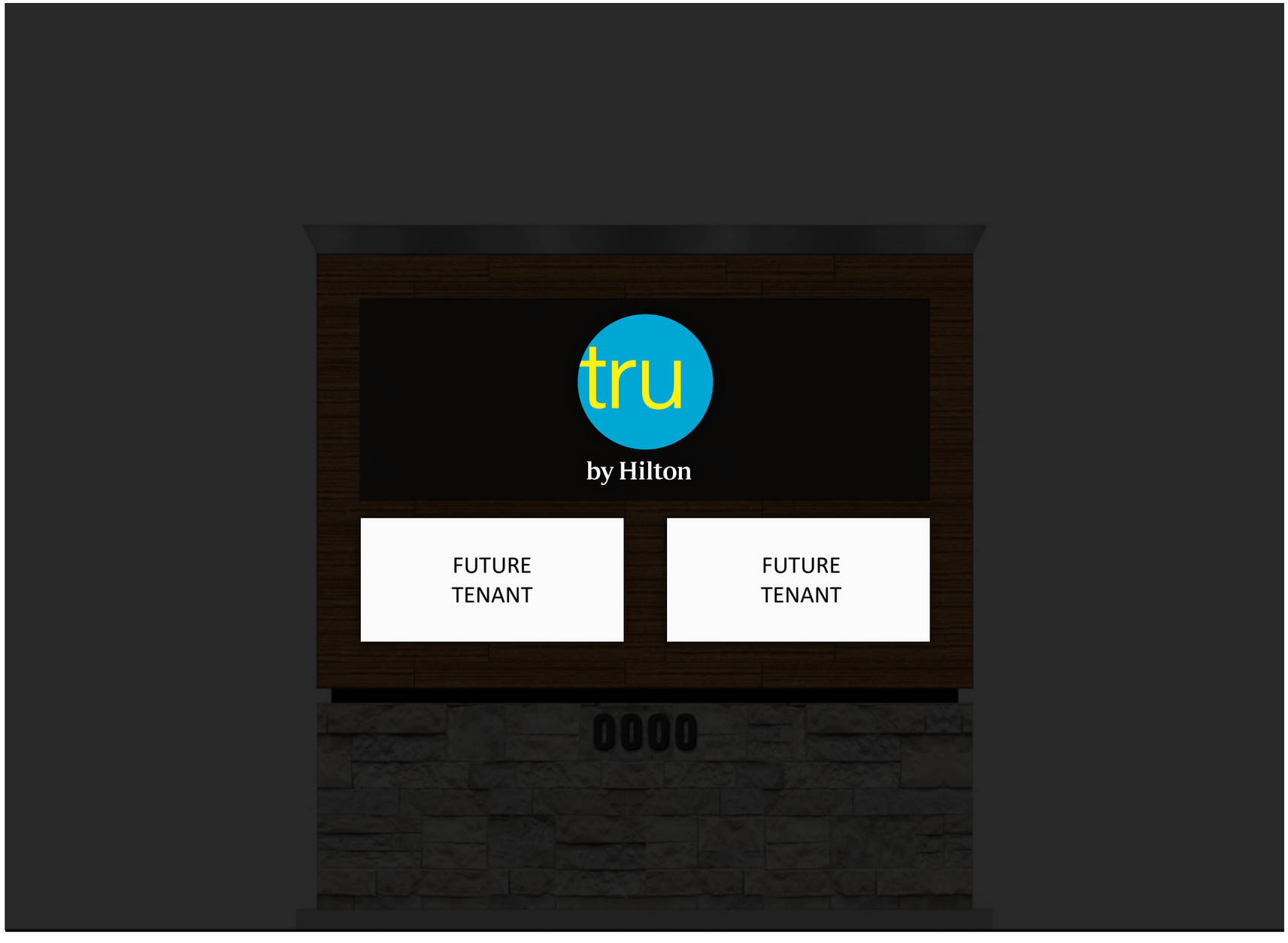
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SIMULATED NIGHT VIEW

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Sheet	5 **of** 6
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Designer	RFF
Date	08.08.23

Revision / Date

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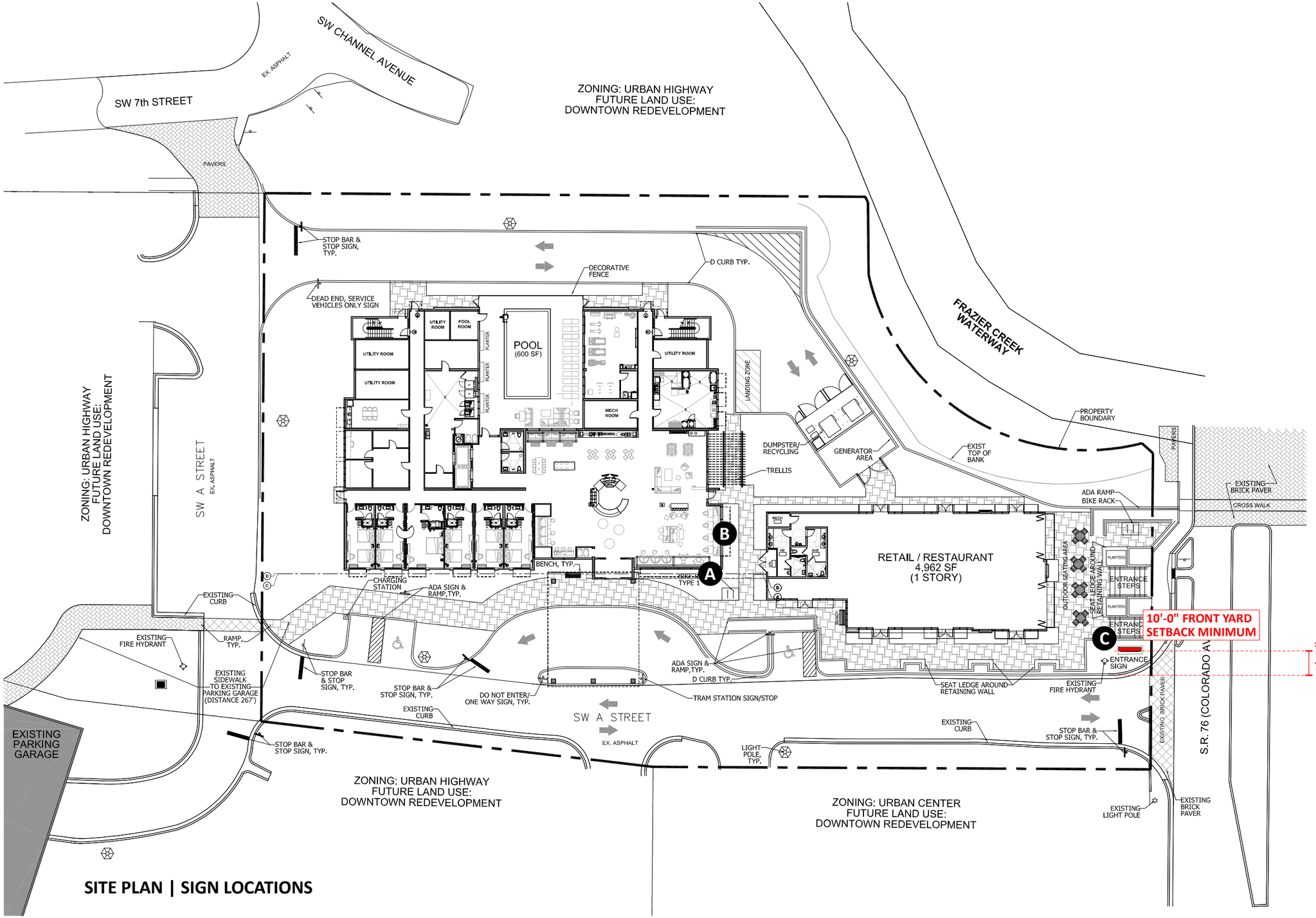
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SITE PLAN | SIGN LOCATIONS

tru

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Sheet	6 of 6
Client	TRU BY HILTON
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Designer	RFF
Date	08.08.23

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O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

Creekside Hotel

Prepared For:

Cotleur & Hearing
1934 Commerce Lane
Jupiter FL 33458

Prepared By:

O'Rourke Engineering & Planning
22 SE Seminole Street
Stuart, FL 34994
(772)781-7918

April 11, 2023
Revised August 10, 2023

MR23031.0

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: 8/10/23 License #: 42684

O'ROURKE
ENGINEERING & PLANNING

May 2, 2023

Ms. Jenna Knobbe
Cotleur & Hearing
1934 Commerce Lane
Jupiter FL 33458

Re: Creekside Hotel

Dear Ms. Knobbe:

O'Rourke Engineering & Planning has completed the traffic analysis for the proposed hotel development with supporting commercial consisting of 101 hotel rooms, 2,500 sf restaurant, and 2,500 sf of retail to be located west of Colorado Avenue in Stuart, Martin County. The steps in the analysis and the ensuing results are presented herein.

It has been a pleasure working with you.

Respectfully submitted,
O'ROURKE ENGINEERING & PLANNING

Susan E. O'Rourke, P.E.
President

22 SE Seminole Street | Stuart, FL 34994 | 772-781-7918 | Susan@OREP.tech

TABLE OF CONTENTS

INTRODUCTION	1
PROJECT DESCRIPTION	1
TRIP GENERATION	1
PROJECT DESCRIPTION / ASSIGNMENT / IMPACT	4
INTERSECTION / DRIVEWAY ANALYSIS	8
CONCURRENCY REVIEW / CONCLUSION	8

TABLES

TABLE 1a: Daily Trip Generation	3
TABLE 1b: AM Trip Generation	3
TABLE 1c: PM Trip Generation	3
TABLE 2a: Percent Impact – AM	6
TABLE 2b: Percent Impact – PM	6
TABLE 3a: Link Analysis – AM	7
TABLE 3b: Link Analysis – PM	7

FIGURES

FIGURE 1: Project Location	2
FIGURE 2: Percent Assignment	5
FIGURE 3: Driveway Volumes	9

APPENDICES

APPENDIX A: Site Plan
APPENDIX B: Martin County 2022 Roadway Level of Service Inventory Report / 2023 FDOT Multimodal Quality/Level of Service Handbook
APPENDIX C: Intersection / Driveway Data and Analysis

INTRODUCTION

O'Rourke Engineering & Planning was retained to prepare a traffic analysis for the proposed hotel development with supporting commercial located on Colorado Avenue. **Figure 1** illustrates the project location. **Appendix A** includes the project site plan. The project is located within the Creekside District of the CRA. Projects within the CRA are part of the Traffic Concurrency Exception Area and are exempt from concurrency. Therefore, this analysis is informational relative to the project traffic.

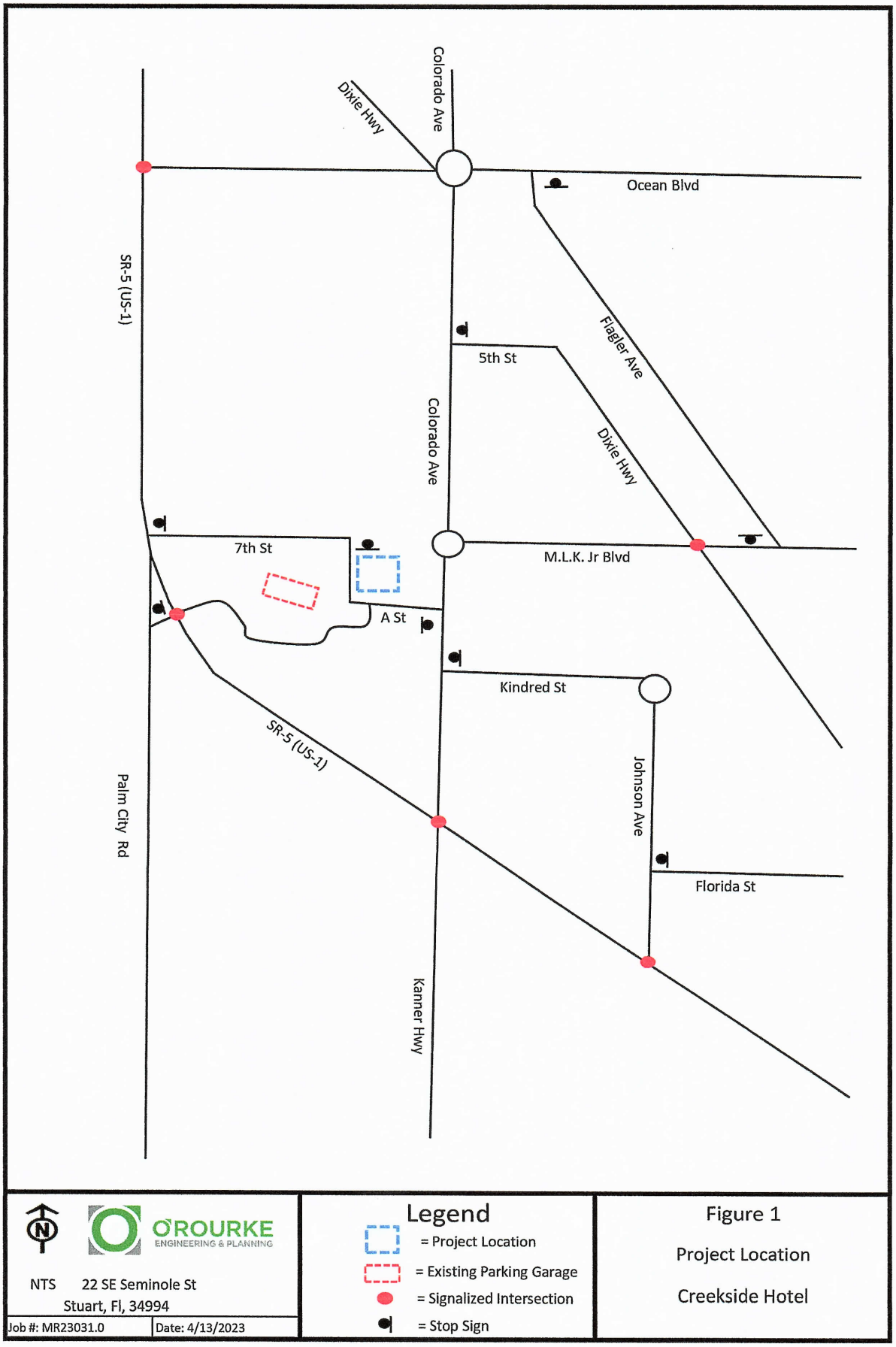
PROJECT DESCRIPTION

The project site is located on the west side of Colorado Avenue in Stuart. The parking for the site will be located within the Royal Palm Financial Center garage. The development consists of 101 hotel rooms, 2,500 square feet of retail, and 2,500 square feet of restaurant. The project will have access via a shared driveway with the Royal Palm Financial Center onto US 1 and out to Colorado Avenue via A Street. The project is expected to be built out by 2024.

Trip Generation —ITE Trip Generation rates from the 11th Edition were applied to the uses.

The trip generation of the site is summarized in **Table 1**.

As shown, the project will generate 54 AM peak hour trips with 31 in and 23 out and 53 PM peak hour trips with 29 in and 24 out.



O'ROURKE ENGINEERING & PLANNING

NTS 22 SE Seminole St
Stuart, Fl, 34994

Job #: MR23031.0 | Date: 4/13/2023

Legend

= Project Location

= Existing Parking Garage

= Signalized Intersection

= Stop Sign

Figure 1

Project Location

Creekside Hotel

Table 1 - Trip Generation

Table 1a: Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Retail	822	2,500	Sft	T = 42.20(X) + 229.68	50%	50%	168	167	335	20	22	42	12.5%	148	145	293	71	70	141	48.0%	77	75	152
High-Turnover (Sit-Down) Restaurant	932	2,500	Sft	T = 107.20	50%	50%	134	134	268	30	17	47	17.5%	104	117	221	49	48	97	44.0%	55	69	124
Hotel	310	101	Rooms	T = 10.84(X) - 423.51	50%	50%	336	335	671	4	15	19	2.8%	332	320	652	33	32	65	10.0%	299	288	587
							-	-		-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
TOTALS							**638**	**636**	**1,274**	**54**	**54**	**108**	**8.5%**	**584**	**582**	**1,166**	**153**	**150**	**303**	**26.0%**	**431**	**432**	**863**

Source: ITE 11th Edition Trip Generation Rates

Table 1b: AM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Retail	822	2,500	Sft	T = 2.36	62%	38%	4	2	6	-	-	-	0.0%	4	2	6	2	1	3	48.0%	2	1	3
High-Turnover (Sit-Down) Restaurant	932	2,500	Sft	T = 9.57(X)	55%	45%	13	11	24	1	-	1	4.2%	12	11	23	5	5	10	44.0%	7	6	13
Hotel	310	101	Rooms	T = 0.50(X) - 7.45	56%	44%	24	19	43	-	1	1	2.3%	24	18	42	2	2	4	10.0%	22	16	38
-	-	-	-				-	-		-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
TOTALS							**41**	**32**	**73**	**1**	**1**	**2**	**2.7%**	**40**	**31**	**71**	**9**	**8**	**17**	**23.9%**	**31**	**23**	**54**

Source: ITE 11th Edition Trip Generation Rates

Table 1c: PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Retail	822	2,500	Sft	T = 6.59	48%	52%	8	8	16	4	2	6	37.5%	4	6	10	2	3	5	48.0%	2	3	5
High-Turnover (Sit-Down) Restaurant	932	2,500	Sft	T = 9.05(X)	61%	39%	14	9	23	3	5	8	34.8%	11	4	15	4	3	7	44.0%	7	1	8
Hotel	310	101	Rooms	T = 0.74(X) - 27.89	51%	49%	24	23	47	1	1	2	4.3%	23	22	45	3	2	5	10.0%	20	20	40
-	-	-	-				-	-		-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
TOTALS							**46**	**40**	**86**	**8**	**8**	**16**	**18.6%**	**38**	**32**	**70**	**9**	**8**	**17**	**24.3%**	**29**	**24**	**53**

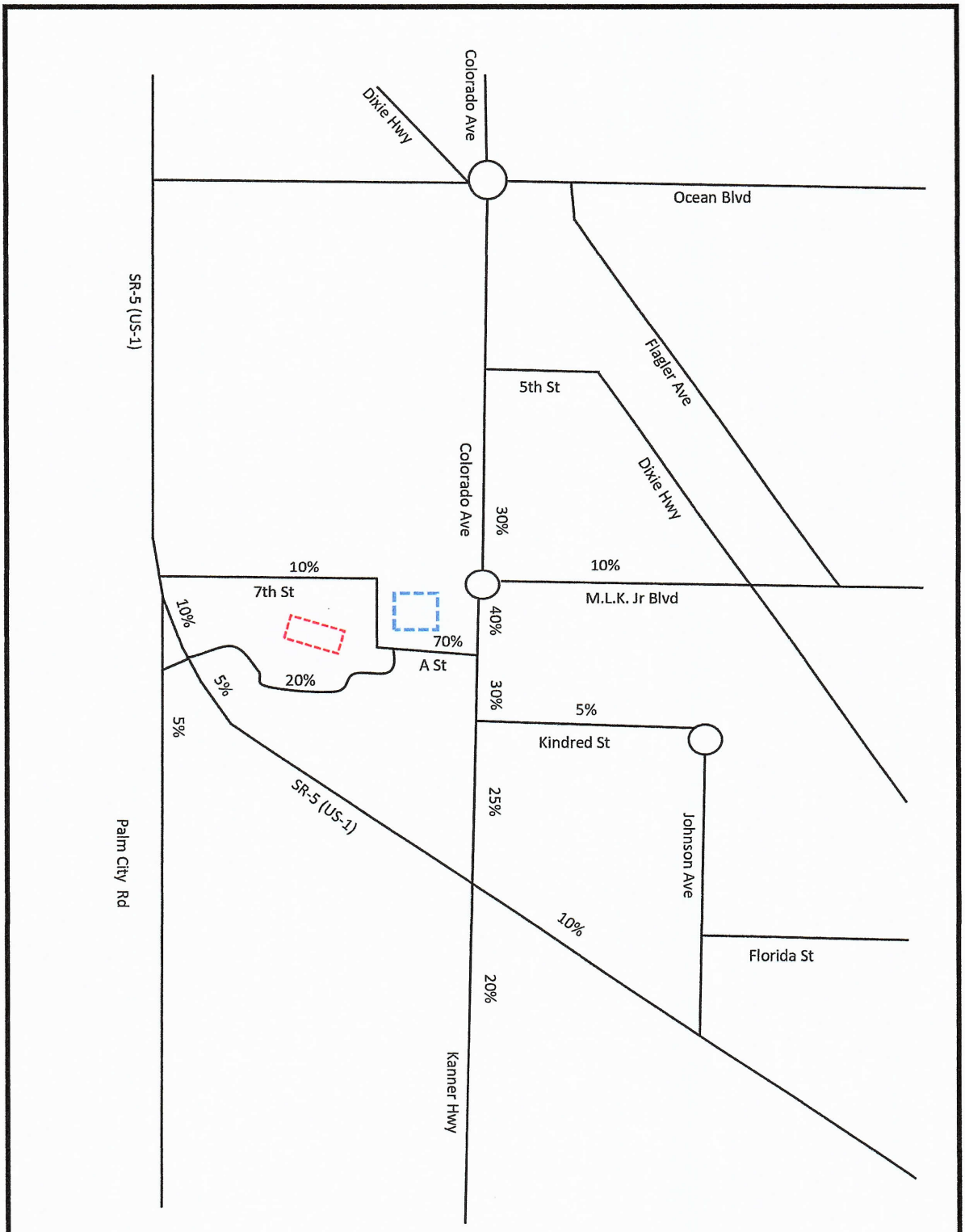
Source: ITE 11th Edition Trip Generation Rates

3

PROJECT DISTRIBUTION/ ASSIGNMENT/ IMPACT

To determine the project impact in 2024, the project traffic was assigned to the network. **Figure 2** illustrates the project assignment. Although the project is not significant on any links, the link analysis was included for informational purposes. The existing counts, capacity and growth rates were taken from the Martin County 2022 Roadway Level of Service Inventory Report and counts made on Colorado Avenue at Kindred Street, Colorado Avenue at A Street, US 1 at Palm City Road, and US 1 at 7th Street. **Table 2** summarizes the Project Percent Impact and **Table 3** summarizes the impact on the link. Table 3 demonstrates the links will operate at an acceptable LOS at buildout.

The applicable pages from the Martin County 2022 Roadway Level of Service Inventory Report and the intersection turning movement count data are included in **Attachment B**.



N O'ROURKE ENGINEERING & PLANNING NTS 22 SE Seminole St Stuart, Fl, 34994 Job #: MR23031.0 Date: 4/13/2023	Legend = Project Location = Existing Parking Garage	Figure 2 Percent Assignment Creekside Hotel

Table 2a: Percent Impact - AM Peak Hour

Segment	From	To	Direction		Lanes	Is Project Traffic 5% or More of Capacity?	LOS D / E (2) Directional Peak Hour	Directional Peak Project Volume	Project Percent Assignment	Directional Percent Project of Capacity
Colorado Ave	SR-5	A Street	NB	IN	2L	no	1,190 (1)	12	40%	1.01%
	SR-5	A Street	SB	OUT	2L	no	1,190 (1)	9	40%	0.76%
	A Street	Ocean Blvd	NB	OUT	2L	no	1,190 (1)	7	30%	0.59%
	A Street	Ocean Blvd	SB	IN	2L	no	1,190 (1)	9	30%	0.76%
US 1	SR-5A (Cut-off Rd)	SR-76 (Kanner Hwy)	NB	IN	6LD	no	3,020	3	10%	0.10%
	SR-5A (Cut-off Rd)	SR-76 (Kanner Hwy)	SB	OUT	6LD	no	3,020	2	10%	0.07%
	SR-76 (Kanner Hwy)	Palm City Rd	NB	OUT	6LD	no	2,520	1	5%	0.04%
	SR-76 (Kanner Hwy)	Palm City Rd	SB	IN	6LD	no	2,520	2	5%	0.08%
	Palm City Rd	Joan Jefferson Way	NB	OUT	6LD	no	2,520	2	10%	0.08%
	Palm City Rd	Joan Jefferson Way	SB	IN	6LD	no	2,520	3	10%	0.12%
Kindred St	Colorado Ave	Johnson Ave	EB	OUT	2L	no	870 (1)	1	5%	0.11%
	Colorado Ave	Johnson Ave	WB	IN	2L	no	870 (1)	2	5%	0.23%
SR-76 (Kanner Hwy)	SR-714 (Monterey Rd)	SR-5	EB	OUT	2L	no	3,020	5	20%	0.17%
	SR-714 (Monterey Rd)	SR-5	WB	IN	2L	no	3,020	6	20%	0.20%
Palm City Road	SR-714 (Monterey Rd)	SR-5	EB	OUT	2L	no	750	1	5%	0.13%
	SR-714 (Monterey Rd)	SR-5	WB	IN	2L	no	750	2	5%	0.27%
M.L.K Jr. Blvd	Colorado Ave	CR-A1A (Dixie Hwy)	EB	OUT	2L	no	1,190 (1)	2	10%	0.17%
	Colorado Ave	CR-A1A (Dixie Hwy)	WB	IN	2L	no	1,190 (1)	3	10%	0.25%
7th Street	SR-5	A Street	NB	IN	6LD	no	690 (1)	3	10%	0.43%
	SR-5	A Street	SB	OUT	6LD	no	690 (1)	2	10%	0.29%

Source: Martin County 2022 Roadway Level of Service Inventory Report
(1) 2023 FDOT Quality Level of Service Handbook Tables
(2) City Criteria, LOS E, Colorado, Kindred and MLK Jr Blvd

In: 31
Out: 23

Table 2b: Percent Impact - PM Peak Hour

Segment	From	To	Direction		Lanes	Is Project Traffic 5% or More of Capacity?	LOS D / E (2) Directional Peak Hour	Directional Peak Project Volume	Project Percent Assignment	Directional Percent Project of Capacity
Colorado Ave	SR-5	A Street	NB	IN	2L	no	1,190 (1)	12	40%	1.01%
	SR-5	A Street	SB	OUT	2L	no	1,190 (1)	10	40%	0.84%
	A Street	Ocean Blvd	NB	OUT	2L	no	1,190 (1)	7	30%	0.59%
	A Street	Ocean Blvd	SB	IN	2L	no	1,190 (1)	9	30%	0.76%
US 1	SR-5A (Cut-off Rd)	SR-76 (Kanner Hwy)	NB	IN	6LD	no	3,020	3	10%	0.10%
	SR-5A (Cut-off Rd)	SR-76 (Kanner Hwy)	SB	OUT	6LD	no	3,020	2	10%	0.07%
	SR-76 (Kanner Hwy)	Palm City Rd	NB	OUT	6LD	no	2,520	1	5%	0.04%
	SR-76 (Kanner Hwy)	Palm City Rd	SB	IN	6LD	no	2,520	1	5%	0.04%
	Palm City Rd	Joan Jefferson Way	NB	OUT	6LD	no	2,520	2	10%	0.08%
	Palm City Rd	Joan Jefferson Way	SB	IN	6LD	no	2,520	3	10%	0.12%
Kindred St	Colorado Ave	Johnson Ave	EB	OUT	2L	no	870 (1)	1	5%	0.11%
	Colorado Ave	Johnson Ave	WB	IN	2L	no	870 (1)	1	5%	0.11%
SR-76 (Kanner Hwy)	SR-714 (Monterey Rd)	SR-5	EB	OUT	2L	no	3,020	5	20%	0.17%
	SR-714 (Monterey Rd)	SR-5	WB	IN	2L	no	3,020	6	20%	0.20%
Palm City Road	SR-714 (Monterey Rd)	SR-5	EB	OUT	2L	no	750	1	5%	0.13%
	SR-714 (Monterey Rd)	SR-5	WB	IN	2L	no	750	1	5%	0.13%
M.L.K Jr. Blvd	Colorado Ave	CR-A1A (Dixie Hwy)	EB	OUT	2L	no	1,190 (1)	2	10%	0.17%
	Colorado Ave	CR-A1A (Dixie Hwy)	WB	IN	2L	no	1,190 (1)	3	10%	0.25%
7th Street	SR-5	A Street	NB	IN	6LD	no	690 (1)	3	10%	0.43%
	SR-5	A Street	SB	OUT	6LD	no	690 (1)	2	10%	0.29%

Source: Martin County 2022 Roadway Level of Service Inventory Report
(1) 2023 FDOT Quality Level of Service Handbook Tables
(2) City Criteria, LOS E, Colorado, Kindred and MLK Jr Blvd

In: 29
Out: 24

Table 3a: Link Analysis - AM Peak Hour

Segment	From	To	Direction		Lanes	Is Project Traffic 5% or More of Capacity?	2023 Volume Peak Hour [2] Peak Direction	Growth [3] Rate	2024 Volume Peak Hour Peak Direction	LOS D [1] Directional Peak Hour	Directional Peak Project Volume	Project Percent Assignment	Directional Percent Project of Capacity	Total Traffic (Peak Direction)	Does Project Meet Concurrency?
Colorado Ave	SR-5	A Street	NB	IN	2L	no	838	1.014	850	1,190	12	40%	1.01%	862	Yes
	SR-5	A Street	SB	OUT	2L	no	589	1.014	597	1,190	9	40%	0.76%	606	Yes
	A Street	Ocean Blvd	NB	OUT	2L	no	916	1.014	929	1,190	7	30%	0.59%	936	Yes
	A Street	Ocean Blvd	SB	IN	2L	no	618	1.014	627	1,190	9	30%	0.76%	636	Yes

(1) 2023 FDOT Multimodal Quality/Level of Service Handbook
(2) From Turning Movement Counts
(3) US-1 Growth Rate from Martin County 2022 Roadway Level of Service Inventory Report

In: 31
Out: 23
Years Grown: 1

Table 3b: Link Analysis - PM Peak Hour

Segment	From	To	Direction		Lanes	Is Project Traffic 5% or More of Capacity?	2023 Volume Peak Hour [2] Peak Direction	Growth [3] Rate	2024 Volume Peak Hour Peak Direction	LOS D [1] Directional Peak Hour	Directional Peak Project Volume	Project Percent Assignment	Directional Percent Project of Capacity	Total Traffic (Peak Direction)	Does Project Meet Concurrency?
Colorado Ave	SR-5	A Street	NB	IN	2L	no	702	1.014	712	1,190	12	40%	1.01%	724	Yes
	SR-5	A Street	SB	OUT	2L	no	879	1.014	891	1,190	10	40%	0.84%	901	Yes
	A Street	Ocean Blvd	NB	OUT	2L	no	785	1.014	796	1,190	7	30%	0.59%	803	Yes
	A Street	Ocean Blvd	SB	IN	2L	no	938	1.014	951	1,190	9	30%	0.76%	960	Yes

(1) 2023 FDOT Multimodal Quality/Level of Service Handbook Tables
(2) From Turning Movement Counts
(3) US-1 Growth Rate from Martin County 2022 Roadway Level of Service Inventory Report

In: 29
Out: 24
Years Grown: 1

INTERSECTION ANALYSIS

Turning movement counts were made at Colorado Avenue and SE Kindred Street, Colorado Avenue and A Street, US 1 and Palm City Road, and US 1 and 7th Street during the AM and PM peak hours. Synchro was used to determine the level of service for the existing, 2024 without project and 2024 with project. The City of Stuart's Comprehensive Plan states that a level of service of E is an acceptable level of service. **Table 4** summarizes the results of the intersection analysis.

Table 4	Colorado/ Kindred				Colorado/A				US-1/7th				US-1/Palm City			
	AM		PM		AM		PM		AM		PM		AM		PM	
Existing	20.3	C	21.4	C	12	B	16	C	16	C	34.9	D	56.1	E	44.3	D
Background	35.9	E	21.9	C	12.1	B	16.2	C	16.2	C	35.9	E	57.4	E	45.8	D
Project	37.5	E	22.5	C	12.5	B	17	C	16.3	C	36.7	E	57.9	E	46.2	D

The Synchro analyses are included **Appendix C**.

Colorado Avenue and SE Kindred Street – The unsignalized intersection was counted on March 29, 2023. The level of service remains within acceptable level of service for all scenarios.

Colorado Avenue and A Street – The unsignalized intersection was counted on March 29, 2023. This intersection is the primary entrance to the project. The level of service remains within acceptable level of service for all scenarios.

US-1 and 7th Street – The unsignalized right-in/right-out intersection was counted on March 29, 2023. Guests and employees of the hotel will be discouraged from using 7th Street. However, a small amount of traffic is still expected to pass through this intersection. The level of service remains acceptable for all scenarios.

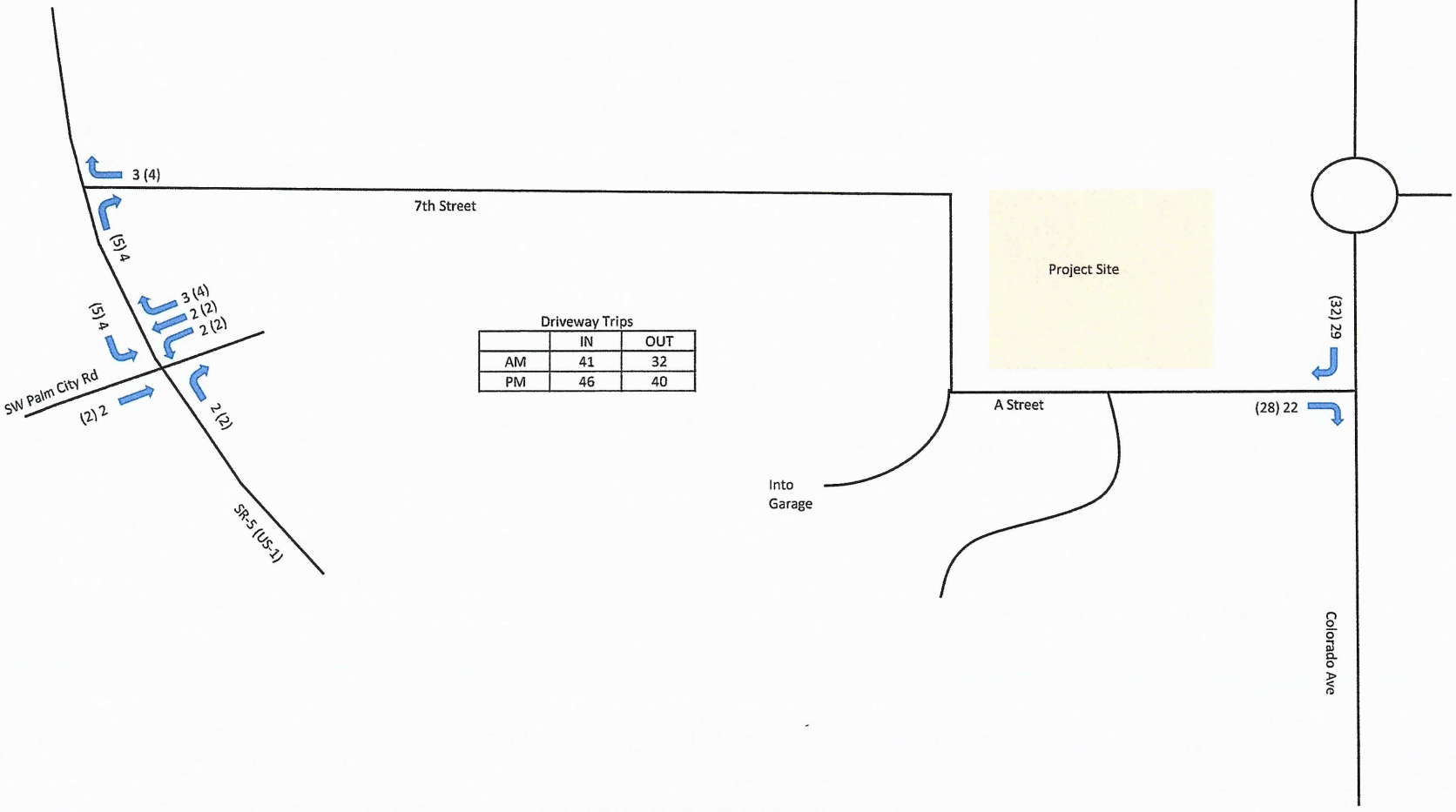
US-1 and Palm City Road – The signalized intersection was counted on March 29, 2023. The level of service remains acceptable for all scenarios.

DRIVEWAY ANALYSIS

The project will have access to Colorado Avenue through A Street, and to US 1 via the shared driveway. The development will use the existing parking garage to provide additional parking. The driveway volumes are shown in **Figure 3**. The driveway will accommodate the minor increase in traffic. The driveway will operate at LOS B in the AM peak hour and LOS C in the PM peak hour.

CONCURRENCY REVIEW/ CONCLUSION

The Creekside Hotel will have a traffic impact of 54 AM peak hour trips with 31 in and 23 out and 53 PM peak hour trips with 29 in and 24 out. These trips will not cause levels of service to fall below acceptable levels in the future. However, the project is located within the Creek District of the CRA, which is part of the Traffic Concurrency Exception Area. Projects within the TCEA are exempt from concurrency requirements.



Driveway Trips

	IN	OUT
AM	41	32
PM	46	40

NTS

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole St
Stuart, Fl, 34994

Job Number: MR23031.0 | Date: 4/13/2023

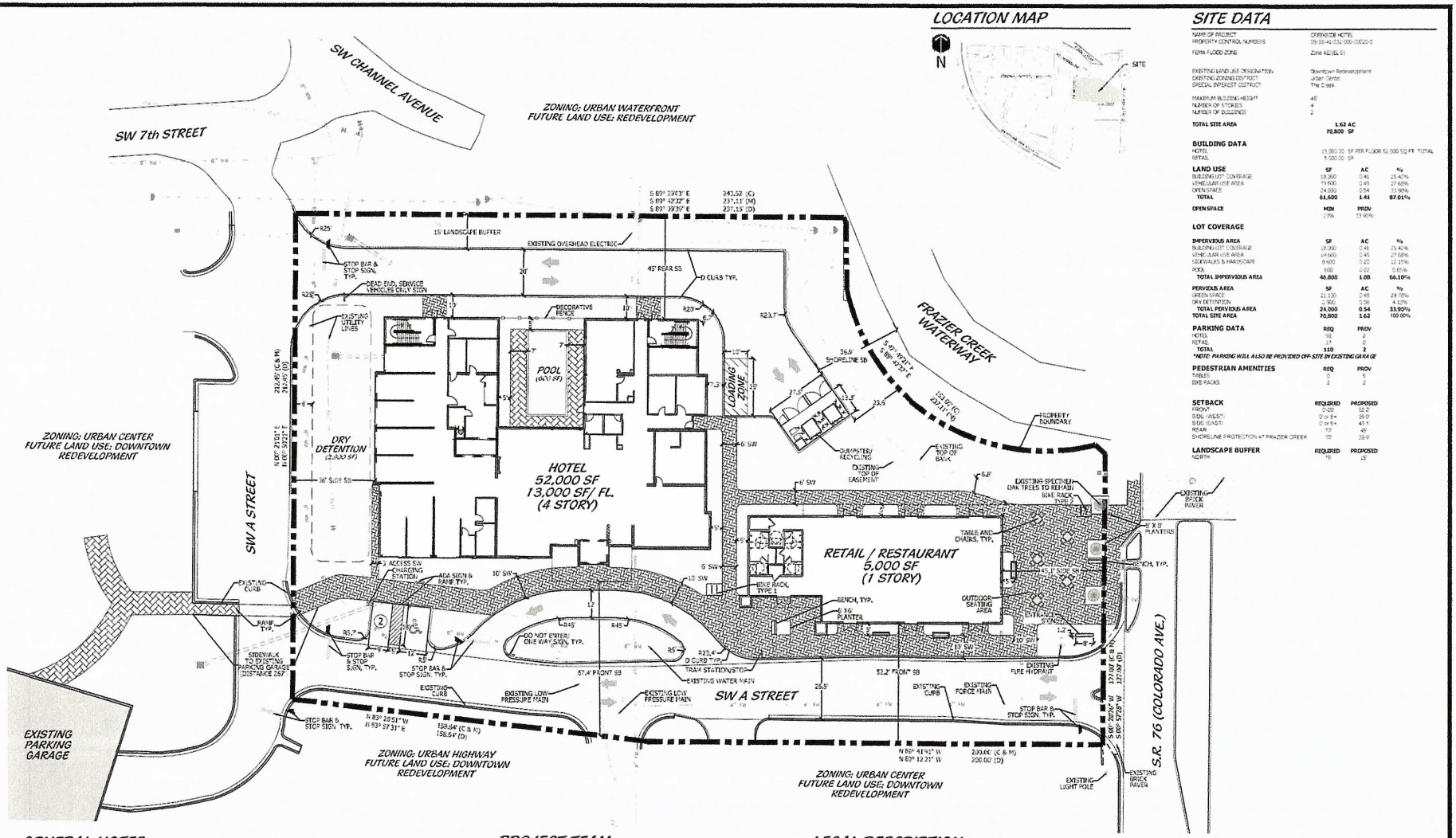
Legend

XX(XX) = AM(PM)

Figure 3
Driveway Volumes
Creekside Hotel

APPENDIX A

Site Plan



LOCATION MAP

SITE DATA

NAME OF PROJECT	CREEKSIDE HOTEL		
PROPERTY CONTROL NUMBERS	09-38-41-032-000-00020-0		
FEMA FLOOD ZONE	Zone AE(EL 9)		
EXISTING LAND USE DESIGNATION	Downtown Redevelopment		
EXISTING ZONING DISTRICT	Urban Center		
SPECIAL INTEREST DISTRICT	The Creek		
MAXIMUM BUILDING HEIGHT	45'		
NUMBER OF STORIES	4		
NUMBER OF BUILDINGS	2		
TOTAL SITE AREA	**1.62 AC 70,800 SF**		

BUILDING DATA

HOTEL	13,000.00 SF PER FLOOR 52,000 SQ FT TOTAL
RETAIL	5,000.00 SF

LAND USE	**SF**	**AC**	**%**
BUILDING LOT COVERAGE	18,000	0.41	25.42%
VEHICULAR USE AREA	19,600	0.45	27.68%
SIDEWALKS & HARDSCAPE	8,600	0.20	12.15%
OPEN SPACE	24,000	0.54	33.90%
TOTAL	**61,600**	**1.41**	**87.01%**

OPENSPACE	**MIN**	**PROV**
	20%	33.90%

LOT COVERAGE

IMPERVIOUS AREA	**SF**	**AC**	**%**
BUILDING LOT COVERAGE	18,000	0.41	25.42%
VEHICULAR USE AREA	19,600	0.45	27.68%
SIDEWALKS & HARDSCAPE	8,600	0.20	12.15%
POOL	600	0.02	0.85%
TOTAL IMPERVIOUS AREA	**46,800**	**1.08**	**66.10%**
PERVIOUS AREA	**SF**	**AC**	**%**
GREEN SPACE	21,100	0.48	29.78%
DRY DETENTION	2,900	0.06	4.10%
TOTAL PERVIOUS AREA	**24,000**	**0.54**	**33.90%**
TOTAL SITE AREA	**70,800**	**1.62**	**100.00%**

PARKING DATA	**REQ**	**PROV**
HOTEL	93	2
RETAIL	17	0
TOTAL	**110**	**2**

**NOTE: PARKING WILL ALSO BE PROVIDED OFF-SITE IN EXISTING GARAGE*

PEDESTRIAN AMENITIES	**REQ**	**PROV**
TREES	0	6
BIKE RACKS	2	2

SETBACK	**REQUIRED**	**PROPOSED**
FRONT	0-20'	52.2'
SIDE (WEST)	0 or 5+	38.0'
SIDE (EAST)	0 or 5+	45.1'
REAR	10'	95'
SHORELINE PROTECTION AT FRAZIER CREEK	10'	39.9'

LANDSCAPE BUFFER	**REQUIRED**	**PROPOSED**
NORTH	15'	25'

GENERAL NOTES

REFUSE SERVICE SHALL BE ACCOMPLISHED BY WAY OF INDIVIDUAL DUMPSTER AND RECYCLING AS SHOWN ON THE SITE PLAN.

10' X 30' SAFE SIGHT TRIANGLE SHALL BE PROVIDED AT THE PROJECTS ENTRY ROADS.

TYPE D OR F RAISED CONCRETE CURBING SHALL BE PROVIDED AROUND ALL PLANTING ISLANDS WITHIN VEHICULAR USE AREAS.

MAJORITY OF REQUIRED PARKING WILL BE PROVIDED OFF-SITE BY AN EXISTING PARKING STRUCTURE WITHIN THE ROYAL PALM FINANCIAL CENTER.

RAMPS SHALL BE PROVIDED AT ALL PLAZA, SIDEWALK AND STREET INTERSECTIONS IN ACCORDANCE WITH ADA AND THE FLORIDA HANDICAP ACCESSIBILITY CODE.

ALL A/C UNITS SHALL BE LOCATED TO THE REAR OR SIDE OF ALL BUILDINGS AND FULLY SCREENED ON THREE SIDES WITH LANDSCAPING.

THE BUILDING, LANDSCAPE AND LIGHTING DESIGN SHALL MAXIMIZE THE USE OF CPTED DESIGN PRINCIPLES.

MINIMUM TYPE CONSTRUCTION FOR ALLOWABLE HEIGHT & BUILDING AREA MUST BE COMPLIANCE WITH THE FLORIDA BUILDING CODE 7TH ED (AFTER OCT. 1, 2015 FBC 2014)

ALL SIGNAGE SHALL CONFORM TO THE REQUIREMENTS OF CITY OF STUART LDR'S.

"PEDESTRIAN XING" SIGNS SHALL BE PROVIDED FOR ALL MID-BLOCK CROSSINGS.

PROJECT ID SIGNS SHALL BE ILLUMINATED WITH GROUND MOUNTED FIXTURES ON PHOTOCELLS.

THE PHOTOMETRIC PLAN REFLECTS MAINTAINED LIGHTING VALUES IN ACCORDANCE WITH THE REQUIREMENTS OF CITY OF STUART LDR'S.

STREET LIGHTS TO BE FPL COACH LIGHTS MOUNTED ON 12' TALL POLES.

PROJECT TEAM

OWNER/CLIENT:
RAJESH PATEL
P.O. BOX 1868
PALM CITY, FL 34991

LANDSCAPE ARCHITECT/PLANNER:
COTLEUR & HEARING, INC.
1934 COMMERCE LANE, SUITE 1
JUPITER, FL 33458
561.747.6336

ARCHITECT
HARTER+ADAMS, P.A.
1370 GENE STREET
WINTER PARK, FL 32789
407.647.5767

ENGINEER
VELCON ENGINEERING & SURVEYING
1449 COMMERCE CENTER DRIVE
PORT ST. LUCIE, FL 34986
772.879.0477

SURVEYOR:
VELCON ENGINEERING & SURVEYING
1449 COMMERCE CENTER DRIVE
PORT ST. LUCIE, FL 34986
772.879.0477

LEGAL DESCRIPTION

UNIT 2, RPFC COMMERCIAL CONDOMINIUM, ACCORDING TO THE CONDOMINIUM DOCUMENTS THEREOF, AS RECORDED IN OFFICIAL RECORDS BOOK 2499, PAGE 1296, OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA.

PARCEL CONTAINS 70,614+/- SQUARE FEET

LEGEND

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

SITE PLAN

0' 10' 20' 40' 60' 80'

Scale: 1" = 20'

North

Cotleur & Hearing
Landscape Architects
Land Planners
Environmental Consultants
1934 Commerce Lane
Suite 1
Jupiter, Florida 33458
561.747.6336 - Fax 747.1377
www.cotleurhearing.com
Lic# LC-26000535

Creekside Hotel

Stuart, Florida

DESIGNED LAH
DRAWN LAH/CJB
APPROVED DTS
JOB NUMBER 20-1516
DATE 03-07-23
REVISIONS 03-27-23

SHEET 1 OF 2

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APPENDIX B

Martin County 2022 Roadway Level of Service Inventory Report

2023 FDOT Multimodal Quality/Level of Service Handbook

Martin County 2022 Roadway Level of Service Inventory Report

Road Name	From	To	Type	Generalized Service Capacity	2022 Average Annual Daily Traffic	2022 Peak Hour Directional Volume	2022 Generalized LOS	Avg. Annual Growth Rate
Market Pl	SR-5	Commerce Ave	Class II: 2-Ln Undivided	750	4,716	278	C	1.6%
Matheson Ave	SR-714	Mapp Rd	Class II: 2-Ln Undivided	750	6,306	313	C	5.6%
Monroe St	SR-5	Commerce Ave	Class II: 2-Ln Undivided	750	1,654	102	C	0.5%
Murphy Rd	Mapp Rd	High Meadow Ave	Class II: 2-Ln Undivided	750	5,422	281	C	0.5%
Murphy Rd	High Meadow Ave	St Lucie County	Class II: 2-Ln Undivided	750	8,515	682	D	0.5%
Ocean Blvd	Flagler Ave	Palm Beach Rd	Class II: 2-Ln Divided	790	8,750	525	D	0.5%
Ocean Blvd	Palm Beach Rd	SR-714	4-Ln Divided Non-State	1465	11,275	586	C	0.5%
Osprey St	SR-5	CR-A1A	Class II: 2-Ln Undivided	750	6,087	253	C	4.7%
Osprey St	CR-A1A	Gomez Ave	Class II: 2-Ln Undivided	750	2,074	100	C	2.7%
Palm Beach Rd	SR-714	Ocean Blvd	2-Ln Divided Non-State	710	8,026	435	D	0.5%
Palm City Rd	SR-714	SR-5	Class II: 2-Ln Undivided	750	7,419	391	D	0.5%
Palmer St	CR-707	Indian River Dr	Class II: 2-Ln Undivided	750	3,599	242	C	4.6%
Pineapple Wy	CR-707A(Jensen Beach Blvd.)	SR-732	Class II: 2-Ln Undivided	750	9,986	598	TCEA	0.5%
Pomeroy St	SR-76	Willoughby Blvd	Class II: 2-Ln Divided	790	10,016	590	D	3.3%
Pomeroy St	Willoughby Blvd	SR-5	Class II: 2-Ln Divided	790	9,000	450	D	0.5%
Salerno Rd	SR-76	Willoughby Blvd	Class I: 2-Ln Undivided	880	8,267	434	C	1.0%
Salerno Rd	Willoughby Blvd	SR-5	Class II: 2-Ln Divided	790	9,348	535	D	0.5%
Salerno Rd	SR-5	Commerce Ave	Class II: 2-Ln Undivided	750	9,215	430	TCEA	0.5%
Salerno Rd	Commerce Ave	CR-A1A	Class II: 2-Ln Undivided	750	7,533	335	TCEA	0.5%
Seabranch Blvd	Doubletree Dr	SR-5	Class I: 4-Ln Divided	2000	6,122	303	C	0.5%
Sewalls Pt Rd	SR-A1A	Palmer St	2-Ln Undivided Non-State	675	9,978	448	D	1.1%
Skyline Dr	CR-707A	CR-707	2-Ln Undivided Non-State	675	2,654	131	C	6.5%

Segments with shaded LOS require additional analysis.
The peaks are: Cove Road (PM/EB)

Martin County 2022 Roadway Level of Service Inventory Report

Road Name	From	To	Type	Generalized Service Capacity	2022 Average Annual Daily Traffic	2022 Peak Hour Directional Volume	2022 Generalized LOS	Avg. Annual Growth Rate
SR-5 (US-1)	Palm Beach County	CR-A1A	Transitional 4-Ln Uninter /Divided Flow	3120	21,987	942	A/B	0.5%
SR-5 (US-1)	CR-A1A	CR-708	Class I: 4-Ln Divided	2000	16,899	872	C	0.5%
SR-5 (US-1)	CR-708	Osprey St	Class I: 4-Ln Divided	2000	24,631	1,542	C	0.5%
SR-5 (US-1)	Osprey St	Seabranch Blvd	Class I: 4-Ln Divided	2000	25,721	1,152	C	1.7%
SR-5 (US-1)	Seabranch Blvd	Cove Rd	Class I: 6-Ln Divided	3020	30,025	1,404	C	0.5%
SR-5 (US-1)	Cove Rd	Salerno Rd	Class I: 6-Ln Divided	3020	31,755	1,458	C	0.5%
SR-5 (US-1)	Salerno Rd	Monroe St	Class I: 6-Ln Divided	3020	40,006	1,734	C	0.5%
SR-5 (US-1)	Monroe St	Indian St	Class I: 6-Ln Divided	3020	39,740	1,621	C	0.5%
SR-5 (US-1)	Indian St	SR-714	Class I: 6-Ln Divided	3020	45,150	2,202	C	0.5%
SR-5 (US-1)	SR-714	SR-5A	Class I: 6-Ln Divided	3020	36,532	1,662	C	0.5%
SR-5 (US-1)	SR-5A(Cut-off Rd)	SR-76	Class I: 6-Ln Divided	3020	34,638	1,513	C	0.5%
SR-5 (US-1)	SR-76	Palm City Rd	Class II: 6-Ln Divided	2520	47,422	2,011	D	0.5%
SR-5 (US-1)	Palm City Rd	Joan Jefferson Wy	Class II: 6-Ln Divided	2520	50,263	2,364	D	0.5%
SR-5 (US-1)	Joan Jefferson Wy	Wright Blvd	Class I: 6-Ln Divided	3020	58,659	2,809	C	0.5%
SR-5 (US-1)	Wright Blvd	Baker Rd	Class I: 6-Ln Divided	3020	51,911	2,299	C	0.5%
SR-5 (US-1)	Baker Rd	Britt Rd	Class I: 6-Ln Divided	3020	47,008	2,192	C	0.5%
SR-5 (US-1)	Britt Rd	SR-732	Class I: 7-Ln Divided	3530	56,191	3,068	C	0.5%
SR-5 (US-1)	SR-732	Westmoreland Blvd	Class I: 8-Ln Divided	4040	63,287	2,896	C	0.5%
SR-5 (US-1)	Westmoreland Blvd	St Lucie County	Class I: 8-Ln Divided	4040	62,019	2,679	C	0.5%
SR-710 (Warfield Blvd)	Okeechobee County	Fox Brown Rd	Uninterrupted Rural Hwy: 2-Ln Undivided	670	7,244	273	C	3.9%
SR-710 (Warfield Blvd)	Fox Brown Rd	CR-609 (Allapattah)	2-Ln Uninter /Undivided Flow	890	8,600	323	A/B	3.2%
SR-710 (Warfield Blvd)	CR-609 (Allapattah)	Van Buren	Class I: 2-Ln Undivided	870	13,836	802	C	3.7%

Segments with shaded LOS require additional analysis.
The peaks are: Cove Road (PM/EB)

Martin County 2022 Roadway Level of Service Inventory Report

Road Name	From	To	Type	Generalized Service Capacity	2022 Average Annual Daily Traffic	2022 Peak Hour Directional Volume	2022 Generalized LOS	Avg. Annual Growth Rate
SR-76 (Kanner Hwy)	Jack James	Cove Rd	Class I: 6-Ln Divided	3020	48,621	2,628	C	1.4%
SR-76 (Kanner Hwy)	Cove Rd	Salerno Rd	Class I: 6-Ln Divided	3020	38,333	1,863	C	4.8%
SR-76 (Kanner Hwy)	Salerno Rd	Indian St	Class I: 6-Ln Divided	3020	35,201	1,562	C	4.5%
SR-76 (Kanner Hwy)	Indian St	SR-714	Class I: 6-Ln Divided	3020	25,146	1,125	C	4.4%
SR-76 (Kanner Hwy)	SR-714	SR-5	Class I: 6-Ln Divided	3020	25,747	1,030	C	0.7%
SR-A1A (Ocean Blvd)	SR-714	St Lucie Blvd	Class II: 4-Ln Divided	1630	20,755	1,210	D	1.7%
SR-A1A (Ocean Blvd)	St Lucie Blvd	Sewalls Point Rd	Class I: 4-Ln Divided	2000	23,410	955	C	2.1%
SR-A1A (Ocean Blvd)	Sewalls Point Rd	Macarthur Blvd	Class I: 2-Ln Divided	925	14,046	780	C	2.3%
SR-A1A (Ocean Blvd)	MacArthur Blvd	SR-732	2-Ln Uninter /Undivided Flow	1200	8,390	408	A/B	0.5%
SR-A1A (Ocean Blvd)	SR-732	St Lucie County	2-Ln Uninter /Undivided Flow	1200	15,211	882	C	0.5%
St Lucie Blvd	CR-A1A	Indian St	2-Ln Undivided Non-State	675	3,480	183	C	3.1%
St Lucie Blvd	Indian St	SR-A1A	2-Ln Undivided Non-State	675	6,454	363	D	0.5%
Westmoreland Blvd	St Lucie County	SR-5	Class II: 2-Ln Divided	790	10,992	554	D	0.5%
Willoughby Blvd	Cove Rd	Salerno Rd	Class I: 2-Ln Undivided	880	4,108	236	C	1.1%
Willoughby Blvd	Salerno Rd	Pomeroy St	Class I: 2-Ln Undivided	880	9,017	474	C	0.5%
Willoughby Blvd	Pomeroy St	Indian St	Class I: 4-Ln Divided	2000	10,354	533	C	0.5%
Willoughby Blvd	Indian St	SR-714	Class I: 4-Ln Divided	2000	10,059	492	C	0.5%
Wright Blvd	SR-5	Dixie Highway	Class II: 2-Ln Undivided	750	10,146	497	D	1.2%

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Segments with shaded LOS require additional analysis.
The peaks are: Cove Road (PM/EB)

Element 2~~II~~ - TRANSPORTATION ELEMENT Goals, Objectives, and Policies City of Stuart, Florida Adopted October 14, 2002[1]

Footnotes:

--- (1) ---

Cross reference— Infrastructure element, Element IV; implementation, Element VII, Objective A2; capital improvements element and concurrency management system, Element VIII.

GOAL STATEMENT 2.A

Implement a transportation program that provides for a safe and efficient traffic network and provides optimum access to the City's major activity centers. As resources permit, the City shall support mobility citywide through alternate modes of transportation.

The City shall seek to reduce greenhouse gas emissions by discouraging urban sprawl; promoting compact development and maximize internal trips within the development; promote transit oriented development within urban service area; promote affordable and workforce housing in proximity of major employment centers; and promote infrastructure investment in greenhouse gas efficient projects.

(Ord. No. 2205-2010, § 1(Exh. I), 9-27-2010)

Objective 2.A1. - [Roadway system levels of service.]

The City shall provide a safe, convenient and efficient roadway system by maintaining adopted levels of service on all roadways within the City throughout the planning period.

Policy 2.A1.1. Establish an annual traffic count program with the use of traffic counting equipment to monitor peak season and off season traffic. This program shall be coordinated wherever possible with the FDOT and Martin County traffic count information.

Policy 2.A1.2. Establish an annual traffic count program with the purchase of traffic counting equipment to monitor peak direction/peak hour/peak season and off season traffic. This program shall be coordinated (wherever possible) with the FDOT and Martin County traffic count information through advance scheduling of count station locations between all agencies. The use of peak hour traffic counts shall be used to benchmark conditions.

Policy 2.A1.3. The City shall continue to monitor traffic counts on City roadways. With regard to state and county roads within the City, timely traffic data will be obtained by the City through close coordination with FDOT and Martin County.

Policy 2.A1.4. Except as specified in policies 2.A1.2, 15.1 and 15.2, the City adopts the following level of service (LOS) for all arterial roadways: LOS E at peak hour.

Policy 2.A1.5. The following table includes roadways which have been assigned a tier II interim levels of service. These interim standards are designated to provide a service volume to evaluate traffic generated by proposed developments until the roadway is improved. The table also includes expiration of these interim levels of service.

STAFF NOTE: We will be following up on a separate text amendment updating this policy and the table below now that the improvements have been made and the interim LOS may no longer be required. New policy would focus on how to encourage solutions for critical traffic congestion links through planned development.

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



(C2T-Rural Town)

Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**



(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

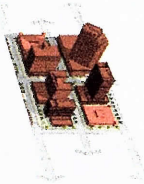


(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

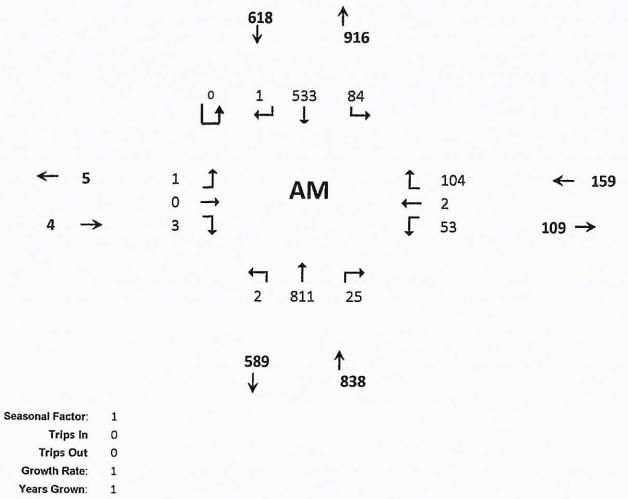
APPENDIX C

Intersection / Driveway Data and Analysis
And
Analysis

TURNING MOVEMENT VOLUME COUNTS

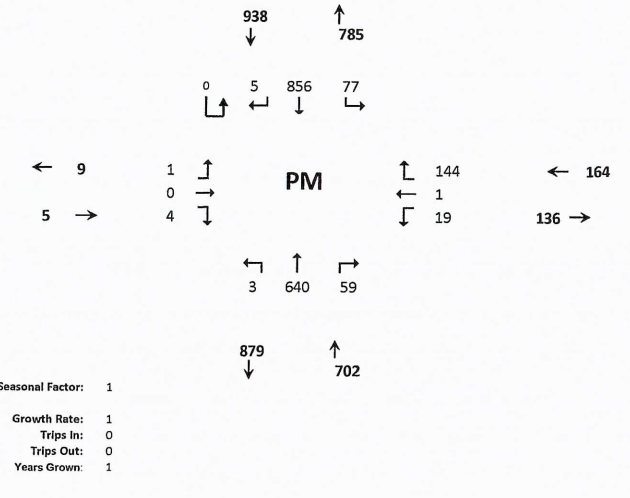
N/S STREET: Colorado Ave | Existing | **E/W STREET:** Kindred St | **CONTROL:** TWSC
FILENAME: Creekside
COUNT DATE: 3/29/2023 | **DAY:** Wednesday | **CITY:** Stuart | **INTERSECTION:** Colorado Ave x Kindred St
REPORT DATE: 3/29/2023 | **ANALYSIS YEAR:** 2023

15 Min Period	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	138	7	0	11	97	0	0	0	0	5	0	12	270	1397
7:15-7:30	0	168	6	0	16	125	0	0	0	0	6	0	19	340	1549
7:30-7:45	0	205	6	0	20	121	2	1	0	0	5	0	26	386	1616
7:45-8:00	1	205	7	0	17	124	0	0	0	0	13	0	34	401	1619
8:00-8:15	0	218	5	0	19	138	0	0	0	0	15	1	26	422	1563
8:15-8:30	1	199	6	0	27	134	1	1	0	2	12	0	24	407	
8:30-8:45	0	189	7	0	21	137	0	0	0	1	13	1	20	389	
8:45-9:00	2	166	5	0	13	134	0	0	0	0	13	0	12	345	
AM PEAK HOUR IS FROM:	7:45AM TO 8:45AM														
Volumes	2	811	25	0	84	533	1	1	0	3	53	2	104	1619	
Season Factor	2	811	25	0	84	533	1	1	0	3	53	2	104	1619	
Growth	2	811	25	0	84	533	1	1	0	3	53	2	104	1619	
In/Out	-	IN	-	-	OUT	OUT	-	-	-	-	-	-	IN		
Percentage	0%	40%	1%	0%	5%	40%	0%	0%	0%	0%	0%	0%	5%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
Total	2	811	25	0	84	533	1	1	0	3	53	2	104	1619	



Seasonal Factor: 1
Trips In 0
Trips Out 0
Growth Rate: 1
Years Grown: 1

15 Min Period lanes	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	1	132	11	0	14	164	0	0	0	0	7	0	29	358	1671
4:15-4:30	2	148	17	0	24	197	1	0	0	2	6	0	34	431	1788
4:30-4:45	0	158	12	0	27	187	0	1	0	0	3	0	43	431	1799
4:45-5:00	2	148	19	0	22	220	1	0	0	1	3	0	35	451	1809
5:00-5:15	0	167	16	0	16	224	3	0	0	0	6	0	43	475	1745
5:15-5:30	0	159	14	0	23	204	0	1	0	2	6	1	32	442	
5:30-5:45	1	166	10	0	16	208	1	0	0	1	4	0	34	441	
5:45-6:00	2	140	9	0	11	199	1	0	0	0	3	0	22	387	
PM PEAK HOUR IS FROM:	4:45PM TO 5:45PM														
Volumes	3	640	59	0	77	856	5	1	0	4	19	1	144	1809	
Season Factor	3	640	59	0	77	856	5	1	0	4	19	1	144	1809	
Growth	3	640	59	0	77	856	5	1	0	4	19	1	144	1809	
In/Out	-	IN	-	-	OUT	OUT	-	-	-	-	-	-	IN		
Percentage	0%	40%	1%	0%	5%	40%	0%	0%	0%	0%	0%	0%	5%		
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
Total	3	640	59	0	77	856	5	1	0	4	19	1	144	1809	



Seasonal Factor: 1
Growth Rate: 1
Trips In: 0
Trips Out: 0
Years Grown: 1

C-1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	1	0	3	2	811	25	84	533	1
Future Vol, veh/h	0	0	0	1	0	3	2	811	25	84	533	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	1	0	3	2	845	26	88	555	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1596	1607	278	1303	1581	845	556	0	0	871	0	0
Stage 1	732	732	-	849	849	-	-	-	-	-	-	-
Stage 2	864	875	-	454	732	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	78	104	720	127	108	362	1013	-	-	772	-	-
Stage 1	380	426	-	355	376	-	-	-	-	-	-	-
Stage 2	348	366	-	556	426	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	70	92	720	116	95	362	1013	-	-	772	-	-
Mov Cap-2 Maneuver	70	92	-	116	95	-	-	-	-	-	-	-
Stage 1	379	377	-	354	375	-	-	-	-	-	-	-
Stage 2	344	365	-	493	377	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	20.3	0	1.4
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1013	-	-	-	116	362	772	-	-
HCM Lane V/C Ratio	0.002	-	-	-	0.009	0.009	0.113	-	-
HCM Control Delay (s)	8.6	-	-	0	36.3	15	10.3	-	-
HCM Lane LOS	A	-	-	A	E	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	0.4	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	4	19	1	144	3	640	59	77	856	5
Future Vol, veh/h	1	0	4	19	1	144	3	640	59	77	856	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	4	21	1	157	3	696	64	84	930	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1914	1867	468	1335	1805	696	935	0	0	760	0	0
Stage 1	1101	1101	-	702	702	-	-	-	-	-	-	-
Stage 2	813	766	-	633	1103	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	46	72	542	121	79	441	730	-	-	850	-	-
Stage 1	227	287	-	428	440	-	-	-	-	-	-	-
Stage 2	371	411	-	435	286	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	27	65	542	111	71	441	730	-	-	850	-	-
Mov Cap-2 Maneuver	27	65	-	111	71	-	-	-	-	-	-	-
Stage 1	226	259	-	426	438	-	-	-	-	-	-	-
Stage 2	238	409	-	389	258	-	-	-	-	-	-	-

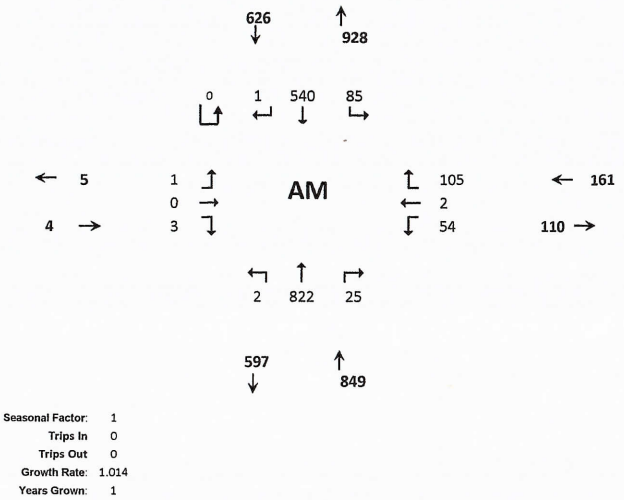
Approach	EB	WB	NB	SB
HCM Control Delay, s	38.5	21.4	0	0.8
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	730	-	-	113	111	426	850	-	-
HCM Lane V/C Ratio	0.004	-	-	0.048	0.186	0.37	0.098	-	-
HCM Control Delay (s)	10	-	-	38.5	44.7	18.3	9.7	-	-
HCM Lane LOS	A	-	-	E	E	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.6	1.7	0.3	-	-

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Colorado Ave | Without Project | **E/W STREET:** Kindred St | **CONTROL:** TWSC
FILENAME: Creekside
COUNT DATE: 3/29/2023 | **DAY:** Wednesday | **CITY:** Stuart | **INTERSECTION:** Colorado Ave x Kindred St
REPORT DATE: 3/29/2023 | **ANALYSIS YEAR:** 2024

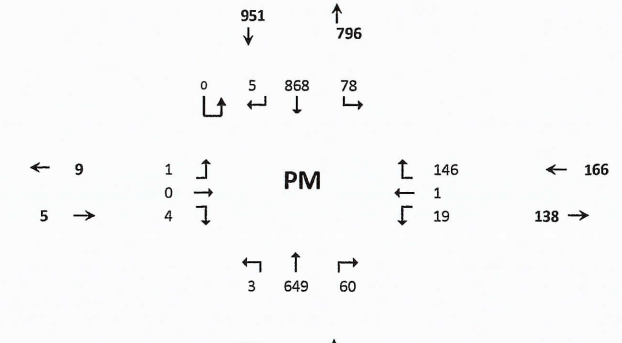
15 Min Period	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	138	7	0	11	97	0	0	0	0	5	0	12	270	1397
7:15-7:30	0	168	6	0	16	125	0	0	0	0	6	0	19	340	1549
7:30-7:45	0	205	6	0	20	121	2	1	0	0	5	0	26	386	1616
7:45-8:00	1	205	7	0	17	124	0	0	0	0	13	0	34	401	1619
8:00-8:15	0	218	5	0	19	138	0	0	0	0	15	1	26	422	1563
8:15-8:30	1	199	6	0	27	134	1	1	0	2	12	0	24	407	
8:30-8:45	0	189	7	0	21	137	0	0	0	1	13	1	20	389	
8:45-9:00	2	166	5	0	13	134	0	0	0	0	13	0	12	345	
AM PEAK HOUR IS FROM:	7:45AM TO 8:45AM														
Volumes	2	811	25	0	84	533	1	1	0	3	53	2	104	1619	
Season Factor	2	811	25	0	84	533	1	1	0	3	53	2	104	1619	
Growth	2	822	25	0	85	540	1	1	0	3	54	2	105	1642	
In/Out	-	IN	-	-	OUT	OUT	-	-	-	-	-	-	IN		
Percentage	0%	40%	0%	0%	5%	40%	0%	0%	0%	0%	0%	0%	5%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
Total	2	822	25	0	85	540	1	1	0	3	54	2	105	1640	



Seasonal Factor: 1
Trips In 0
Trips Out 0
Growth Rate: 1.014
Years Grown: 1

C-4

15 Min Period lanes	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	1	132	11	0	14	164	0	0	0	0	7	0	29	358	1671
4:15-4:30	2	148	17	0	24	197	1	0	0	2	6	0	34	431	1788
4:30-4:45	0	158	12	0	27	187	0	1	0	0	3	0	43	431	1799
4:45-5:00	2	148	19	0	22	220	1	0	0	1	3	0	35	451	1809
5:00-5:15	0	167	16	0	16	224	3	0	0	0	6	0	43	475	1745
5:15-5:30	0	159	14	0	23	204	0	1	0	2	6	1	32	442	
5:30-5:45	1	166	10	0	16	208	1	0	0	1	4	0	34	441	
5:45-6:00	2	140	9	0	11	199	1	0	0	0	3	0	22	387	
PM PEAK HOUR IS FROM:	4:45PM TO 5:45PM														
Volumes	3	640	59	0	77	856	5	1	0	4	19	1	144	1809	
Season Factor	3	640	59	0	77	856	5	1	0	4	19	1	144	1809	
Growth	3	649	60	0	78	868	5	1	0	4	19	1	146	1834	
In/Out	-	IN	-	-	OUT	OUT	-	-	-	-	-	-	IN		
Percentage	0%	40%	0%	0%	5%	40%	0%	0%	0%	0%	0%	0%	5%		
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
Total	3	649	60	0	78	868	5	1	0	4	19	1	146	1834	



Seasonal Factor: 1
Growth Rate: 1.014
Trips In: 0
Trips Out: 0
Years Grown: 1

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	3	54	2	105	2	822	25	85	540	1
Future Vol, veh/h	1	0	3	54	2	105	2	822	25	85	540	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	3	56	2	109	2	856	26	89	563	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1671	1628	282	1320	1602	856	564	0	0	882	0	0
Stage 1	742	742	-	860	860	-	-	-	-	-	-	-
Stage 2	929	886	-	460	742	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	69	101	716	124	105	357	1006	-	-	765	-	-
Stage 1	374	421	-	350	372	-	-	-	-	-	-	-
Stage 2	320	362	-	551	421	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	43	89	716	112	93	357	1006	-	-	765	-	-
Mov Cap-2 Maneuver	43	89	-	112	93	-	-	-	-	-	-	-
Stage 1	373	372	-	349	371	-	-	-	-	-	-	-
Stage 2	220	361	-	485	372	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	30.4	35.9	0	1.4
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1006	-	-	146	112	339	765	-	-
HCM Lane V/C Ratio	0.002	-	-	0.029	0.502	0.329	0.116	-	-
HCM Control Delay (s)	8.6	-	-	30.4	65.9	20.7	10.3	-	-
HCM Lane LOS	A	-	-	D	F	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	2.3	1.4	0.4	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	4	19	1	146	3	649	60	78	868	5
Future Vol, veh/h	1	0	4	19	1	146	3	649	60	78	868	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	4	21	1	159	3	705	65	85	943	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1940	1892	474	1353	1829	705	948	0	0	770	0	0
Stage 1	1116	1116	-	711	711	-	-	-	-	-	-	-
Stage 2	824	776	-	642	1118	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	44	70	538	117	76	435	722	-	-	842	-	-
Stage 1	222	282	-	423	435	-	-	-	-	-	-	-
Stage 2	366	407	-	430	282	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	25	63	538	107	68	435	722	-	-	842	-	-
Mov Cap-2 Maneuver	25	63	-	107	68	-	-	-	-	-	-	-
Stage 1	221	254	-	421	433	-	-	-	-	-	-	-
Stage 2	231	405	-	383	254	-	-	-	-	-	-	-

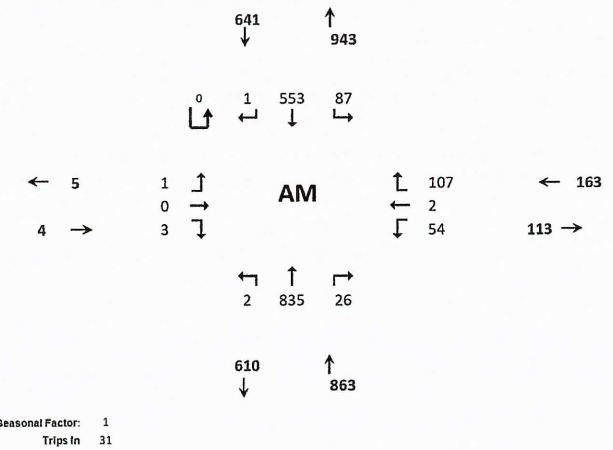
Approach	EB	WB	NB	SB
HCM Control Delay, s	41.1	21.9	0	0.8
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	722	-	-	105	107	420	842	-	-
HCM Lane V/C Ratio	0.005	-	-	0.052	0.193	0.38	0.101	-	-
HCM Control Delay (s)	10	-	-	41.1	46.5	18.7	9.8	-	-
HCM Lane LOS	B	-	-	E	E	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.7	1.7	0.3	-	-

TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Colorado Ave | With Project | **E/W STREET:** Kindred St | **CONTROL:** TWSC
FILENAME: Creekside
COUNT DATE: 3/29/2023 | **DAY:** Wednesday | **CITY:** Stuart | **INTERSECTION:** Colorado Ave x Kindred St
REPORT DATE: 3/29/2023 | **ANALYSIS YEAR:** 2024

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBU	SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	138	7	0	11	97	0	0	0	0	5	0	12	270	1397
7:15-7:30	0	168	6	0	16	125	0	0	0	0	6	0	19	340	1549
7:30-7:45	0	205	6	0	20	121	2	1	0	0	5	0	26	386	1616
7:45-8:00	1	205	7	0	17	124	0	0	0	0	13	0	34	401	1619
8:00-8:15	0	218	5	0	19	138	0	0	0	0	15	1	26	422	1563
8:15-8:30	1	199	6	0	27	134	1	1	0	2	12	0	24	407	
8:30-8:45	0	189	7	0	21	137	0	0	0	1	13	1	20	389	
8:45-9:00	2	166	5	0	13	134	0	0	0	0	13	0	12	345	
AM PEAK HOUR IS FROM:			7:45AM TO 8:45AM												
Volumes	2	811	25	0	84	533	1	1	0	3	53	2	104	1619	
Season Factor	2	811	25	0	84	533	1	1	0	3	53	2	104	1619	
Growth	2	822	25	0	85	540	1	1	0	3	54	2	105	1642	
In/Out	In	In	In	In	In	In	In	In	In	In	In	In	In		
Percentage	0%	40%	1%	0%	5%	40%	0%	0%	0%	0%	0%	0%	5%		
PROJECT	0	12	0	0	2	12	0	0	0	0	0	0	2	28	
Total	2	835	26	0	87	553	1	1	0	3	54	2	107	1671	

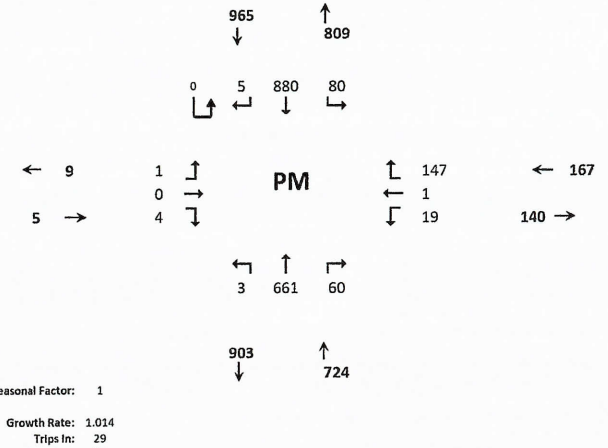


Seasonal Factor: 1
Trips In 31
Trips Out 23
Growth Rate: 1.014
Years Grown: 1

0.96 PHF

C-7

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBU	SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	1	132	11	0	14	164	0	0	0	0	7	0	29	358	1671
4:15-4:30	2	148	17	0	24	197	1	0	0	2	6	0	34	431	1788
4:30-4:45	0	158	12	0	27	187	0	1	0	0	3	0	43	431	1799
4:45-5:00	2	148	19	0	22	220	1	0	0	1	3	0	35	451	1809
5:00-5:15	0	167	16	0	16	224	3	0	0	0	6	0	43	475	1745
5:15-5:30	0	159	14	0	23	204	0	1	0	2	6	1	32	442	
5:30-5:45	1	166	10	0	16	208	1	0	0	1	4	0	34	441	
5:45-6:00	2	140	9	0	11	199	1	0	0	0	3	0	22	387	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM												
Volumes	3	640	59	0	77	856	5	1	0	4	19	1	144	1809	
Season Factor	3	640	59	0	77	856	5	1	0	4	19	1	144	1809	
Growth	3	649	60	0	78	868	5	1	0	4	19	1	146	1834	
In/Out	In	In	In	In	In	In	In	In	In	In	In	In	In		
Percentage	0%	40%	1%	0%	5%	40%	0%	0%	0%	0%	0%	0%	5%		
Project	0	12	0	0	1	12	0	0	0	0	0	0	1	26	
Total	3	661	60	0	80	880	5	1	0	4	19	1	147	1861	



Seasonal Factor: 1
Growth Rate: 1.014
Trips In: 29
Trips Out: 24
Years Grown: 1

0.92

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	3	54	2	107	2	835	26	86	550	1
Future Vol, veh/h	1	0	3	54	2	107	2	835	26	86	550	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	3	56	2	111	2	870	27	90	573	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1698	1655	287	1341	1628	870	574	0	0	897	0	0
Stage 1	754	754	-	874	874	-	-	-	-	-	-	-
Stage 2	944	901	-	467	754	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	66	98	710	120	101	350	997	-	-	755	-	-
Stage 1	368	416	-	344	366	-	-	-	-	-	-	-
Stage 2	314	356	-	546	416	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	40	86	710	108	89	350	997	-	-	755	-	-
Mov Cap-2 Maneuver	40	86	-	108	89	-	-	-	-	-	-	-
Stage 1	367	366	-	343	365	-	-	-	-	-	-	-
Stage 2	212	355	-	479	366	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32.1	37.5	0	1.4
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	997	-	-	137	108	332	755	-	-
HCM Lane V/C Ratio	0.002	-	-	0.03	0.521	0.342	0.119	-	-
HCM Control Delay (s)	8.6	-	-	32.1	69.9	21.4	10.4	-	-
HCM Lane LOS	A	-	-	D	F	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	2.4	1.5	0.4	-	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	4	19	1	147	3	661	60	79	878	5
Future Vol, veh/h	1	0	4	19	1	147	3	661	60	79	878	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	4	21	1	160	3	718	65	86	954	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1966	1918	480	1373	1855	718	959	0	0	783	0	0
Stage 1	1129	1129	-	724	724	-	-	-	-	-	-	-
Stage 2	837	789	-	649	1131	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	42	67	533	114	73	428	715	-	-	833	-	-
Stage 1	218	278	-	416	429	-	-	-	-	-	-	-
Stage 2	360	401	-	426	278	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	24	60	533	104	65	428	715	-	-	833	-	-
Mov Cap-2 Maneuver	24	60	-	104	65	-	-	-	-	-	-	-
Stage 1	217	249	-	414	427	-	-	-	-	-	-	-
Stage 2	224	399	-	379	249	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	42.3	22.5	0	0.8
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	715	-	-	102	104	412	833	-	-
HCM Lane V/C Ratio	0.005	-	-	0.053	0.199	0.39	0.103	-	-
HCM Control Delay (s)	10.1	-	-	42.3	48	19.2	9.8	-	-
HCM Lane LOS	B	-	-	E	E	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.7	1.8	0.3	-	-

DE TRAFFIC

detraffic.com
(386) 341-4186
Colorado Ave at SE Kindred St
Martin County, Fl

File Name : Colorado at Kindred
Site Code : 00000003
Start Date : 3/29/2023
Page No : 1

Groups Printed- Automobiles - Commercial

	Colorado Ave Southbound				Kindred St Westbound				Colorado Ave Northbound				Street Mall Exit Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	97	0	108	5	0	12	17	0	138	7	145	0	0	0	0	270
07:15 AM	16	125	0	141	6	0	19	25	0	168	6	174	0	0	0	0	340
07:30 AM	20	121	2	143	5	0	26	31	0	205	6	211	1	0	0	1	386
07:45 AM	17	124	0	141	13	0	34	47	1	205	7	213	0	0	0	0	401
Total	64	467	2	533	29	0	91	120	1	716	26	743	1	0	0	1	1397
08:00 AM	19	138	0	157	15	1	26	42	0	218	5	223	0	0	0	0	422
08:15 AM	27	134	1	162	12	0	24	36	1	199	6	206	1	0	2	3	407
08:30 AM	21	137	0	158	13	1	20	34	0	189	7	196	0	0	1	1	389
08:45 AM	13	134	0	147	13	0	12	25	2	166	5	173	0	0	0	0	345
Total	80	543	1	624	53	2	82	137	3	772	23	798	1	0	3	4	1563
04:00 PM	14	164	0	178	7	0	29	36	1	132	11	144	0	0	0	0	358
04:15 PM	24	197	1	222	6	0	34	40	2	148	17	167	0	0	2	2	431
04:30 PM	27	187	0	214	3	0	43	46	0	158	12	170	1	0	0	1	431
04:45 PM	22	220	1	243	3	0	35	38	2	148	19	169	0	0	1	1	451
Total	87	768	2	857	19	0	141	160	5	586	59	650	1	0	3	4	1671
05:00 PM	16	224	3	243	6	0	43	49	0	167	16	183	0	0	0	0	475
05:15 PM	23	204	0	227	6	1	32	39	0	159	14	173	1	0	2	3	442
05:30 PM	16	208	1	225	4	0	34	38	1	166	10	177	0	0	1	1	441
05:45 PM	11	199	1	211	3	0	22	25	2	140	9	151	0	0	0	0	387
Total	66	835	5	906	19	1	131	151	3	632	49	684	1	0	3	4	1745
Grand Total	297	2613	10	2920	120	3	445	568	12	2706	157	2875	4	0	9	13	6376
Apprch %	10.2	89.5	0.3		21.1	0.5	78.3		0.4	94.1	5.5		30.8	0	69.2		
Total %	4.7	41	0.2	45.8	1.9	0	7	8.9	0.2	42.4	2.5	45.1	0.1	0	0.1	0.2	
Automobiles	292	2567	7	2866	115	3	432	550	12	2634	142	2788	4	0	9	13	6217
% Automobiles	98.3	98.2	70	98.2	95.8	100	97.1	96.8	100	97.3	90.4	97	100	0	100	100	97.5
Commercial	5	46	3	54	5	0	13	18	0	72	15	87	0	0	0	0	159
% Commercial	1.7	1.8	30	1.8	4.2	0	2.9	3.2	0	2.7	9.6	3	0	0	0	0	2.5

DE TRAFFIC

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(386) 341-4186
Colorado Ave at SE Kindred St
Martin County, Fl

File Name : Colorado at Kindred
Site Code : 00000003
Start Date : 3/29/2023
Page No : 2

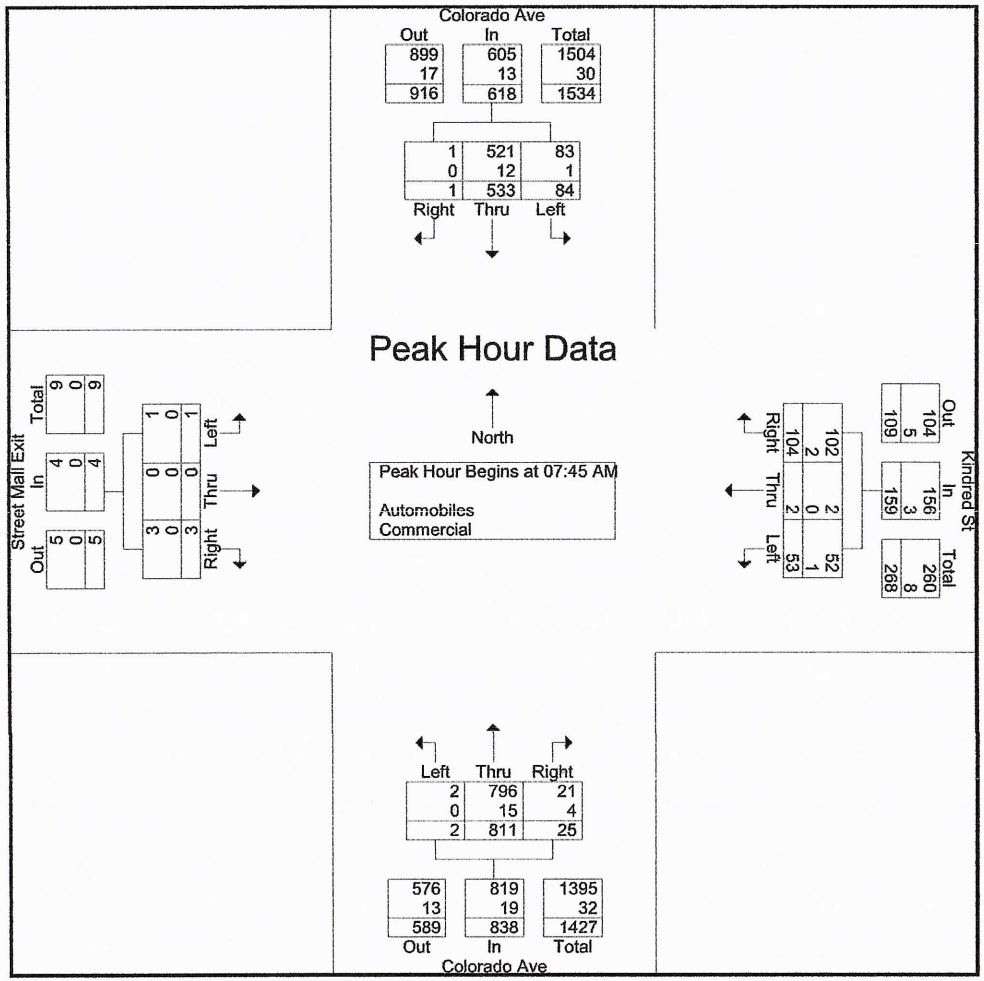
	Colorado Ave Southbound				Kindred St Westbound				Colorado Ave Northbound				Street Mall Exit Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	17	124	0	141	13	0	34	47	1	205	7	213	0	0	0	0	401
08:00 AM	19	138	0	157	15	1	26	42	0	218	5	223	0	0	0	0	422
08:15 AM	27	134	1	162	12	0	24	36	1	199	6	206	1	0	2	3	407
08:30 AM	21	137	0	158	13	1	20	34	0	189	7	196	0	0	1	1	389
Total Volume	84	533	1	618	53	2	104	159	2	811	25	838	1	0	3	4	1619
% App. Total	13.6	86.2	0.2		33.3	1.3	65.4		0.2	96.8	3		25	0	75		
PHF	.778	.966	.250	.954	.883	.500	.765	.846	.500	.930	.893	.939	.250	.000	.375	.333	.959
Automobiles	83	521	1	605	52	2	102	156	2	796	21	819	1	0	3	4	1584
% Automobiles	98.8	97.7	100	97.9	98.1	100	98.1	98.1	100	98.2	84.0	97.7	100	0	100	100	97.8
Commercial	1	12	0	13	1	0	2	3	0	15	4	19	0	0	0	0	35
% Commercial	1.2	2.3	0	2.1	1.9	0	1.9	1.9	0	1.8	16.0	2.3	0	0	0	0	2.2

C-11

DE TRAFFIC

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Colorado Ave at SE Kindred St
Martin County, Fl

File Name : Colorado at Kindred
Site Code : 00000003
Start Date : 3/29/2023
Page No : 3



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Colorado Ave at SE Kindred St
Martin County, Fl

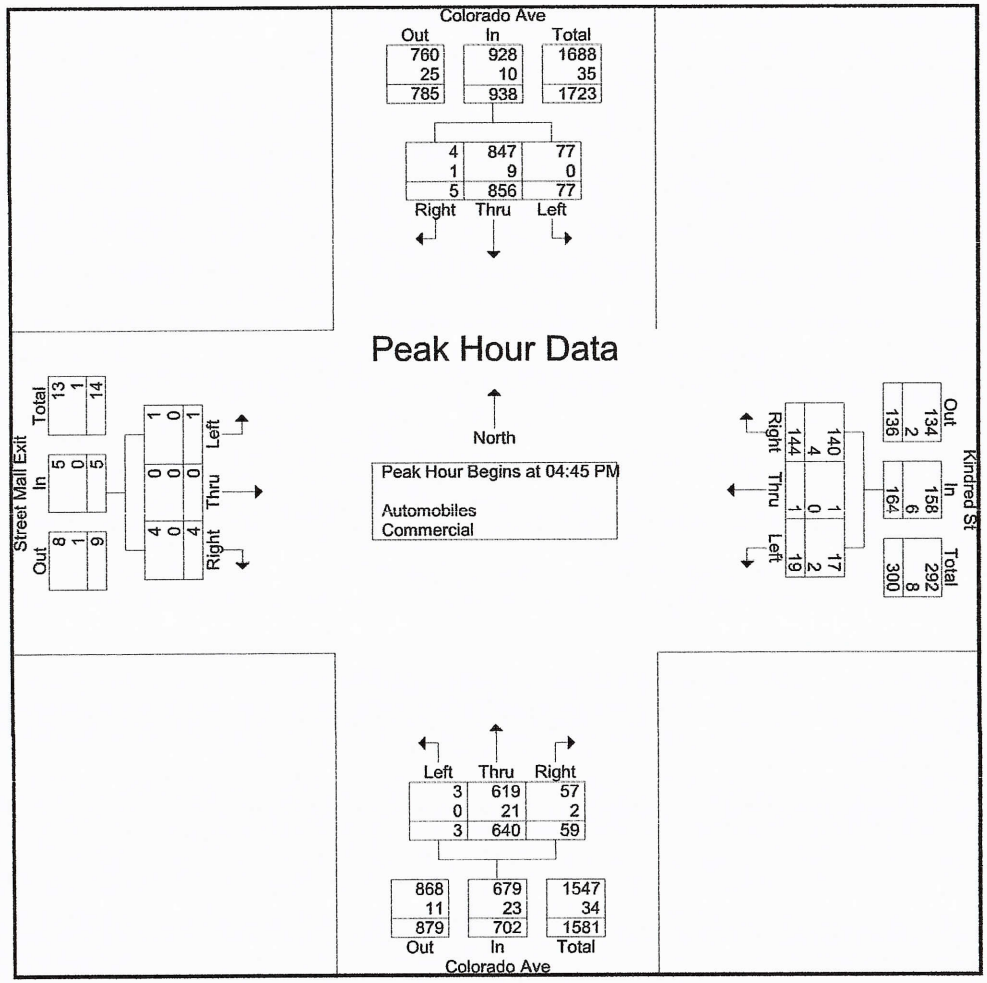
File Name : Colorado at Kindred
Site Code : 00000003
Start Date : 3/29/2023
Page No : 4

	Colorado Ave Southbound				Kindred St Westbound				Colorado Ave Northbound				Street Mall Exit Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	22	220	1	243	3	0	35	38	2	148	19	169	0	0	1	1	451
05:00 PM	16	224	3	243	6	0	43	49	0	167	16	183	0	0	0	0	475
05:15 PM	23	204	0	227	6	1	32	39	0	159	14	173	1	0	2	3	442
05:30 PM	16	208	1	225	4	0	34	38	1	166	10	177	0	0	1	1	441
Total Volume	77	856	5	938	19	1	144	164	3	640	59	702	1	0	4	5	1809
% App. Total	8.2	91.3	0.5		11.6	0.6	87.8		0.4	91.2	8.4		20	0	80		
PHF	.837	.955	.417	.965	.792	.250	.837	.837	.375	.958	.776	.959	.250	.000	.500	.417	.952
Automobiles	77	847	4	928	17	1	140	158	3	619	57	679	1	0	4	5	1770
% Automobiles	100	98.9	80.0	98.9	89.5	100	97.2	96.3	100	96.7	96.6	96.7	100	0	100	100	97.8
Commercial	0	9	1	10	2	0	4	6	0	21	2	23	0	0	0	0	39
% Commercial	0	1.1	20.0	1.1	10.5	0	2.8	3.7	0	3.3	3.4	3.3	0	0	0	0	2.2

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Colorado Ave at SE Kindred St
Martin County, Fl

File Name : Colorado at Kindred
Site Code : 00000003
Start Date : 3/29/2023
Page No : 5



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Martin County, Fl

File Name : Colorado at Kindred
Site Code : 00000003
Start Date : 3/29/2023
Page No : 6

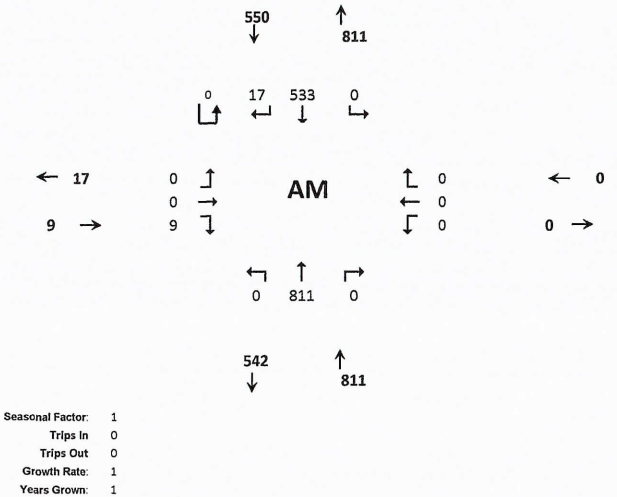
Groups Printed- Peds

	Colorado Ave Southbound					Kindred St Westbound					Colorado Ave Northbound					Street Mall Exit Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
07:45 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	4
Total	0	0	0	3	3	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	9
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	3
08:15 AM	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	6
08:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	5	5	0	0	0	0	0	0	0	0	4	4	0	0	0	2	2	11
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
04:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
04:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	4
Total	0	0	0	4	4	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	3	3	4
05:15 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4
05:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	4
Total	0	0	0	4	4	0	0	0	0	0	0	0	0	4	4	0	0	0	4	4	12
Grand Total	0	0	0	16	16	0	0	0	0	0	0	0	0	16	16	0	0	0	10	10	42
Apprch %	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	100		
Total %	0	0	0	38.1	38.1	0	0	0	0	0	0	0	0	38.1	38.1	0	0	0	23.8	23.8	

TURNING MOVEMENT VOLUME COUNTS

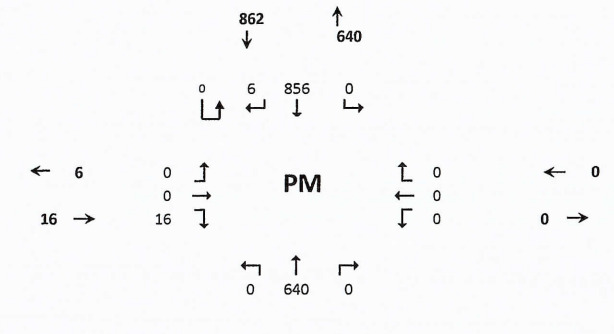
N/S STREET: Colorado Ave | Existing | **E/W STREET:** A Street | **CONTROL:** TWSC
FILENAME: Creekside
COUNT DATE: 3/29/2023 | **DAY:** Wednesday | **CITY:** Stuart | **INTERSECTION:** Colorado Ave x A Street
REPORT DATE: 3/29/2023 | **ANALYSIS YEAR:** 2023

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBU	SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	138	0	0	0	97	0	0	0	0	0	0	0	235	1183
7:15-7:30	0	168	0	0	0	125	0	0	0	0	0	0	0	293	1310
7:30-7:45	0	205	0	0	0	121	0	0	0	0	0	0	0	326	1361
7:45-8:00	0	205	0	0	0	124	0	0	0	0	0	0	0	329	1370
8:00-8:15	0	218	0	0	0	138	5	0	0	1	0	0	0	362	1348
8:15-8:30	0	199	0	0	0	134	5	0	0	6	0	0	0	344	
8:30-8:45	0	189	0	0	0	137	7	0	0	2	0	0	0	335	
8:45-9:00	0	166	0	0	0	134	6	0	0	1	0	0	0	307	
AM PEAK HOUR IS FROM:	7:45AM TO 8:45AM														
Volumes	0	811	0	0	0	533	17	0	0	9	0	0	0	1370	
Season Factor	0	811	0	0	0	533	17	0	0	9	0	0	0	1370	
Growth	0	811	0	0	0	533	17	0	0	9	0	0	0	1370	
In/Out	-	IN	-	-	-	-	IN	-	-	OUT	-	-	-		
Percentage	0%	30%	0%	0%	0%	0%	70%	0%	0%	70%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
Total	0	811	0	0	0	533	17	0	0	9	0	0	0	1370	



Seasonal Factor: 1
Trips In 0
Trips Out 0
Growth Rate: 1
Years Grown: 1

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBU	SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	132	0	0	0	164	4	0	0	14	0	0	0	314	1413
4:15-4:30	0	148	0	0	0	197	2	0	0	9	0	0	0	356	1490
4:30-4:45	0	158	0	0	0	187	4	0	0	4	0	0	0	353	1497
4:45-5:00	0	148	0	0	0	220	6	0	0	16	0	0	0	390	1518
5:00-5:15	0	167	0	0	0	224	0	0	0	0	0	0	0	391	1467
5:15-5:30	0	159	0	0	0	204	0	0	0	0	0	0	0	363	
5:30-5:45	0	166	0	0	0	208	0	0	0	0	0	0	0	374	
5:45-6:00	0	140	0	0	0	199	0	0	0	0	0	0	0	339	
PM PEAK HOUR IS FROM:	4:45PM TO 5:45PM														
Volumes	0	640	0	0	0	856	6	0	0	16	0	0	0	1518	
Season Factor	0	640	0	0	0	856	6	0	0	16	0	0	0	1518	
Growth	0	640	0	0	0	856	6	0	0	16	0	0	0	1518	
In/Out	-	IN	-	-	-	-	IN	-	-	OUT	-	-	-		
Percentage	0%	30%	0%	0%	0%	0%	70%	0%	0%	70%	0%	0%	0%		
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
Total	0	640	0	0	0	856	6	0	0	16	0	0	0	1518	



Seasonal Factor: 1
Growth Rate: 1
Trips In: 0
Trips Out: 0
Years Grown: 1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	9	0	811	533	17
Future Vol, veh/h	0	9	0	811	533	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	0	854	561	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	570	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	521	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	521	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	521	-	-
HCM Lane V/C Ratio	-	0.018	-	-
HCM Control Delay (s)	-	12	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	16	0	640	856	6
Future Vol, veh/h	0	16	0	640	856	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	0	660	882	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	885	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	344	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	344	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

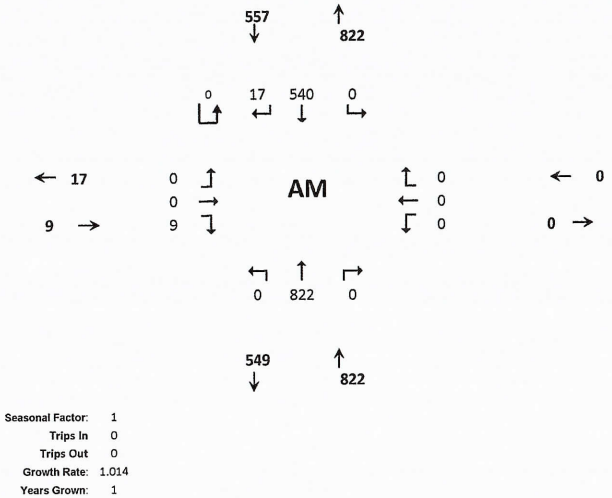
Approach	EB	NB	SB
HCM Control Delay, s	16	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	344	-	-
HCM Lane V/C Ratio	-	0.048	-	-
HCM Control Delay (s)	-	16	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

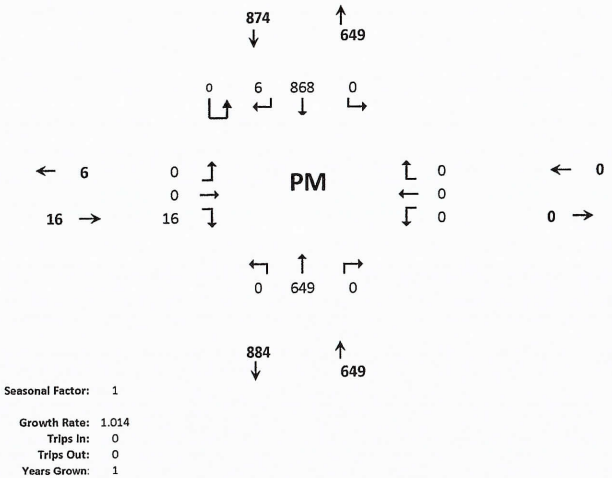
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Colorado Ave | Without Project | **E/W STREET:** A Street | **CONTROL:** TWSC
FILENAME: Creekside
COUNT DATE: 3/29/2023 | **DAY:** Wednesday | **CITY:** Stuart | **INTERSECTION:** Colorado Ave x A Street
REPORT DATE: 3/29/2023 | **ANALYSIS YEAR:** 2024

15 Min Period	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	138	0	0	0	97	0	0	0	0	0	0	0	235	1183
7:15-7:30	0	168	0	0	0	125	0	0	0	0	0	0	0	293	1310
7:30-7:45	0	205	0	0	0	121	0	0	0	0	0	0	0	326	1361
7:45-8:00	0	205	0	0	0	124	0	0	0	0	0	0	0	329	1370
8:00-8:15	0	218	0	0	0	138	5	0	0	1	0	0	0	362	1348
8:15-8:30	0	199	0	0	0	134	5	0	0	6	0	0	0	344	
8:30-8:45	0	189	0	0	0	137	7	0	0	2	0	0	0	335	
8:45-9:00	0	166	0	0	0	134	6	0	0	1	0	0	0	307	
AM PEAK HOUR IS FROM:			7:45AM TO 8:45AM												
Volumes	0	811	0	0	0	533	17	0	0	9	0	0	0	1370	
Season Factor	0	811	0	0	0	533	17	0	0	9	0	0	0	1370	
Growth	0	822	0	0	0	540	17	0	0	9	0	0	0	1389	
In/Out	-	IN	-	-	-	-	IN	-	-	OUT	-	-	-		
Percentage	0%	30%	0%	0%	0%	0%	70%	0%	0%	70%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
Total	0	822	0	0	0	540	17	0	0	9	0	0	0	1388	



15 Min Period lanes	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	132	0	0	0	164	4	0	0	14	0	0	0	314	1413
4:15-4:30	0	148	0	0	0	197	2	0	0	9	0	0	0	356	1490
4:30-4:45	0	158	0	0	0	187	4	0	0	4	0	0	0	353	1497
4:45-5:00	0	148	0	0	0	220	6	0	0	16	0	0	0	390	1518
5:00-5:15	0	167	0	0	0	224	0	0	0	0	0	0	0	391	1467
5:15-5:30	0	159	0	0	0	204	0	0	0	0	0	0	0	363	
5:30-5:45	0	166	0	0	0	208	0	0	0	0	0	0	0	374	
5:45-6:00	0	140	0	0	0	199	0	0	0	0	0	0	0	339	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM												
Volumes	0	640	0	0	0	856	6	0	0	16	0	0	0	1518	
Season Factor	0	640	0	0	0	856	6	0	0	16	0	0	0	1518	
Growth	0	649	0	0	0	868	6	0	0	16	0	0	0	1539	
In/Out	-	IN	-	-	-	-	IN	-	-	OUT	-	-	-		
Percentage	0%	30%	0%	0%	0%	0%	70%	0%	0%	70%	0%	0%	0%		
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
Total	0	649	0	0	0	868	6	0	0	16	0	0	0	1539	



Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	9	0	822	540	17
Future Vol, veh/h	0	9	0	822	540	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	9	0	865	568	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	577	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	516	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	516	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	516	-	-
HCM Lane V/C Ratio	-	0.018	-	-
HCM Control Delay (s)	-	12.1	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	16	0	649	868	6
Future Vol, veh/h	0	16	0	649	868	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	0	669	895	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	898	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	338	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	338	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

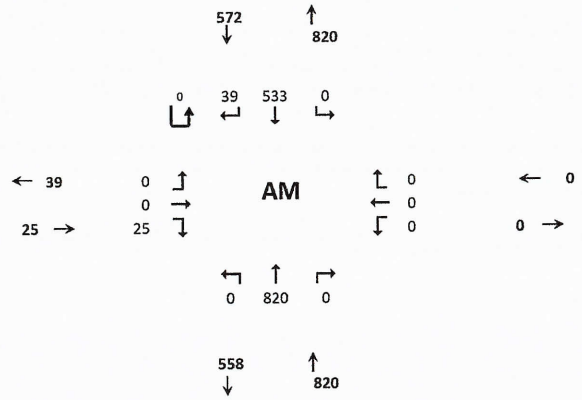
Approach	EB	NB	SB
HCM Control Delay, s	16.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	338	-	-
HCM Lane V/C Ratio	-	0.049	-	-
HCM Control Delay (s)	-	16.2	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

TURNING MOVEMENT VOLUME COUNTS

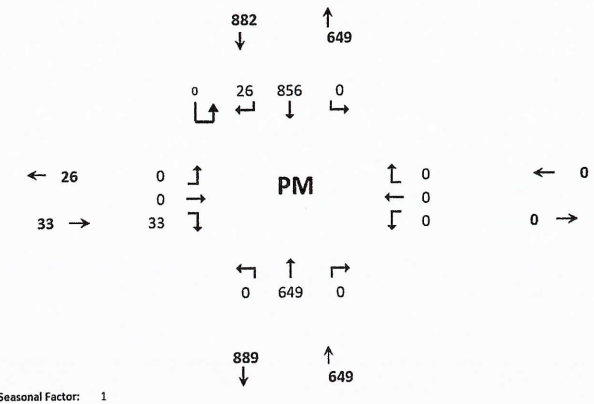
N/S STREET: Colorado Ave | With Project | **E/W STREET:** A Street | **CONTROL:** TWSC
FILENAME: Creekside
COUNT DATE: 3/29/2023 | **DAY:** Wednesday | **CITY:** Stuart | **INTERSECTION:** Colorado Ave x A Street
REPORT DATE: 3/29/2023 | **ANALYSIS YEAR:** 2024

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBU	SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	138	0	0	0	97	0	0	0	0	0	0	0	235	1183
7:15-7:30	0	168	0	0	0	125	0	0	0	0	0	0	0	293	1310
7:30-7:45	0	205	0	0	0	121	0	0	0	0	0	0	0	326	1361
7:45-8:00	0	205	0	0	0	124	0	0	0	0	0	0	0	329	1370
8:00-8:15	0	218	0	0	0	138	5	0	0	1	0	0	0	362	1348
8:15-8:30	0	199	0	0	0	134	5	0	0	6	0	0	0	344	
8:30-8:45	0	189	0	0	0	137	7	0	0	2	0	0	0	335	
8:45-9:00	0	166	0	0	0	134	6	0	0	1	0	0	0	307	
AM PEAK HOUR IS FROM:		7:45AM TO 8:45AM													
Volumes	0	811	0	0	0	533	17	0	0	9	0	0	0	1370	
Season Factor	0	811	0	0	0	533	17	0	0	9	0	0	0	1370	
Growth	0	811	0	0	0	533	17	0	0	9	0	0	0	1370	
In/Out	-	IN	-	-	-	-	IN	-	-	OUT	-	-	-		
Percentage	0%	30%	0%	0%	0%	0%	70%	0%	0%	70%	0%	0%	0%		
PROJECT	0	9	0	0	0	0	22	0	0	16	0	0	0	47	
Total	0	820	0	0	0	533	39	0	0	25	0	0	0	1417	



Seasonal Factor: 1
Trips In 31
Trips Out 23
Growth Rate: 1
Years Grown: 1

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBU	SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	132	0	0	0	164	4	0	0	14	0	0	0	314	1413
4:15-4:30	0	148	0	0	0	197	2	0	0	9	0	0	0	356	1490
4:30-4:45	0	158	0	0	0	187	4	0	0	4	0	0	0	353	1497
4:45-5:00	0	148	0	0	0	220	6	0	0	16	0	0	0	390	1518
5:00-5:15	0	167	0	0	0	224	0	0	0	0	0	0	0	391	1467
5:15-5:30	0	159	0	0	0	204	0	0	0	0	0	0	0	363	
5:30-5:45	0	166	0	0	0	208	0	0	0	0	0	0	0	374	
5:45-6:00	0	140	0	0	0	199	0	0	0	0	0	0	0	339	
PM PEAK HOUR IS FROM:		4:45PM TO 5:45PM													
Volumes	0	640	0	0	0	856	6	0	0	16	0	0	0	1518	
Season Factor	0	640	0	0	0	856	6	0	0	16	0	0	0	1518	
Growth	0	640	0	0	0	856	6	0	0	16	0	0	0	1518	
In/Out	-	IN	-	-	-	-	IN	-	-	OUT	-	-	-		
Percentage	0%	30%	0%	0%	0%	0%	70%	0%	0%	70%	0%	0%	0%		
Project	0	9	0	0	0	0	20	0	0	17	0	0	0	46	
Total	0	649	0	0	0	856	26	0	0	33	0	0	0	1564	



Seasonal Factor: 1
Growth Rate: 1
Trips In: 29
Trips Out: 24
Years Grown: 1

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	25	0	832	540	39
Future Vol, veh/h	0	25	0	832	540	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	26	0	876	568	41

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	589	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	508	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	508	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	508	-	-
HCM Lane V/C Ratio	-	0.052	-	-
HCM Control Delay (s)	-	12.5	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	33	0	658	868	26
Future Vol, veh/h	0	33	0	658	868	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	34	0	678	895	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	909	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	333	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	333	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	333	-	-
HCM Lane V/C Ratio	-	0.102	-	-
HCM Control Delay (s)	-	17	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

O'Rourke Engineering & Planning

Standard Report

Location: A Street x Colorado Ave
Unit ID: 02
Study Date: Wednesday July 12, 2023
Interval: 15 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand
	Left	Thru	Right	**Total**	Left	Thru	Right	**Total**	Left	Thru	Right	**Total**	Left	Thru	Right	**Total**	**Total**
16:00	0	0	4	**4**	0	0	0	**0**	0	0	0	**0**	0	0	14	**14**	**18**
16:15	0	0	2	**2**	0	0	0	**0**	0	0	0	**0**	0	0	9	**9**	**11**
16:30	0	0	4	**4**	0	0	0	**0**	0	0	0	**0**	0	0	4	**4**	**8**
16:45	0	0	6	**6**	0	0	0	**0**	0	0	0	**0**	0	0	16	**16**	**22**
Subtotal	**0**	**0**	**16**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43**	**43**	**59**
Total	**0**	**0**	**16**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43**	**43**	**59**
Table %	0.0	0.0	27.1	**27.1**	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	**0.0**	0.0	0.0	72.9	**72.9**	**100.0**
Intersection %	0.0	0.0	27.1	**27.1**	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	**0.0**	0.0	0.0	72.9	**72.9**	**100.0**
Approach %	0.0	0.0	100.0	**100.0**	0	0	0	**0**	0	0	0	**0**	0.0	0.0	100.0	**100.0**	-
Total Approach %	0.0	0.0	100.0	**100.0**	0	0	0	**0**	0	0	0	**0**	0.0	0.0	100.0	**100.0**	-
Peak Hour	-	-	16:00	**16:00**	-	-	-	**-**	-	-	-	**-**	-	-	16:00	**16:00**	**16:00**
Peak Total	0	0	16	**16**	0	0	0	**0**	0	0	0	**0**	0	0	43	**43**	**59**
Peak Factor (PHF)	-	-	0.7	**0.7**	-	-	-	**-**	-	-	-	**-**	-	-	0.7	**0.7**	**0.7**

C-25

Pedestrians

	Other Peds	**Grand Total**
16:00	0	**0**
16:15	0	**0**
16:30	0	**0**
16:45	0	**0**
Subtotal	**0**	**0**
Total	**0**	**0**
Table %	0	**0**
Intersection %	0.0	**0**
Approach %	0	-
Total Approach %	0	-
Peak Hour	-	-
Peak Total	0	**0**
Peak Factor (PHF)	-	-

O'Rourke Engineering & Planning

Standard Report

Location: A Street x Colorado Ave
Unit ID: 02
Study Date: Thursday July 13, 2023
Interval: 15 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand
	Left	Thru	Right	**Total**	Left	Thru	Right	**Total**	Left	Thru	Right	**Total**	Left	Thru	Right	**Total**	**Total**
08:05	0	0	5	**5**	0	0	0	**0**	0	0	0	**0**	0	0	1	**1**	**6**
08:15	0	0	5	**5**	0	0	0	**0**	0	0	0	**0**	0	0	6	**6**	**11**
08:30	0	0	7	**7**	0	0	0	**0**	0	0	0	**0**	0	0	2	**2**	**9**
08:45	0	0	6	**6**	0	0	0	**0**	0	0	0	**0**	0	0	1	**1**	**7**
Subtotal	**0**	**0**	**23**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**10**	**33**
09:00	0	0	1	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**1**
Total	**0**	**0**	**24**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**10**	**34**
Table %	0.0	0.0	70.6	**70.6**	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	**0.0**	0.0	0.0	29.4	**29.4**	**100.0**
Intersection %	0.0	0.0	70.6	**70.6**	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	**0.0**	0.0	0.0	29.4	**29.4**	**100.0**
Approach %	0.0	0.0	100.0	**100.0**	0	0	0	**0**	0	0	0	**0**	0.0	0.0	100.0	**100.0**	-
Total Approach %	0.0	0.0	100.0	**100.0**	0	0	0	**0**	0	0	0	**0**	0.0	0.0	100.0	**100.0**	-
Peak Hour	-	-	08:05	**08:05**	-	-	-	**-**	-	-	-	**-**	-	-	08:05	**08:05**	**08:05**
Peak Total	0	0	23	**23**	0	0	0	**0**	0	0	0	**0**	0	0	10	**10**	**33**
Peak Factor (PHF)	-	-	0.8	**0.8**	-	-	-	**-**	-	-	-	**-**	-	-	0.4	**0.4**	**0.8**

C-26

Pedestrians

	Other	**Grand**
	Peds	**Total**
08:05	0	**0**
08:15	0	**0**
08:30	0	**0**
08:45	0	**0**
Subtotal	**0**	**0**
09:00	0	**0**
Total	**0**	**0**
Table %	0	**0**
Intersection %	0.0	**0**
Approach %	0	-
Total Approach %	0	-
Peak Hour	-	-
Peak Total	0	**0**

TURNING MOVEMENT VOLUME COUNTS

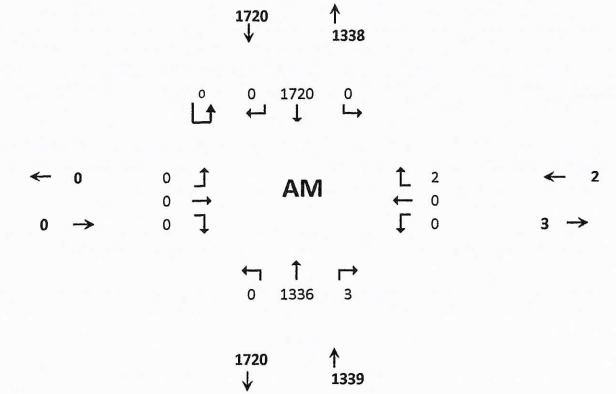
N/S STREET: US-1 | Existing | **E/W STREET:** 7th Street | **CONTROL:** Unsignalized

FILENAME: Creekside

COUNT DATE: 3/29/2023 | **DAY:** Wednesday | **CITY:** Stuart | **INTERSECTION:** US-1 x 7th Street

REPORT DATE: 3/29/2023 | **ANALYSIS YEAR:** 2023

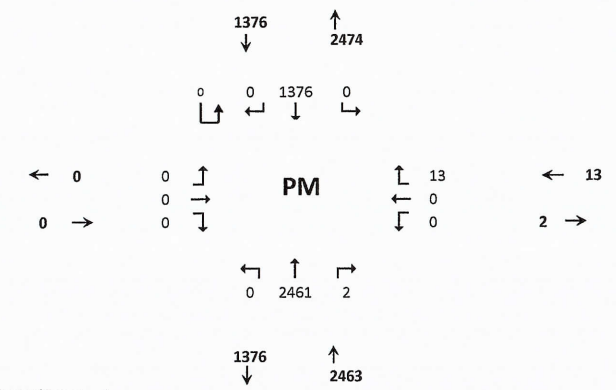
15 Min Period	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	228	0	0	0	320	0	0	0	0	0	0	0	548	2653
7:15-7:30	0	273	0	0	0	337	0	0	0	0	0	0	0	610	2899
7:30-7:45	0	306	0	0	0	459	0	0	0	0	0	0	0	765	3056
7:45-8:00	0	274	0	0	0	456	0	0	0	0	0	0	0	730	3054
8:00-8:15	0	364	1	0	0	428	0	0	0	0	0	0	1	794	3061
8:15-8:30	0	341	1	0	0	425	0	0	0	0	0	0	0	767	
8:30-8:45	0	324	1	0	0	437	0	0	0	0	0	0	1	763	
8:45-9:00	0	307	0	0	0	430	0	0	0	0	0	0	0	737	
AM PEAK HOUR IS FROM:			8:00AM TO 9:00AM												
Volumes	0	1336	3	0	0	1720	0	0	0	0	0	0	2	3061	
Season Factor	0	1336	3	0	0	1720	0	0	0	0	0	0	2	3061	
Growth	0	1336	3	0	0	1720	0	0	0	0	0	0	2	3061	
In/Out	-	OUT	-	-	-	IN	-	-	-	-	-	-	OUT		
Percentage	0%	10%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	10%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
Total	0	1336	3	0	0	1720	0	0	0	0	0	0	2	3061	



Seasonal Factor: 1
Trips In 0
Trips Out 0
Growth Rate: 1
Years Grown: 1

C-27

15 Min Period lanes	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	387	3	0	0	324	0	0	0	0	0	0	4	718	3596
4:15-4:30	0	589	2	0	0	339	0	0	0	0	0	0	2	932	3852
4:30-4:45	0	598	0	0	0	347	0	0	0	0	0	0	2	947	3838
4:45-5:00	0	644	0	0	0	346	0	0	0	0	0	0	9	999	3751
5:00-5:15	0	630	0	0	0	344	0	0	0	0	0	0	0	974	3552
5:15-5:30	0	605	0	0	0	313	0	0	0	0	0	0	0	918	
5:30-5:45	0	554	0	0	0	306	0	0	0	0	0	0	0	860	
5:45-6:00	0	517	0	0	0	283	0	0	0	0	0	0	0	800	
PM PEAK HOUR IS FROM:			4:15PM TO 5:15PM												
Volumes	0	2461	2	0	0	1376	0	0	0	0	0	0	13	3852	
Season Factor	0	2461	2	0	0	1376	0	0	0	0	0	0	13	3852	
Growth	0	2461	2	0	0	1376	0	0	0	0	0	0	13	3852	
In/Out	-	OUT	-	-	-	IN	-	-	-	-	-	-	OUT		
Percentage	0%	10%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	10%		
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
Total	0	2461	2	0	0	1376	0	0	0	0	0	0	13	3852	



Seasonal Factor: 1
Growth Rate: 1
Trips In: 0
Trips Out: 0
Years Grown: 1

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	1336	3	0	1720
Future Vol, veh/h	0	2	1336	3	0	1720
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	1392	3	0	1792

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	698	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	328	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	328	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	328	-
HCM Lane V/C Ratio	-	-	0.006	-
HCM Control Delay (s)	-	-	16	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	13	2461	2	0	1376
Future Vol, veh/h	0	13	2461	2	0	1376
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	14	2564	2	0	1433

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1283	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	134	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	134	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

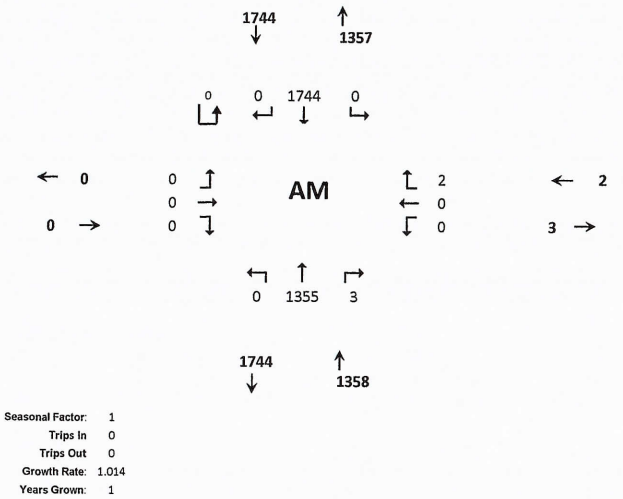
Approach	WB	NB	SB
HCM Control Delay, s	34.9	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	134	-
HCM Lane V/C Ratio	-	-	0.101	-
HCM Control Delay (s)	-	-	34.9	-
HCM Lane LOS	-	-	D	-
HCM 95th %tile Q(veh)	-	-	0.3	-

TURNING MOVEMENT VOLUME COUNTS

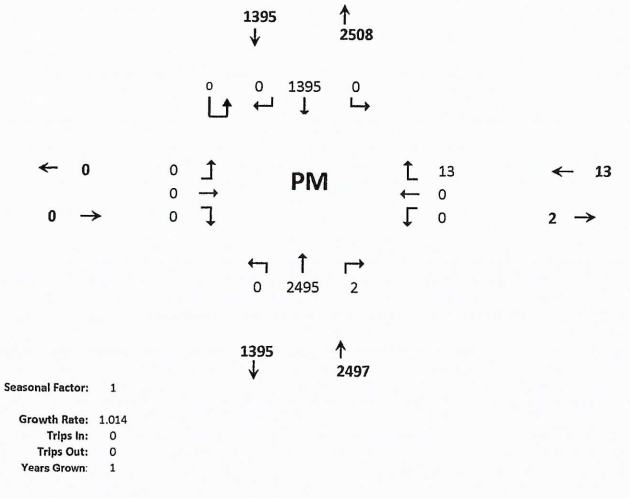
N/S STREET: US-1 | Without Project | **E/W STREET:** 7th Street | **CONTROL:** Unsignalized
FILENAME: Creekside
COUNT DATE: 3/29/2023 | **DAY:** Wednesday | **CITY:** Stuart | **INTERSECTION:** US-1 x 7th Street
REPORT DATE: 3/29/2023 | **ANALYSIS YEAR:** 2024

15 Min Period	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	228	0	0	0	320	0	0	0	0	0	0	0	548	2653
7:15-7:30	0	273	0	0	0	337	0	0	0	0	0	0	0	610	2899
7:30-7:45	0	306	0	0	0	459	0	0	0	0	0	0	0	765	3056
7:45-8:00	0	274	0	0	0	456	0	0	0	0	0	0	0	730	3054
8:00-8:15	0	364	1	0	0	428	0	0	0	0	0	0	1	794	3061
8:15-8:30	0	341	1	0	0	425	0	0	0	0	0	0	0	767	
8:30-8:45	0	324	1	0	0	437	0	0	0	0	0	0	1	763	
8:45-9:00	0	307	0	0	0	430	0	0	0	0	0	0	0	737	
AM PEAK HOUR IS FROM:	8:00AM TO 9:00AM														
Volumes	0	1336	3	0	0	1720	0	0	0	0	0	0	2	3061	
Season Factor	0	1336	3	0	0	1720	0	0	0	0	0	0	2	3061	
Growth	0	1355	3	0	0	1744	0	0	0	0	0	0	2	3104	
In/Out	-	OUT	-	-	-	IN	-	-	-	-	-	-	OUT		
Percentage	0%	10%	0%	0%	0%	20%	0%	0%	5%	0%	0%	0%	10%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
Total	0	1355	3	0	0	1744	0	0	0	0	0	0	2	3104	



Seasonal Factor: 1
Trips In 0
Trips Out 0
Growth Rate: 1.014
Years Grown: 1

15 Min Period lanes	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	387	3	0	0	324	0	0	0	0	0	0	4	718	3596
4:15-4:30	0	589	2	0	0	339	0	0	0	0	0	0	2	932	3852
4:30-4:45	0	598	0	0	0	347	0	0	0	0	0	0	2	947	3838
4:45-5:00	0	644	0	0	0	346	0	0	0	0	0	0	9	999	3751
5:00-5:15	0	630	0	0	0	344	0	0	0	0	0	0	0	974	3552
5:15-5:30	0	605	0	0	0	313	0	0	0	0	0	0	0	918	
5:30-5:45	0	554	0	0	0	306	0	0	0	0	0	0	0	860	
5:45-6:00	0	517	0	0	0	283	0	0	0	0	0	0	0	800	
PM PEAK HOUR IS FROM:	4:15PM TO 5:15PM														
Volumes	0	2461	2	0	0	1376	0	0	0	0	0	0	13	3852	
Season Factor	0	2461	2	0	0	1376	0	0	0	0	0	0	13	3852	
Growth	0	2495	2	0	0	1395	0	0	0	0	0	0	13	3906	
In/Out	-	OUT	-	-	-	IN	-	-	-	-	-	-	OUT		
Percentage	0%	10%	0%	0%	0%	20%	0%	0%	5%	0%	0%	0%	10%		
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
Total	0	2495	2	0	0	1395	0	0	0	0	0	0	13	3905	



Seasonal Factor: 1
Growth Rate: 1.014
Trips In: 0
Trips Out: 0
Years Grown: 1

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	1355	3	0	1744
Future Vol, veh/h	0	2	1355	3	0	1744
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	1411	3	0	1817

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	707	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	324	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	324	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	324	-
HCM Lane V/C Ratio	-	-	0.006	-
HCM Control Delay (s)	-	-	16.2	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	13	2495	2	0	1395
Future Vol, veh/h	0	13	2495	2	0	1395
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	14	2599	2	0	1453

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1301	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	130	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	130	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

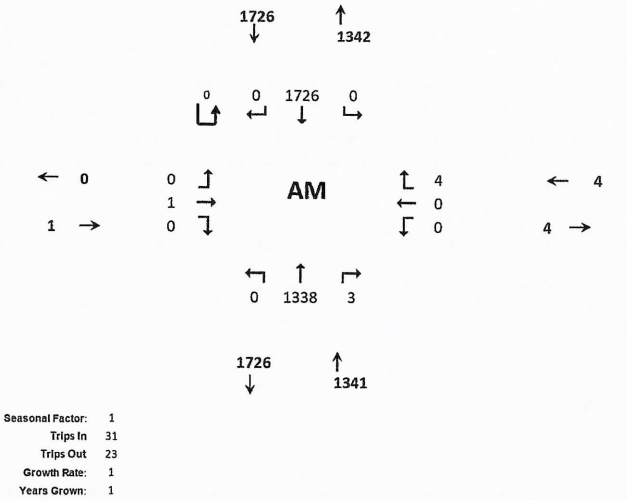
Approach	WB	NB	SB
HCM Control Delay, s	35.9	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	130	-
HCM Lane V/C Ratio	-	-	0.104	-
HCM Control Delay (s)	-	-	35.9	-
HCM Lane LOS	-	-	E	-
HCM 95th %tile Q(veh)	-	-	0.3	-

TURNING MOVEMENT VOLUME COUNTS

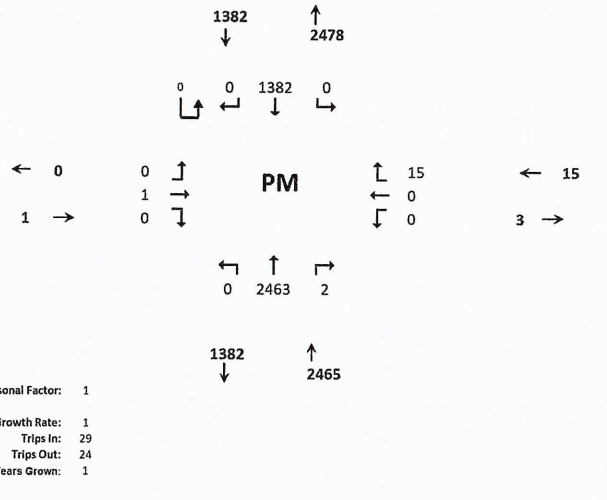
N/S STREET: US-1 | With Project | **E/W STREET:** 7th Street | **CONTROL:** Unsignalized
FILENAME: Creekside
COUNT DATE: 3/29/2023 | **DAY:** Wednesday | **CITY:** Stuart | **INTERSECTION:** US-1 x 7th Street
REPORT DATE: 3/29/2023 | **ANALYSIS YEAR:** 2024

15 Min Period	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	228	0	0	0	320	0	0	0	0	0	0	0	548	2653
7:15-7:30	0	273	0	0	0	337	0	0	0	0	0	0	0	610	2899
7:30-7:45	0	306	0	0	0	459	0	0	0	0	0	0	0	765	3056
7:45-8:00	0	274	0	0	0	456	0	0	0	0	0	0	0	730	3054
8:00-8:15	0	364	1	0	0	428	0	0	0	0	0	0	1	794	3061
8:15-8:30	0	341	1	0	0	425	0	0	0	0	0	0	0	767	
8:30-8:45	0	324	1	0	0	437	0	0	0	0	0	0	1	763	
8:45-9:00	0	307	0	0	0	430	0	0	0	0	0	0	0	737	
AM PEAK HOUR IS FROM:		8:00AM TO 9:00AM													
Volumes	0	1336	3	0	0	1720	0	0	0	0	0	0	2	3061	
Season Factor	0	1336	3	0	0	1720	0	0	0	0	0	0	2	3061	
Growth	0	1336	3	0	0	1720	0	0	0	0	0	0	2	3061	
In/Out	-	OUT	-	-	-	IN	-	-	-	-	-	-	OUT		
Percentage	0%	10%	0%	0%	0%	20%	0%	0%	5%	0%	0%	0%	10%		
PROJECT	0	2	0	0	0	6	0	0	1	0	0	0	2	12	
Total	0	1338	3	0	0	1726	0	0	1	0	0	0	4	3072	



Seasonal Factor: 1
Trips In 31
Trips Out 23
Growth Rate: 1
Years Grown: 1

15 Min Period lanes	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	387	3	0	0	324	0	0	0	0	0	0	4	718	3596
4:15-4:30	0	589	2	0	0	339	0	0	0	0	0	0	2	932	3852
4:30-4:45	0	598	0	0	0	347	0	0	0	0	0	0	2	947	3838
4:45-5:00	0	644	0	0	0	346	0	0	0	0	0	0	9	999	3751
5:00-5:15	0	630	0	0	0	344	0	0	0	0	0	0	0	974	3552
5:15-5:30	0	605	0	0	0	313	0	0	0	0	0	0	0	918	
5:30-5:45	0	554	0	0	0	306	0	0	0	0	0	0	0	860	
5:45-6:00	0	517	0	0	0	283	0	0	0	0	0	0	0	800	
PM PEAK HOUR IS FROM:		4:15PM TO 5:15PM													
Volumes	0	2461	2	0	0	1376	0	0	0	0	0	0	13	3852	
Season Factor	0	2461	2	0	0	1376	0	0	0	0	0	0	13	3852	
Growth	0	2461	2	0	0	1376	0	0	0	0	0	0	13	3852	
In/Out	-	OUT	-	-	-	IN	-	-	-	-	-	-	OUT		
Percentage	0%	10%	0%	0%	0%	20%	0%	0%	5%	0%	0%	0%	10%		
Project	0	2	0	0	0	6	0	0	1	0	0	0	2	12	
Total	0	2463	2	0	0	1382	0	0	1	0	0	0	15	3863	



Seasonal Factor: 1
Growth Rate: 1
Trips In: 29
Trips Out: 24
Years Grown: 1

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	4	1357	3	0	1750
Future Vol, veh/h	0	4	1357	3	0	1750
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	1414	3	0	1823

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	709	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	323	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	323	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	323	-
HCM Lane V/C Ratio	-	-	0.013	-
HCM Control Delay (s)	-	-	16.3	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	16	2498	2	0	1401
Future Vol, veh/h	0	16	2498	2	0	1401
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	17	2602	2	0	1459

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1302	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	130	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	130	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	36.7	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	130	-
HCM Lane V/C Ratio	-	-	0.128	-
HCM Control Delay (s)	-	-	36.7	-
HCM Lane LOS	-	-	E	-
HCM 95th %tile Q(veh)	-	-	0.4	-

O'Rourke Engineering & Planning

Standard Report

Location: 7th Street x US-1
Unit ID: 02
Study Date: Tuesday July 11, 2023
Interval: 15 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand
	Left	Thru	Right	**Total**	Left	Thru	Right	**Total**	Left	Thru	Right	**Total**	Left	Thru	Right	**Total**	**Total**
15:03	0	0	0	**0**	0	0	4	**4**	0	0	3	**3**	0	0	0	**0**	**7**
15:15	0	0	0	**0**	0	0	2	**2**	0	0	2	**2**	0	0	0	**0**	**4**
15:30	0	0	0	**0**	0	0	2	**2**	0	0	0	**0**	0	0	0	**0**	**2**
15:45	0	0	0	**0**	0	0	9	**9**	0	0	0	**0**	0	0	0	**0**	**9**
Subtotal	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**17**	**0**	**0**	**5**	**5**	**0**	**0**	**0**	**0**	**22**
16:00	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Total	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**17**	**0**	**0**	**5**	**5**	**0**	**0**	**0**	**0**	**22**
Table %	0.0	0.0	0.0	**0.0**	0.0	0.0	77.3	**77.3**	0.0	0.0	22.7	**22.7**	0.0	0.0	0.0	**0.0**	**100.0**
Intersection %	0.0	0.0	0.0	**0.0**	0.0	0.0	77.3	**77.3**	0.0	0.0	22.7	**22.7**	0.0	0.0	0.0	**0.0**	**100.0**
Approach %	0	0	0	**0**	0.0	0.0	100.0	**100.0**	0.0	0.0	100.0	**100.0**	0	0	0	**0**	**-**
Total Approach %	0	0	0	**0**	0.0	0.0	100.0	**100.0**	0.0	0.0	100.0	**100.0**	0	0	0	**0**	**-**
Peak Hour	-	-	-	**-**	-	-	15:03	**15:03**	-	-	15:03	**15:03**	-	-	-	**-**	**15:03**
Peak Total	0	0	0	**0**	0	0	17	**17**	0	0	5	**5**	0	0	0	**0**	**22**
Peak Factor (PHF)	-	-	-	**-**	-	-	0.5	**0.5**	-	-	0.4	**0.4**	-	-	-	**-**	**0.6**

C-36

Pedestrians

	Other	Grand
	Peds	**Total**
15:03	0	**0**
15:15	0	**0**
15:30	0	**0**
15:45	0	**0**
Subtotal	**0**	**0**
16:00	0	**0**
Total	**0**	**0**
Table %	0	**0**
Intersection %	0.0	**0**
Approach %	0	**-**
Total Approach %	0	**-**
Peak Hour	-	**-**
Peak Total	0	**0**

O'Rourke Engineering & Planning

Standard Report

Location: 7th Street x US-1
Unit ID: 02
Study Date: Wednesday July 12, 2023
Interval: 15 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand
	Left	Thru	Right	**Total**	Left	Thru	Right	**Total**	Left	Thru	Right	**Total**	Left	Thru	Right	**Total**	**Total**
07:05	0	0	0	**0**	0	0	1	**1**	0	0	1	**1**	0	0	0	**0**	**2**
07:15	0	0	0	**0**	0	0	0	**0**	0	0	1	**1**	0	0	0	**0**	**1**
07:30	0	0	0	**0**	0	0	1	**1**	0	0	1	**1**	0	0	0	**0**	**2**
07:45	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Subtotal	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**5**
08:00	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Total	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**5**
Table %	0.0	0.0	0.0	**0.0**	0.0	0.0	40.0	**40.0**	0.0	0.0	60.0	**60.0**	0.0	0.0	0.0	**0.0**	**100.0**
Intersection %	0.0	0.0	0.0	**0.0**	0.0	0.0	40.0	**40.0**	0.0	0.0	60.0	**60.0**	0.0	0.0	0.0	**0.0**	**100.0**
Approach %	0	0	0	**0**	0.0	0.0	100.0	**100.0**	0.0	0.0	100.0	**100.0**	0	0	0	**0**	-
Total Approach %	0	0	0	**0**	0.0	0.0	100.0	**100.0**	0.0	0.0	100.0	**100.0**	0	0	0	**0**	-
Peak Hour	-	-	-	-	-	-	07:05	**07:05**	-	-	07:05	**07:05**	-	-	-	-	**07:05**
Peak Total	0	0	0	**0**	0	0	2	**2**	0	0	3	**3**	0	0	0	**0**	**5**
Peak Factor (PHF)	-	-	-	-	-	-	0.5	**0.5**	-	-	0.8	**0.8**	-	-	-	-	**0.6**

Pedestrians

	Other	Grand
	Peds	**Total**
07:05	0	**0**
07:15	0	**0**
07:30	0	**0**
07:45	0	**0**
Subtotal	**0**	**0**
08:00	0	**0**
Total	**0**	**0**
Table %	0	**0**
Intersection %	0.0	**0**
Approach %	0	-
Total Approach %	0	-
Peak Hour	-	-
Peak Total	0	**0**

TURNING MOVEMENT VOLUME COUNTS

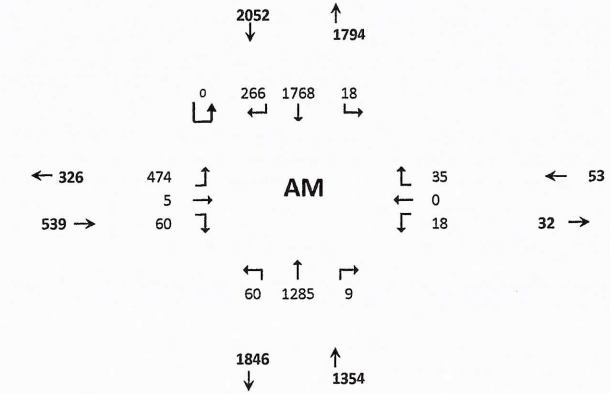
N/S STREET: US-1 | Existing | **E/W STREET:** Palm City Rd/Royal Palm Financial Center Entrance | **CONTROL:** TWSC

FILENAME: Creekside

COUNT DATE: 3/29/2023 | **DAY:** Wednesday | **CITY:** Stuart | **INTERSECTION:** US-1 x Palm City Rd

REPORT DATE: 3/29/2023 | **ANALYSIS YEAR:** 2023

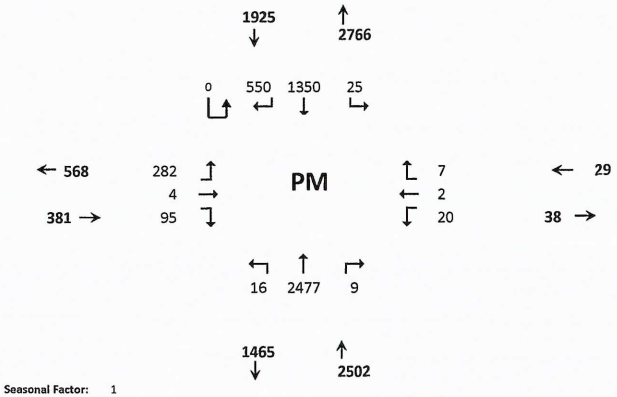
15 Min Period	Northbound NBL	NBT	NBR	Southbound SBU	SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	11	228	1	0	2	320	38	77	0	6	2	1	7	693	3442
7:15-7:30	19	273	4	0	3	337	53	84	1	5	1	0	6	786	3768
7:30-7:45	17	306	2	0	7	459	49	126	0	11	3	0	9	989	3998
7:45-8:00	16	274	2	0	4	456	72	120	2	15	5	0	8	974	3965
8:00-8:15	11	364	3	0	4	428	77	102	0	16	4	0	10	1019	3916
8:15-8:30	16	341	2	0	3	425	68	126	3	18	6	0	8	1016	
8:30-8:45	18	324	1	0	1	437	48	101	0	18	3	1	4	956	
8:45-9:00	13	307	3	0	3	430	55	90	1	16	1	0	6	925	
AM PEAK HOUR IS FROM:			7:30 AM TO 8:30AM												
Volumes	60	1285	9	0	18	1768	266	474	5	60	18	0	35	3998	
Season Factor	60	1285	9	0	18	1768	266	474	5	60	18	0	35	3998	
Growth	60	1285	9	0	18	1768	266	474	5	60	18	0	35	3998	
In/Out	-	-	IN	-	IN	-	-	-	IN	-	OUT	OUT	OUT		
Percentage	0%	0%	5%	0%	20%	0%	0%	0%	5%	0%	5%	5%	10%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	60	1285	9	0	18	1768	266	474	5	60	18	0	35	3998	



Seasonal Factor:	1
Trips In	0
Trips Out	0
Growth Rate:	1
Years Grown:	1

$\frac{3998}{1019 \times 4} = \frac{3998}{4076} = 0.98$

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBU	SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	5	387	1	0	6	324	121	53	2	20	5	0	1	925	4539
4:15-4:30	4	589	0	0	4	339	124	62	0	20	2	1	3	1148	4829
4:30-4:45	4	598	4	0	6	347	138	63	2	24	6	0	2	1194	4837
4:45-5:00	3	644	3	0	6	346	156	77	1	30	4	1	1	1272	4706
5:00-5:15	3	630	0	0	9	344	135	66	0	21	5	0	2	1215	4408
5:15-5:30	6	605	2	0	4	313	121	76	1	20	5	1	2	1156	
5:30-5:45	5	554	2	0	8	306	110	55	1	13	5	1	3	1063	
5:45-6:00	5	517	0	0	4	283	103	45	0	11	2	0	4	974	
PM PEAK HOUR IS FROM:			4:30 PM TO 5:30PM												
Volumes	16	2477	9	0	25	1350	550	282	4	95	20	2	7	4837	
Season Factor	16	2477	9	0	25	1350	550	282	4	95	20	2	7	4837	
Growth	16	2477	9	0	25	1350	550	282	4	95	20	2	7	4837	
In/Out	-	-	IN	-	IN	-	-	-	IN	-	OUT	OUT	OUT		
Percentage	0%	0%	5%	0%	20%	0%	0%	0%	5%	0%	5%	5%	10%		
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	16	2477	9	0	25	1350	550	282	4	95	20	2	7	4837	



Seasonal Factor:	1
Growth Rate:	1
Trips In:	0
Trips Out:	0
Years Grown:	1

$\frac{4837}{1272 \times 4} = \frac{4837}{5088} = 0.95$

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	474	5	60	18	0	35	60	1285	9	18	1768	266
Future Volume (veh/h)	474	5	60	18	0	35	60	1285	9	18	1768	266
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	484	5	61	18	0	36	61	1311	9	18	1804	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	343	4	308	57	0	51	178	2812	19	344	2954	
Arrive On Green	0.19	0.19	0.19	0.03	0.00	0.03	0.04	0.54	0.54	0.08	0.58	0.00
Sat Flow, veh/h	1764	18	1585	1781	0	1585	1781	5232	36	1781	5106	1585
Grp Volume(v), veh/h	489	0	61	18	0	36	61	853	467	18	1804	0
Grp Sat Flow(s),veh/h/ln	1782	0	1585	1781	0	1585	1781	1702	1864	1781	1702	1585
Q Serve(g_s), s	31.1	0.0	5.2	1.6	0.0	3.6	2.8	24.7	24.7	0.0	36.8	0.0
Cycle Q Clear(g_c), s	31.1	0.0	5.2	1.6	0.0	3.6	2.8	24.7	24.7	0.0	36.8	0.0
Prop In Lane	0.99		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	346	0	308	57	0	51	178	1830	1002	344	2954	
V/C Ratio(X)	1.41	0.00	0.20	0.32	0.00	0.71	0.34	0.47	0.47	0.05	0.61	
Avail Cap(c_a), veh/h	346	0	308	70	0	62	195	1830	1002	344	2954	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	64.5	0.0	54.0	75.7	0.0	76.7	25.8	22.8	22.8	25.1	22.0	0.0
Incr Delay (d2), s/veh	201.6	0.0	0.3	3.2	0.0	25.0	1.1	0.9	1.6	0.1	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	50.4	0.0	3.8	1.4	0.0	3.3	2.2	15.5	17.0	0.7	21.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	266.1	0.0	54.3	78.9	0.0	101.7	26.9	23.7	24.4	25.2	22.9	0.0
LnGrp LOS	F	A	D	E	A	F	C	C	C	C	C	
Approach Vol, veh/h		550			54			1381			1822	
Approach Delay, s/veh		242.6			94.1			24.1			22.9	
Approach LOS		F			F			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	98.8		11.8	19.2	92.0		37.0				
Change Period (Y+Rc), s	5.9	* 6.2		* 6.7	6.2	* 6		5.9				
Max Green Setting (Gmax), s	8.1	* 90		* 6.3	11.8	* 86		31.1				
Max Q Clear Time (g_c+I1), s	4.8	38.8		5.6	2.0	26.7		33.1				
Green Ext Time (p_c), s	0.0	23.1		0.0	0.0	13.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	56.1
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	4	95	20	2	7	16	2477	9	25	1350	550
Future Volume (veh/h)	282	4	95	20	2	7	16	2477	9	25	1350	550
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	297	4	100	21	2	7	17	2607	9	26	1421	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	327	4	294	30	3	30	205	2750	9	272	3205	
Arrive On Green	0.19	0.19	0.19	0.02	0.02	0.02	0.02	0.52	0.52	0.13	0.63	0.00
Sat Flow, veh/h	1759	24	1585	1633	156	1585	1781	5253	18	1781	5106	1585
Grp Volume(v), veh/h	301	0	100	23	0	7	17	1689	927	26	1421	0
Grp Sat Flow(s),veh/h/ln	1782	0	1585	1789	0	1585	1781	1702	1867	1781	1702	1585
Q Serve(g_s), s	28.1	0.0	9.3	2.2	0.0	0.7	0.8	79.7	79.9	0.0	24.4	0.0
Cycle Q Clear(g_c), s	28.1	0.0	9.3	2.2	0.0	0.7	0.8	79.7	79.9	0.0	24.4	0.0
Prop In Lane	0.99		1.00	0.91		1.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	331	0	294	33	0	30	205	1782	977	272	3205	
V/C Ratio(X)	0.91	0.00	0.34	0.69	0.00	0.24	0.08	0.95	0.95	0.10	0.44	
Avail Cap(c_a), veh/h	410	0	365	87	0	77	259	1782	977	272	3205	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	67.8	0.0	60.2	82.9	0.0	82.2	23.6	38.3	38.3	64.2	16.3	0.0
Incr Delay (d2), s/veh	21.0	0.0	0.7	22.2	0.0	4.0	0.2	12.1	18.8	0.2	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.1	0.0	6.9	2.2	0.0	0.6	0.7	45.7	51.7	1.8	14.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.8	0.0	60.8	105.1	0.0	86.2	23.7	50.4	57.1	64.4	16.8	0.0
LnGrp LOS	F	A	E	F	A	F	C	D	E	E	B	
Approach Vol, veh/h		401			30			2633			1447	
Approach Delay, s/veh		81.8			100.7			52.6			17.6	
Approach LOS		F			F			D			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.8	112.9		9.9	27.7	95.0		37.5
Change Period (Y+Rc), s	5.9	* 6.2		* 6.7	6.2	* 6		5.9
Max Green Setting (Gmax), s	9.1	* 89		* 8.3	8.8	* 89		39.1
Max Q Clear Time (g_c+I1), s	2.8	26.4		4.2	2.0	81.9		30.1
Green Ext Time (p_c), s	0.0	16.2		0.0	0.0	6.7		1.4

Intersection Summary	
HCM 6th Ctrl Delay	44.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

TURNING MOVEMENT VOLUME COUNTS

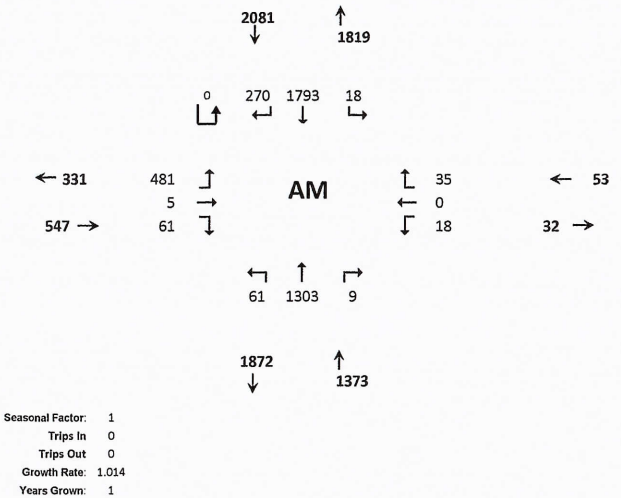
N/S STREET: US-1 | Without Project | **E/W STREET:** Palm City Rd/Royal Palm Financial Center Entrance | **CONTROL:** TWSC

FILENAME: Creekside

COUNT DATE: 3/29/2023 | **DAY:** Wednesday | **CITY:** Stuart | **INTERSECTION:** US-1 x Palm City Rd

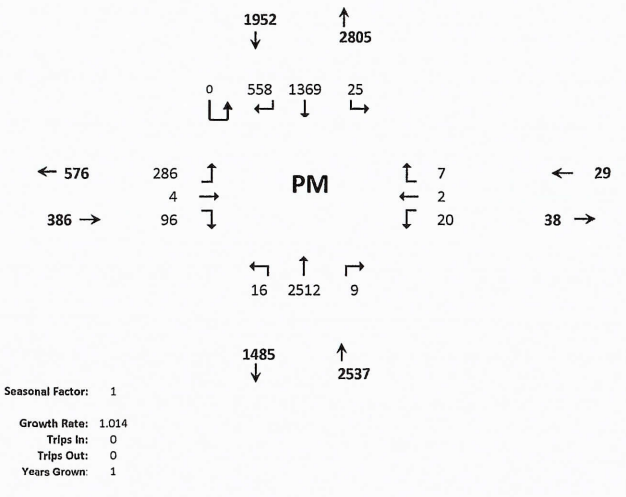
REPORT DATE: 3/29/2023 | **ANALYSIS YEAR:** 2024

15 Min Period	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	11	228	1	0	2	320	38	77	0	6	2	1	7	693	3442
7:15-7:30	19	273	4	0	3	337	53	84	1	5	1	0	6	786	3768
7:30-7:45	17	306	2	0	7	459	49	126	0	11	3	0	9	989	3998
7:45-8:00	16	274	2	0	4	456	72	120	2	15	5	0	8	974	3965
8:00-8:15	11	364	3	0	4	428	77	102	0	16	4	0	10	1019	3916
8:15-8:30	16	341	2	0	3	425	68	126	3	18	6	0	8	1016	
8:30-8:45	18	324	1	0	1	437	48	101	0	18	3	1	4	956	
8:45-9:00	13	307	3	0	3	430	55	90	1	16	1	0	6	925	
AM PEAK HOUR IS FROM:	7:30 AM TO 8:30AM														
Volumes	60	1285	9	0	18	1768	266	474	5	60	18	0	35	3998	
Season Factor	60	1285	9	0	18	1768	266	474	5	60	18	0	35	3998	
Growth	61	1303	9	0	18	1793	270	481	5	61	18	0	35	4054	
In/Out	-	-	IN	-	IN	-	-	-	IN	-	OUT	OUT	OUT		
Percentage	0%	0%	5%	0%	20%	0%	0%	0%	5%	0%	5%	5%	10%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
Total	61	1303	9	0	18	1793	270	481	5	61	18	0	35	4054	



Seasonal Factor: 1
Trips In 0
Trips Out 0
Growth Rate: 1.014
Years Grown: 1

15 Min Period lanes	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	5	387	1	0	6	324	121	53	2	20	5	0	1	925	4539
4:15-4:30	4	589	0	0	4	339	124	62	0	20	2	1	3	1148	4829
4:30-4:45	4	598	4	0	6	347	138	63	2	24	6	0	2	1194	4837
4:45-5:00	3	644	3	0	6	346	156	77	1	30	4	1	1	1272	4706
5:00-5:15	3	630	0	0	9	344	135	66	0	21	5	0	2	1215	4408
5:15-5:30	6	605	2	0	4	313	121	76	1	20	5	1	2	1156	
5:30-5:45	5	554	2	0	8	306	110	55	1	13	5	1	3	1063	
5:45-6:00	5	517	0	0	4	283	103	45	0	11	2	0	4	974	
PM PEAK HOUR IS FROM:	4:30 PM TO 5:30PM														
Volumes	16	2477	9	0	25	1350	550	282	4	95	20	2	7	4837	
Season Factor	16	2477	9	0	25	1350	550	282	4	95	20	2	7	4837	
Growth	16	2512	9	0	25	1369	558	286	4	96	20	2	7	4905	
In/Out	-	-	IN	-	IN	-	-	-	IN	-	OUT	OUT	OUT		
Percentage	0%	0%	5%	0%	20%	0%	0%	0%	5%	0%	5%	5%	10%		
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
Total	16	2512	9	0	25	1369	558	286	4	96	20	2	7	4904	



Seasonal Factor: 1
Growth Rate: 1.014
Trips In: 0
Trips Out: 0
Years Grown: 1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	481	5	61	18	1	35	61	1303	9	18	1793	270
Future Volume (veh/h)	481	5	61	18	1	35	61	1303	9	18	1793	270
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	491	5	62	18	1	36	62	1330	9	18	1830	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	343	3	308	54	3	51	175	2813	19	340	2953	
Arrive On Green	0.19	0.19	0.19	0.03	0.03	0.03	0.04	0.54	0.54	0.08	0.58	0.00
Sat Flow, veh/h	1764	18	1585	1692	94	1585	1781	5233	35	1781	5106	1585
Grp Volume(v), veh/h	496	0	62	19	0	36	62	865	474	18	1830	0
Grp Sat Flow(s),veh/h/ln	1782	0	1585	1786	0	1585	1781	1702	1864	1781	1702	1585
Q Serve(g_s), s	31.1	0.0	5.2	1.7	0.0	3.6	2.8	25.2	25.2	0.0	37.7	0.0
Cycle Q Clear(g_c), s	31.1	0.0	5.2	1.7	0.0	3.6	2.8	25.2	25.2	0.0	37.7	0.0
Prop In Lane	0.99		1.00	0.95		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	346	0	308	57	0	51	175	1830	1002	340	2953	
V/C Ratio(X)	1.43	0.00	0.20	0.33	0.00	0.71	0.35	0.47	0.47	0.05	0.62	
Avail Cap(c_a), veh/h	346	0	308	70	0	62	192	1830	1002	340	2953	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	64.5	0.0	54.0	75.8	0.0	76.7	26.2	22.9	22.9	25.5	22.2	0.0
Incr Delay (d2), s/veh	210.3	0.0	0.3	3.4	0.0	24.6	1.2	0.9	1.6	0.1	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	51.8	0.0	3.9	1.5	0.0	3.3	2.3	15.8	17.3	0.7	21.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	274.7	0.0	54.4	79.1	0.0	101.3	27.4	23.8	24.5	25.5	23.2	0.0
LnGrp LOS	F	A	D	E	A	F	C	C	C	C	C	
Approach Vol, veh/h		558			55			1401			1848	
Approach Delay, s/veh		250.2			93.6			24.2			23.2	
Approach LOS		F			F			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	98.7		11.8	19.2	92.0		37.0				
Change Period (Y+Rc), s	5.9	* 6.2		* 6.7	6.2	* 6		5.9				
Max Green Setting (Gmax), s	8.1	* 90		* 6.3	11.8	* 86		31.1				
Max Q Clear Time (g_c+I1), s	4.8	39.7		5.6	2.0	27.2		33.1				
Green Ext Time (p_c), s	0.0	23.4		0.0	0.0	13.3		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	57.4
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
11: US-1 & Palm City Road

08/10/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	286	4	96	20	2	7	16	2512	9	25	1369	558
Future Volume (veh/h)	286	4	96	20	2	7	16	2512	9	25	1369	558
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	301	4	101	21	2	7	17	2644	9	26	1441	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	330	4	298	30	3	30	201	2750	9	267	3194	
Arrive On Green	0.19	0.19	0.19	0.02	0.02	0.02	0.02	0.52	0.52	0.12	0.63	0.00
Sat Flow, veh/h	1759	23	1585	1633	156	1585	1781	5253	18	1781	5106	1585
Grp Volume(v), veh/h	305	0	101	23	0	7	17	1713	940	26	1441	0
Grp Sat Flow(s),veh/h/ln	1782	0	1585	1789	0	1585	1781	1702	1867	1781	1702	1585
Q Serve(g_s), s	28.5	0.0	9.4	2.2	0.0	0.7	0.8	82.0	82.2	0.0	25.0	0.0
Cycle Q Clear(g_c), s	28.5	0.0	9.4	2.2	0.0	0.7	0.8	82.0	82.2	0.0	25.0	0.0
Prop In Lane	0.99		1.00	0.91		1.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	335	0	298	33	0	30	201	1782	978	267	3194	
V/C Ratio(X)	0.91	0.00	0.34	0.69	0.00	0.24	0.08	0.96	0.96	0.10	0.45	
Avail Cap(c_a), veh/h	410	0	365	87	0	77	256	1782	978	267	3194	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	67.6	0.0	59.9	82.9	0.0	82.2	23.7	38.8	38.9	64.9	16.6	0.0
Incr Delay (d2), s/veh	21.5	0.0	0.7	22.2	0.0	4.0	0.2	13.9	21.0	0.2	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.4	0.0	7.0	2.2	0.0	0.6	0.7	47.2	53.6	1.8	15.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.1	0.0	60.6	105.1	0.0	86.2	23.8	52.7	59.8	65.1	17.1	0.0
LnGrp LOS	F	A	E	F	A	F	C	D	E	E	B	
Approach Vol, veh/h		406			30			2670			1467	
Approach Delay, s/veh		82.0			100.7			55.0			17.9	
Approach LOS		F			F			E			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	112.5		9.9	27.3	95.0		37.8				
Change Period (Y+Rc), s	5.9	* 6.2		* 6.7	6.2	* 6		5.9				
Max Green Setting (Gmax), s	9.1	* 89		* 8.3	8.8	* 89		39.1				
Max Q Clear Time (g_c+I1), s	2.8	27.0		4.2	2.0	84.2		30.5				
Green Ext Time (p_c), s	0.0	16.5		0.0	0.0	4.6		1.4				

Intersection Summary	
HCM 6th Ctrl Delay	45.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

TURNING MOVEMENT VOLUME COUNTS

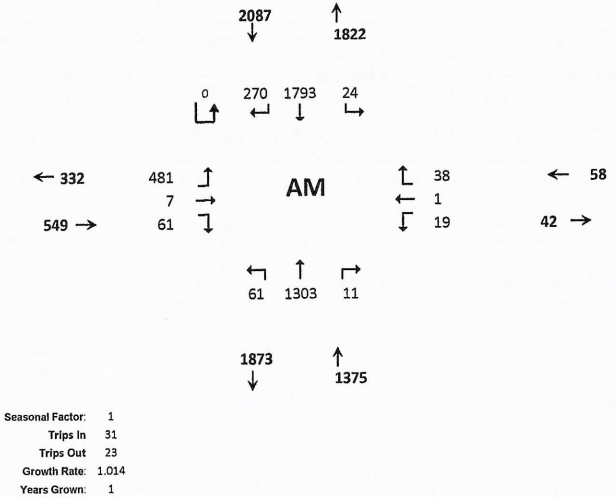
N/S STREET: US-1 | With Project | **E/W STREET:** Palm City Rd/Royal Palm Financial Center Entrance | **CONTROL:** TWSC

FILENAME: Creekside

COUNT DATE: 3/29/2023 | **DAY:** Wednesday | **CITY:** Stuart | **INTERSECTION:** US-1 x Palm City Rd

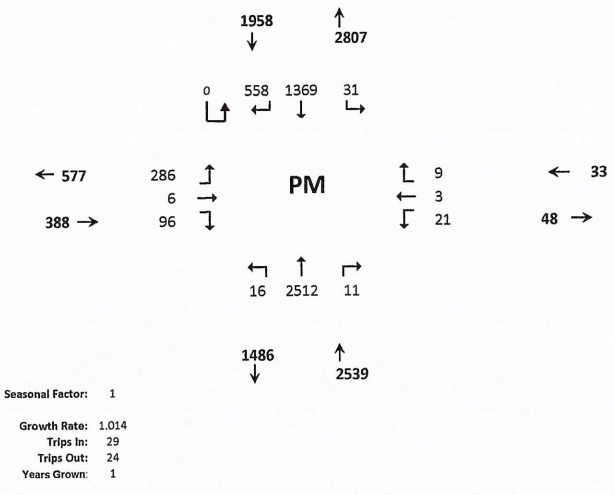
REPORT DATE: 3/29/2023 | **ANALYSIS YEAR:** 2024

15 Min Period	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	11	228	1	0	2	320	38	77	0	6	2	1	7	693	3442
7:15-7:30	19	273	4	0	3	337	53	84	1	5	1	0	6	786	3768
7:30-7:45	17	306	2	0	7	459	49	126	0	11	3	0	9	989	3998
7:45-8:00	16	274	2	0	4	456	72	120	2	15	5	0	8	974	3965
8:00-8:15	11	364	3	0	4	428	77	102	0	16	4	0	10	1019	3916
8:15-8:30	16	341	2	0	3	425	68	126	3	18	6	0	8	1016	
8:30-8:45	18	324	1	0	1	437	48	101	0	18	3	1	4	956	
8:45-9:00	13	307	3	0	3	430	55	90	1	16	1	0	6	925	
AM PEAK HOUR IS FROM:	7:30 AM TO 8:30AM														
Volumes	60	1285	9	0	18	1768	266	474	5	60	18	0	35	3998	
Season Factor	60	1285	9	0	18	1768	266	474	5	60	18	0	35	3998	
Growth	61	1303	9	0	18	1793	270	481	5	61	18	0	35	4054	
In/Out	-	-	IN	-	IN	-	-	-	IN	-	OUT	OUT	OUT		
Percentage	0%	0%	5%	0%	20%	0%	0%	0%	5%	0%	5%	5%	10%		
PROJECT	0	0	2	0	6	0	0	0	2	0	1	1	2	**14**	
Total	61	1303	11	0	24	1793	270	481	7	61	19	1	38	4069	



Seasonal Factor: 1
Trips In 31
Trips Out 23
Growth Rate: 1.014
Years Grown: 1

15 Min Period lanes	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	5	387	1	0	6	324	121	53	2	20	5	0	1	925	4539
4:15-4:30	4	589	0	0	4	339	124	62	0	20	2	1	3	1148	4829
4:30-4:45	4	598	4	0	6	347	138	63	2	24	6	0	2	1194	4837
4:45-5:00	3	644	3	0	6	346	156	77	1	30	4	1	1	1272	4706
5:00-5:15	3	630	0	0	9	344	135	66	0	21	5	0	2	1215	4408
5:15-5:30	6	605	2	0	4	313	121	76	1	20	5	1	2	1156	
5:30-5:45	5	554	2	0	8	306	110	55	1	13	5	1	3	1063	
5:45-6:00	5	517	0	0	4	283	103	45	0	11	2	0	4	974	
PM PEAK HOUR IS FROM:	4:30 PM TO 5:30PM														
Volumes	16	2477	9	0	25	1350	550	282	4	95	20	2	7	4837	
Season Factor	16	2477	9	0	25	1350	550	282	4	95	20	2	7	4837	
Growth	16	2512	9	0	25	1369	558	286	4	96	20	2	7	4905	
In/Out	-	-	IN	-	IN	-	-	-	IN	-	OUT	OUT	OUT		
Percentage	0%	0%	5%	0%	20%	0%	0%	0%	5%	0%	5%	5%	10%		
Project	0	0	1	0	6	0	0	0	1	0	1	1	2	**14**	
Total	16	2512	11	0	31	1369	558	286	6	96	21	3	9	4918	



Seasonal Factor: 1
Growth Rate: 1.014
Trips In: 29
Trips Out: 24
Years Grown: 1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	481	7	61	19	1	38	61	1303	11	24	1793	270
Future Volume (veh/h)	481	7	61	19	1	38	61	1303	11	24	1793	270
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	491	7	62	19	1	39	62	1330	11	24	1830	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	342	5	308	58	3	54	175	2808	23	335	2941	
Arrive On Green	0.19	0.19	0.19	0.03	0.03	0.03	0.04	0.54	0.54	0.08	0.58	0.00
Sat Flow, veh/h	1757	25	1585	1696	89	1585	1781	5223	43	1781	5106	1585
Grp Volume(v), veh/h	498	0	62	20	0	39	62	867	474	24	1830	0
Grp Sat Flow(s),veh/h/ln	1782	0	1585	1786	0	1585	1781	1702	1863	1781	1702	1585
Q Serve(g_s), s	31.1	0.0	5.2	1.8	0.0	3.9	2.8	25.3	25.3	0.0	37.9	0.0
Cycle Q Clear(g_c), s	31.1	0.0	5.2	1.8	0.0	3.9	2.8	25.3	25.3	0.0	37.9	0.0
Prop In Lane	0.99		1.00	0.95		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	346	0	308	61	0	54	175	1830	1001	335	2941	
V/C Ratio(X)	1.44	0.00	0.20	0.33	0.00	0.72	0.36	0.47	0.47	0.07	0.62	
Avail Cap(c_a), veh/h	346	0	308	70	0	62	192	1830	1001	335	2941	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	64.5	0.0	54.0	75.5	0.0	76.5	26.2	23.0	23.0	26.1	22.4	0.0
Incr Delay (d2), s/veh	212.6	0.0	0.3	3.1	0.0	28.6	1.2	0.9	1.6	0.1	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	52.2	0.0	3.9	1.6	0.0	3.7	2.3	15.8	17.3	1.0	21.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	277.1	0.0	54.4	78.5	0.0	105.1	27.4	23.8	24.6	26.2	23.4	0.0
LnGrp LOS	F	A	D	E	A	F	C	C	C	C	C	
Approach Vol, veh/h		560			59			1403			1854	
Approach Delay, s/veh		252.4			96.1			24.2			23.4	
Approach LOS		F			F			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	98.4		12.2	18.8	92.0		37.0				
Change Period (Y+Rc), s	5.9	* 6.2		* 6.7	6.2	* 6		5.9				
Max Green Setting (Gmax), s	8.1	* 90		* 6.3	11.8	* 86		31.1				
Max Q Clear Time (g_c+I1), s	4.8	39.9		5.9	2.0	27.3		33.1				
Green Ext Time (p_c), s	0.0	23.4		0.0	0.0	13.4		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	57.9
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	286	6	96	21	3	9	16	2512	11	31	1369	558
Future Volume (veh/h)	286	6	96	21	3	9	16	2512	11	31	1369	558
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	301	6	101	22	3	9	17	2644	12	33	1441	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	330	7	299	32	4	33	200	2747	12	261	3179	
Arrive On Green	0.19	0.19	0.19	0.02	0.02	0.02	0.02	0.52	0.52	0.12	0.62	0.00
Sat Flow, veh/h	1748	35	1585	1577	215	1585	1781	5246	24	1781	5106	1585
Grp Volume(v), veh/h	307	0	101	25	0	9	17	1715	941	33	1441	0
Grp Sat Flow(s),veh/h/ln	1783	0	1585	1792	0	1585	1781	1702	1866	1781	1702	1585
Q Serve(g_s), s	28.7	0.0	9.4	2.4	0.0	1.0	0.8	82.2	82.5	0.0	25.2	0.0
Cycle Q Clear(g_c), s	28.7	0.0	9.4	2.4	0.0	1.0	0.8	82.2	82.5	0.0	25.2	0.0
Prop In Lane	0.98		1.00	0.88		1.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	337	0	299	37	0	33	200	1782	977	261	3179	
V/C Ratio(X)	0.91	0.00	0.34	0.68	0.00	0.28	0.08	0.96	0.96	0.13	0.45	
Avail Cap(c_a), veh/h	410	0	365	87	0	77	255	1782	977	261	3179	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	67.6	0.0	59.7	82.7	0.0	82.0	23.7	38.9	38.9	65.4	16.9	0.0
Incr Delay (d2), s/veh	21.7	0.0	0.7	19.6	0.0	4.5	0.2	14.1	21.2	0.2	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.5	0.0	7.0	2.3	0.0	0.8	0.7	47.4	53.8	2.3	15.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.2	0.0	60.4	102.3	0.0	86.5	23.9	52.9	60.2	65.7	17.3	0.0
LnGrp LOS	F	A	E	F	A	F	C	D	E	E	B	
Approach Vol, veh/h		408			34			2673			1474	
Approach Delay, s/veh		82.1			98.1			55.3			18.4	
Approach LOS		F			F			E			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	112.0		10.2	26.8	95.0		38.0				
Change Period (Y+Rc), s	5.9	* 6.2		* 6.7	6.2	* 6		5.9				
Max Green Setting (Gmax), s	9.1	* 89		* 8.3	8.8	* 89		39.1				
Max Q Clear Time (g_c+I1), s	2.8	27.2		4.4	2.0	84.5		30.7				
Green Ext Time (p_c), s	0.0	16.5		0.0	0.0	4.3		1.4				

Intersection Summary	
HCM 6th Ctrl Delay	46.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

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Martin County, Fl

File Name : us 1 at palm
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Start Date : 5/2/2023
Page No : 1

Groups Printed- Automobiles - Commercial

	US 1 Southbound					SW Palm City Rd Westbound				US 1 Northbound				SW Palm City Rd Eastbound				
Start Time	Left	Thru	Right	Flow Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	320	0	38	360	2	1	7	10	11	228	1	240	77	0	6	83	693
07:15 AM	3	337	0	53	393	1	0	6	7	19	273	4	296	84	1	5	90	786
07:30 AM	7	459	1	49	516	3	0	9	12	17	306	2	325	126	0	11	137	990
07:45 AM	4	456	0	72	532	5	0	8	13	16	274	2	292	120	2	15	137	974
Total	16	1572	1	212	1801	11	1	30	42	63	1081	9	1153	407	3	37	447	3443
08:00 AM	4	428	1	77	510	4	0	10	14	11	364	3	378	102	0	16	118	1020
08:15 AM	3	425	0	68	496	6	0	8	14	16	341	2	359	126	3	18	147	1016
08:30 AM	1	437	0	48	486	3	1	4	8	18	324	1	343	101	0	18	119	956
08:45 AM	3	430	0	55	488	1	0	6	7	13	307	3	323	90	1	16	107	925
Total	11	1720	1	248	1980	14	1	28	43	58	1336	9	1403	419	4	68	491	3917
04:00 PM	6	324	0	121	451	5	0	1	6	5	387	1	393	53	2	20	75	925
04:15 PM	4	339	1	124	468	2	1	3	6	4	589	0	593	62	0	20	82	1149
04:30 PM	6	347	0	138	491	6	0	2	8	4	598	4	606	63	2	24	89	1194
04:45 PM	6	346	2	156	510	4	1	1	6	3	644	3	650	77	1	30	108	1274
Total	22	1356	3	539	1920	17	2	7	26	16	2218	8	2242	255	5	94	354	4542
05:00 PM	9	344	0	135	488	5	0	2	7	3	630	0	633	66	0	21	87	1215
05:15 PM	4	313	0	121	438	5	1	2	8	6	605	2	613	76	1	20	97	1156
05:30 PM	8	306	0	110	424	5	1	3	9	5	554	2	561	55	1	13	69	1063
05:45 PM	4	283	0	103	390	2	0	4	6	5	517	0	522	45	0	11	56	974
Total	25	1246	0	469	1740	17	2	11	30	19	2306	4	2329	242	2	65	309	4408
Grand Total	74	5894	5	1468	7441	59	6	76	141	156	6941	30	7127	1323	14	264	1601	16310
Apprch %	1	79.2	0.1	19.7		41.8	4.3	53.9		2.2	97.4	0.4		82.6	0.9	16.5		
Total %	0.5	36.1	0	9	45.6	0.4	0	0.5	0.9	1	42.6	0.2	43.7	8.1	0.1	1.6	9.8	
Automobiles	69	5814	3	1404	7290	57	6	73	136	152	6806	27	6985	1299	10	257	1566	15977
% Automobiles	93.2	98.6	60	95.6	98	96.6	100	96.1	96.5	97.4	98.1	90	98	98.2	71.4	97.3	97.8	98
Commercial	5	80	2	64	151	2	0	3	5	4	135	3	142	24	4	7	35	333
% Commercial	6.8	1.4	40	4.4	2	3.4	0	3.9	3.5	2.6	1.9	10	2	1.8	28.6	2.7	2.2	2

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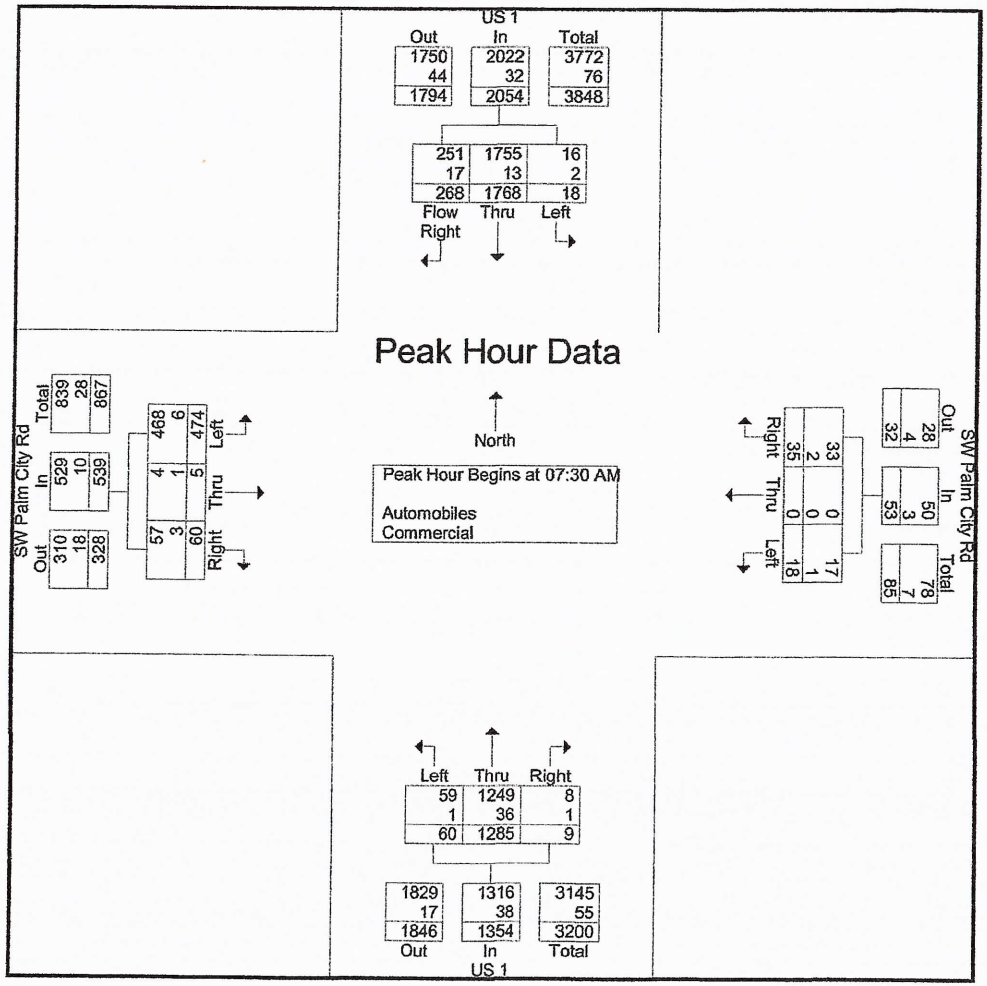
File Name : us 1 at palm
Site Code : 00000001
Start Date : 5/2/2023
Page No : 2

	US 1 Southbound					SW Palm City Rd Westbound				US 1 Northbound				SW Palm City Rd Eastbound				
Start Time	Left	Thru	Right	Flow Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:30 AM																		
07:30 AM	7	459	1	49	516	3	0	9	12	17	306	2	325	126	0	11	137	990
07:45 AM	4	456	0	72	532	5	0	8	13	16	274	2	292	120	2	15	137	974
08:00 AM	4	428	1	77	510	4	0	10	14	11	364	3	378	102	0	16	118	1020
08:15 AM	3	425	0	68	496	6	0	8	14	16	341	2	359	126	3	18	147	1016
Total Volume	18	1768	2	266	2054	18	0	35	53	60	1285	9	1354	474	5	60	539	4000
% App. Total	0.9	86.1	0.1	13		34	0	66		4.4	94.9	0.7		87.9	0.9	11.1		
PHF	.643	.963	.500	.864	.965	.750	.000	.875	.946	.882	.883	.750	.896	.940	.417	.833	.917	.980
Automobiles	16	1755	1	250	2022	17	0	33	50	59	1249	8	1316	468	4	57	529	3917
% Automobiles	88.9	99.3	50.0	94.0	98.4	94.4	0	94.3	94.3	98.3	97.2	88.9	97.2	98.7	80.0	95.0	98.1	97.9
Commercial	2	13	1	16	32	1	0	2	3	1	36	1	38	6	1	3	10	83
% Commercial	11.1	0.7	50.0	6.0	1.6	5.6	0	5.7	5.7	1.7	2.8	11.1	2.8	1.3	20.0	5.0	1.9	2.1

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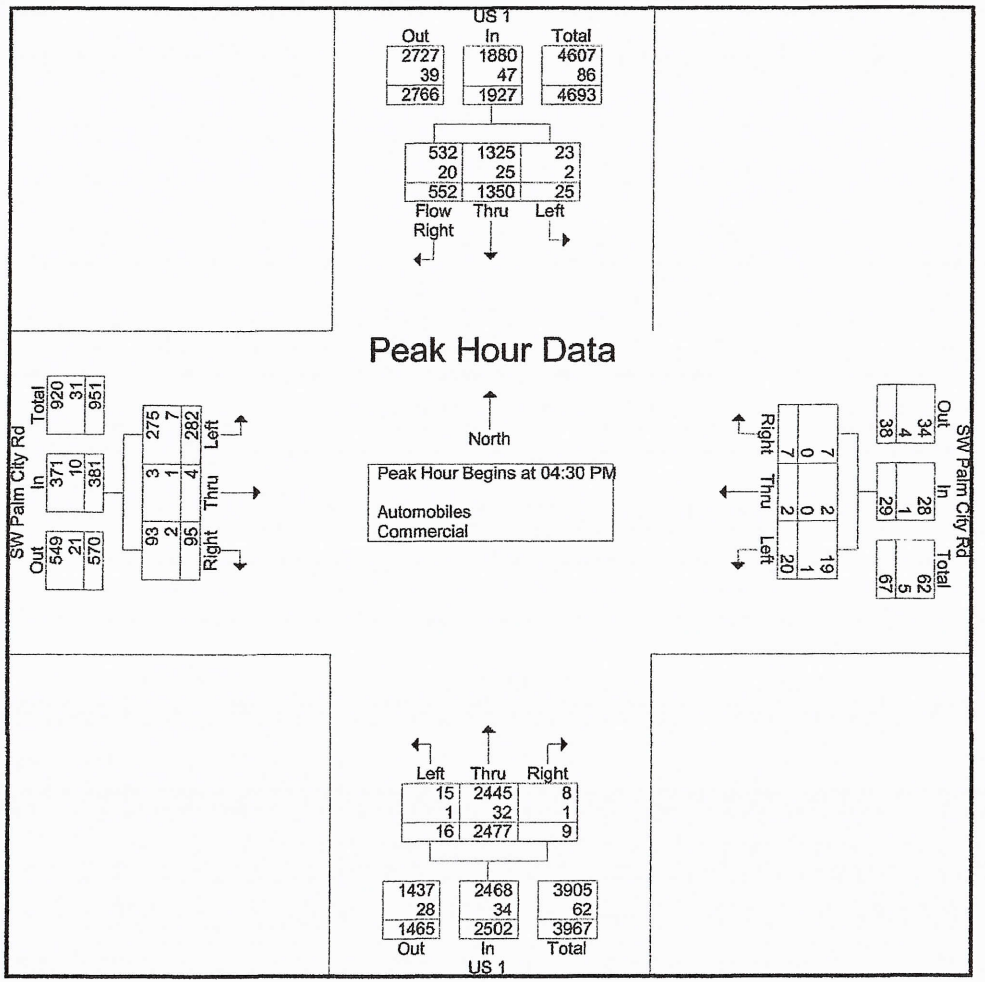
File Name : us 1 at palm
Site Code : 00000001
Start Date : 5/2/2023
Page No : 4

	US 1 Southbound					SW Palm City Rd Westbound				US 1 Northbound				SW Palm City Rd Eastbound				
Start Time	Left	Thru	Right	Flow Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:30 PM																		
04:30 PM	6	347	0	138	491	6	0	2	8	4	598	4	606	63	2	24	89	1194
04:45 PM	6	346	2	156	510	4	1	1	6	3	644	3	650	77	1	30	108	1274
05:00 PM	9	344	0	135	488	5	0	2	7	3	630	0	633	66	0	21	87	1215
05:15 PM	4	313	0	121	438	5	1	2	8	6	605	2	613	76	1	20	97	1156
Total Volume	25	1350	2	550	1927	20	2	7	29	16	2477	9	2502	282	4	95	381	4839
% App. Total	1.3	70.1	0.1	28.5		69	6.9	24.1		0.6	99	0.4		74	1	24.9		
PHF	.694	.973	.250	.881	.945	.833	.500	.875	.906	.667	.962	.563	.962	.916	.500	.792	.882	.950
Automobiles	23	1325	1	531	1880	19	2	7	28	15	2445	8	2468	275	3	93	371	4747
% Automobiles	92.0	98.1	50.0	96.5	97.6	95.0	100	100	96.6	93.8	98.7	88.9	98.6	97.5	75.0	97.9	97.4	98.1
Commercial	2	25	1	19	47	1	0	0	1	1	32	1	34	7	1	2	10	92
% Commercial	8.0	1.9	50.0	3.5	2.4	5.0	0	0	3.4	6.3	1.3	11.1	1.4	2.5	25.0	2.1	2.6	1.9

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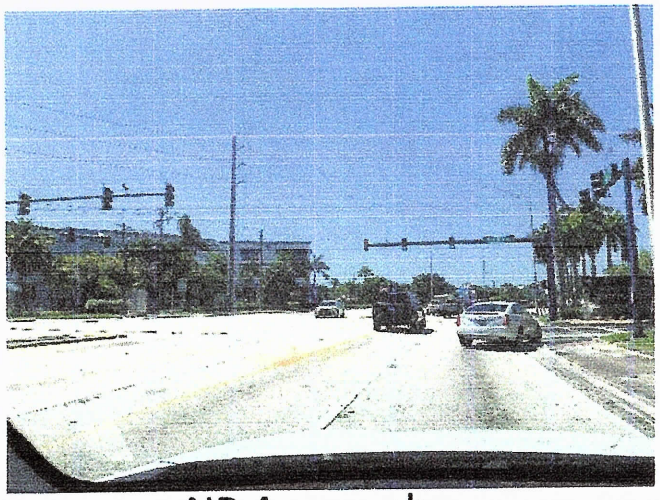
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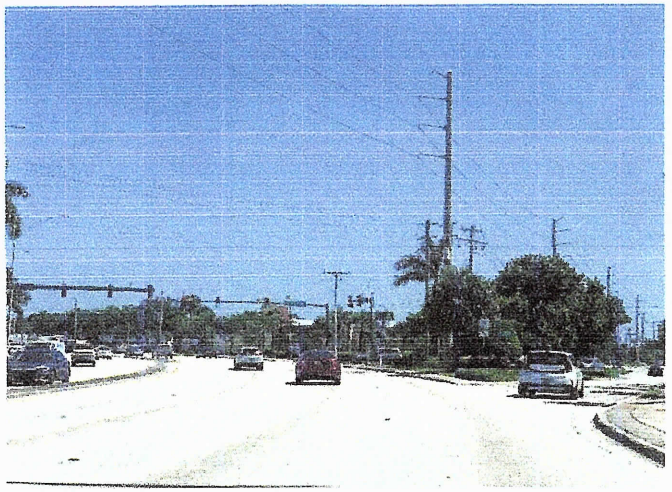
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Site Code : 00000001
Start Date : 5/2/2023
Page No : 6

Groups Printed- Peds

	US 1 Southbound						SW Palm City Rd Westbound					US 1 Northbound					SW Palm City Rd Eastbound					
Start Time	Left	Thru	Right	Flow Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:15 AM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
08:00 AM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
08:15 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	4
05:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	3
Grand Total	0	0	0	0	6	6	0	0	0	0	0	0	0	0	9	9	0	0	0	0	0	15
Apprch %	0	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	0		
Total %	0	0	0	0	40	40	0	0	0	0	0	0	0	0	60	60	0	0	0	0	0	



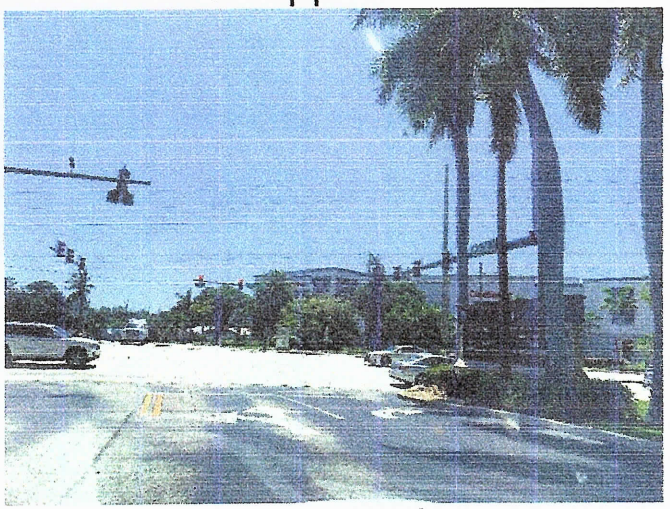
NB Approach



SB Approach



EB Approach



WB Approach

de traffic	US 1 at Palm City Rd	Martin County
	www.de-traffic.com	Project Number: 023-12 / Sheet Number: 1
	299 McGregor Rd. DeLand Fl. 32720	

MARTIN COUNTY TRAFFIC

Intersection: 47 SR-5 (US1) @ PALM CITY ROAD

	NBLT	SB		WB	SBLT	NB		EB
PHASE	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Initial green	7	10	0	4	4	10	0	4
Passage	3	5	0	3	3	5	0	3.5
Max 1	25	60	0	20	25	60	0	35
Max 2	30	50	30	50	30	50	30	50
Yellow	3.7	4	3	3.4	3.7	4	3	3.7
All Red	2.2	2	0	3.3	2.5	2	0	2.2

Walk	0	5	0	5	0	5	0	0
Ped Clear	0	13	0	27	0	13	0	0

Initial	1-Inactive	4-Green	0-None	1-Inactive	1-Inactive	4-Green	0-None	1-Inactive
NA Response	0-None	1-NonAct1	0-None	2-NonAct2	0-None	1-NonAct1	0-None	2-NonAct2
Veh. Recalls	0-None	2-Min	0-None	0-None	0-None	2-Min	0-None	0-None

Non-Lock	1	0	0	1	1	0	0	1
Dual Entry	0	0	0	0	0	0	0	0

Assigned ph.								
Oper. Mode								
Switch								

**** Intersection runs split phase East / West (see ring structure below)

Phase	Ring	Next	1	2	3	4	5	6	7	8
1	1	2	1	0	0	0	1	1	0	0
2	1	4	0	1	0	0	1	1	0	0
3	0	0	0	0	1	0	0	0	0	0
4	1	8	0	0	0	1	0	0	0	0
5	2	6	1	1	0	0	1	0	0	0
6	2	5	1	1	0	0	0	1	0	0
7	0	0	0	0	0	0	0	0	1	0
8	1	1	0	0	0	0	0	0	0	1

January 25, 2018

LOCATION: 47 SR-5 (US1) @ PALM CITY ROAD

Day Plan

Day 2 = Weekdays Day 1 = Weekends

DAY		START		GROUP 1 C/S/O		COBALT Group	
1		9:00		2/2/1		1	
1		20:00		0/0/4		99	
2		6:00		4/1/1		3	
2		9:30		3/1/1		5	
2		15:00		4/2/1		7	
2		18:30		3/2/1		9	
2		20:30		0/0/4		99	

Plan		1	5	9	3	7	N/A	
DIAL		2	3	3	4	4	3	
SPLIT		2	1	2	1	2	4	
OFFSET		118	74	110	128	10	136	
CYCLE LENGTH		140	160	130	160	170	150	
Cobalt Sequence		2	2		5	5		
PHASE		SPLITS (SECONDS)						
1	NBLT	**14**	**21**	15	14	15	17	
2	SB	82	78	67	96	95	80	
3		0	0	0	0	0	0	
4	WB	12	17	13	13	15	15	
5	SBLT	14	17	12	**18**	**15**	17	
6	NB	82	82	70	92	95	80	
7		0	0	0	0	0	0	
8	EB	32	44	35	37	45	38	

Phase 8 in ring 1 (Split Phase Operation)

Lagging phase when **BOLD** type & gray box

Printed 01/25/18

O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

Creekside Hotel

Prepared For:

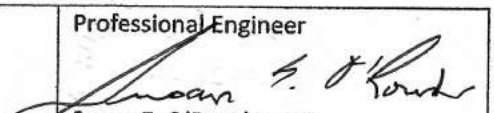
Cotleur & Hearing
1934 Commerce Lane
Jupiter FL 33458

Prepared By:

O'Rourke Engineering & Planning
3725 SE Ocean Blvd. Suite 201
Stuart, FL 34996
(772)781-7918

April 11, 2023
Revised August 10, 2023
Revised October 27, 2023

MR23031.0

Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 3725 SE Ocean Blvd. Suite 201 Stuart, Florida 34996 772-781-7918	Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 10/27/23 License #: 42684

O'ROURKE
ENGINEERING & PLANNING

May 2, 2023

Ms. Jenna Knobbe
Cotleur & Hearing
1934 Commerce Lane
Jupiter FL 33458

Re: Creekside Hotel

Dear Ms. Knobbe:

O'Rourke Engineering & Planning has completed the traffic analysis for the proposed hotel development with supporting commercial consisting of 101 hotel rooms, 2,500 sf restaurant, and 2,500 sf of retail to be located west of Colorado Avenue in Stuart, Martin County. The steps in the analysis and the ensuing results are presented herein.

It has been a pleasure working with you.

Respectfully submitted,
O'ROURKE ENGINEERING & PLANNING

Susan E. O'Rourke, P.E.
President

3725 SE Ocean Blvd. | Suite 201 | Stuart, FL 34996 | 772-781-7918 | Susan@OREP.tech

TABLE OF CONTENTS

INTRODUCTION	1
PROJECT DESCRIPTION	1
TRIP GENERATION	1
PROJECT DESCRIPTION / ASSIGNMENT / IMPACT	4
INTERSECTION / DRIVEWAY ANALYSIS	8
CONCURRENCY REVIEW / CONCLUSION	8

TABLES

TABLE 1a: Daily Trip Generation	3
TABLE 1b: AM Trip Generation	3
TABLE 1c: PM Trip Generation	3
TABLE 2a: Percent Impact – AM	6
TABLE 2b: Percent Impact – PM	6
TABLE 3a: Link Analysis – AM	7
TABLE 3b: Link Analysis – PM	7

FIGURES

FIGURE 1: Project Location	2
FIGURE 2: Percent Assignment	5
FIGURE 3: Driveway Volumes	9

APPENDICES

APPENDIX A: Site Plan
APPENDIX B: Martin County 2022 Roadway Level of Service Inventory Report / 2023 FDOT Multimodal Quality/Level of Service Handbook
APPENDIX C: Intersection / Driveway Data and Analysis

INTRODUCTION

O'Rourke Engineering & Planning was retained to prepare a traffic analysis for the proposed hotel development with supporting commercial located on Colorado Avenue. **Figure 1** illustrates the project location. **Appendix A** includes the project site plan. The project is located within the Creekside District of the CRA. Projects within the CRA are part of the Traffic Concurrency Exception Area and are exempt from concurrency. Therefore, this analysis is informational relative to the project traffic.

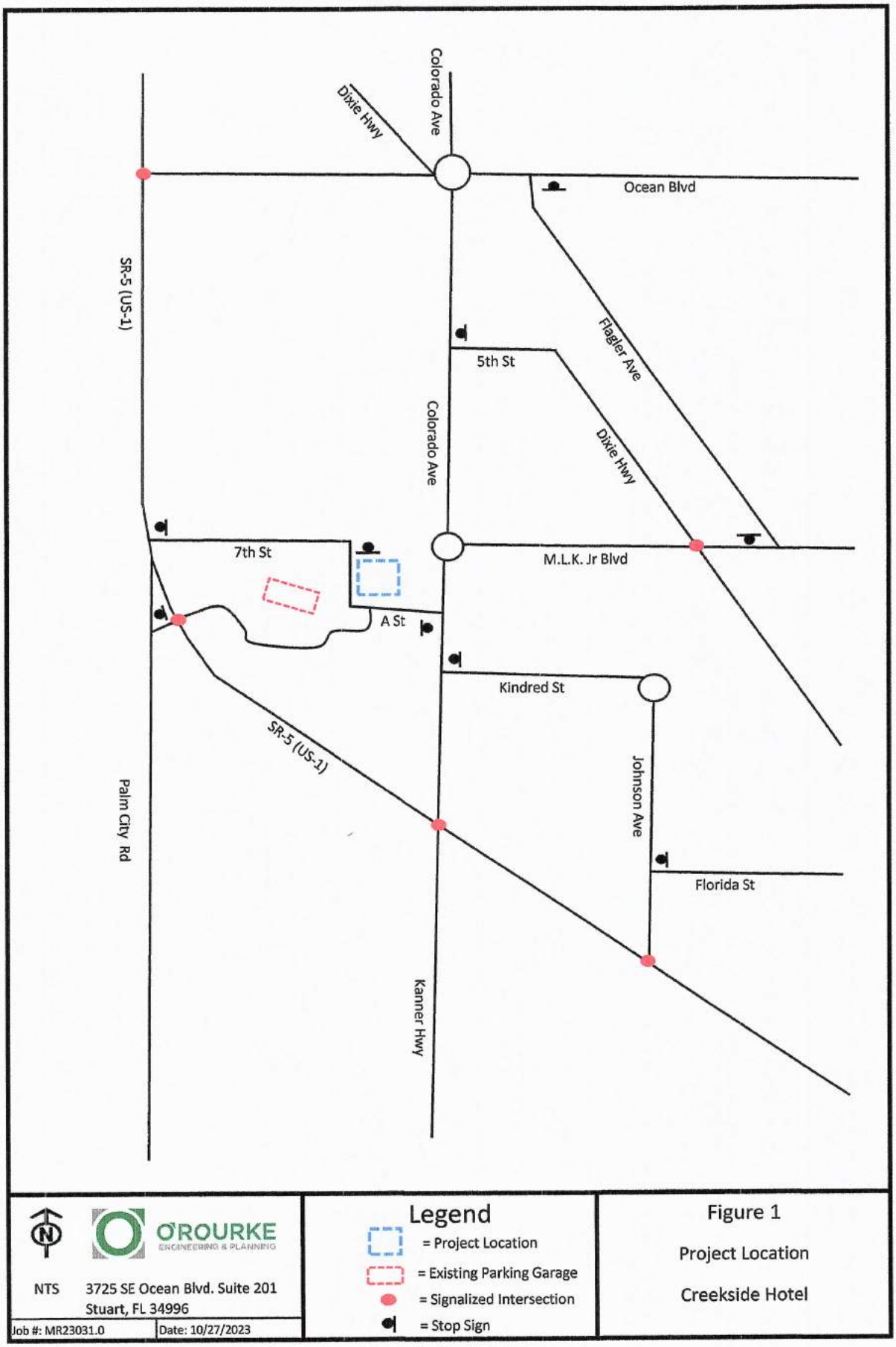
PROJECT DESCRIPTION

The project site is located on the west side of Colorado Avenue in Stuart. The parking for the site will be located within the Royal Palm Financial Center garage. The development consists of 101 hotel rooms, 2,500 square feet of retail, and 2,500 square feet of restaurant. The project will have access via a shared driveway with the Royal Palm Financial Center onto US 1 and out to Colorado Avenue via A Street. The project is expected to be built out by 2024.

Trip Generation —ITE Trip Generation rates from the 11th Edition were applied to the uses.

The trip generation of the site is summarized in **Table 1**.

As shown, the project will generate 54 AM peak hour trips with 31 in and 23 out and 53 PM peak hour trips with 29 in and 24 out.



O'ROURKE ENGINEERING & PLANNING

NTS

3725 SE Ocean Blvd. Suite 201
Stuart, FL 34996

Job #: MR23031.0 | Date: 10/27/2023

Legend

- = Project Location
- = Existing Parking Garage
- = Signalized Intersection
- = Stop Sign

Figure 1

Project Location

Creekside Hotel

Table 1 - Trip Generation

Table 1a: Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Retail	822	2,500	Sft	T = 42.20(X) + 229.68	50%	50%	168	167	335	20	22	42	12.5%	148	145	293	71	70	141	48.0%	77	75	152
High-Turnover (Sit-Down) Restaurant	932	2,500	Sft	T = 107.20	50%	50%	134	134	268	30	17	47	17.5%	104	117	221	49	48	97	44.0%	55	69	124
Hotel	310	101	Rooms	T = 10.84(X) - 423.51	50%	50%	336	335	671	4	15	19	2.8%	332	320	652	33	32	65	10.0%	299	288	587
							-	-		-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
TOTALS							**638**	**636**	**1,274**	**54**	**54**	**108**	**8.5%**	**584**	**582**	**1,166**	**153**	**150**	**303**	**26.0%**	**431**	**432**	**863**

Source: ITE 11th Edition Trip Generation Rates

Table 1b: AM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Retail	822	2,500	Sft	T = 2.36	62%	38%	4	2	6	-	-	-	0.0%	4	2	6	2	1	3	48.0%	2	1	3
High-Turnover (Sit-Down) Restaurant	932	2,500	Sft	T = 9.57(X)	55%	45%	13	11	24	1	-	1	4.2%	12	11	23	5	5	10	44.0%	7	6	13
Hotel	310	101	Rooms	T = 0.50(X) - 7.45	56%	44%	24	19	43	-	1	1	2.3%	24	18	42	2	2	4	10.0%	22	16	38
-	-	-	-				-	-		-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
TOTALS							**41**	**32**	**73**	**1**	**1**	**2**	**2.7%**	**40**	**31**	**71**	**9**	**8**	**17**	**23.9%**	**31**	**23**	**54**

Source: ITE 11th Edition Trip Generation Rates

Table 1c: PM Peak Hour

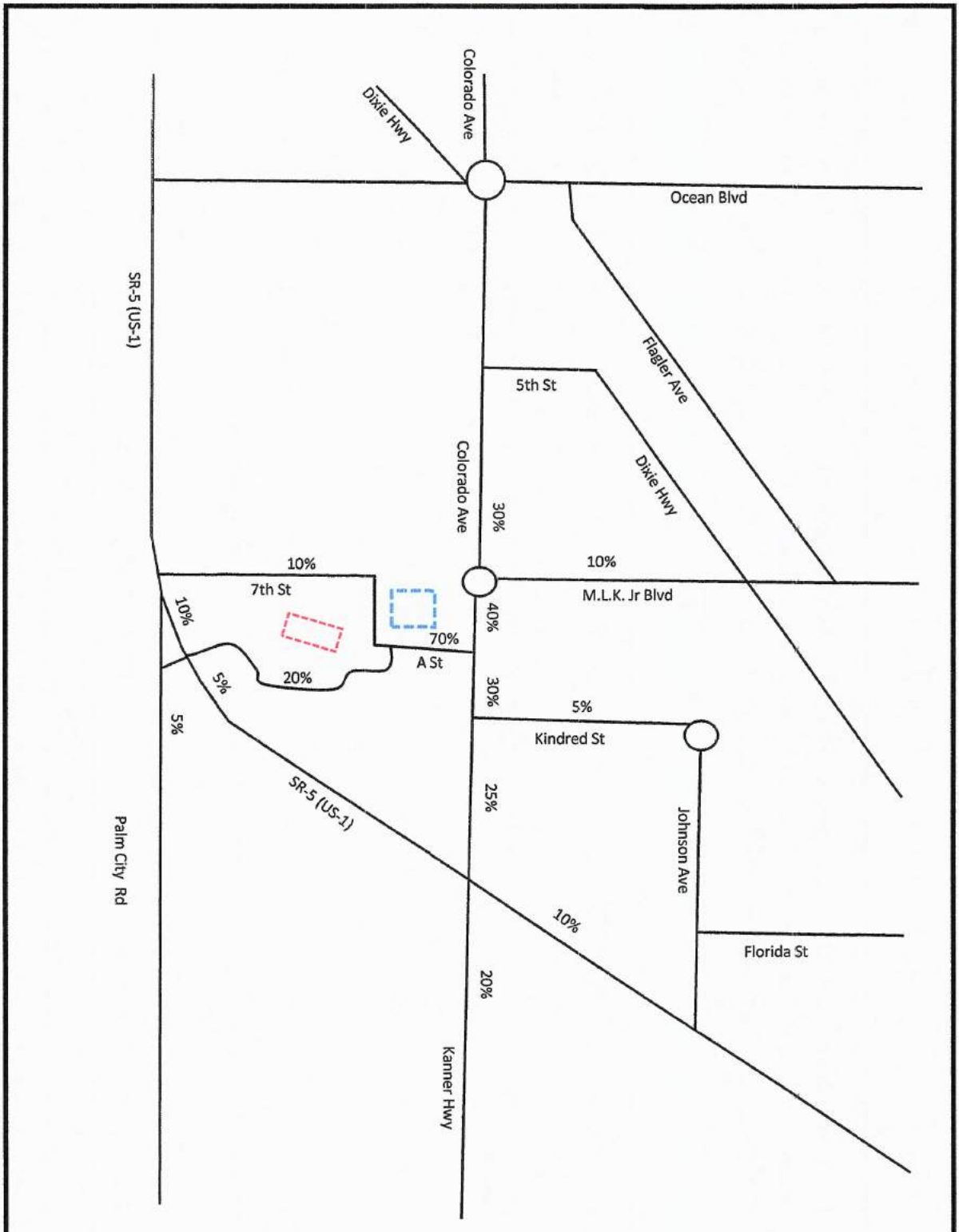
Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips			Pass-by Trips				Net New Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total	In	Out	Total	%	In	Out	Total
Retail	822	2,500	Sft	T = 6.59	48%	52%	8	8	16	4	2	6	37.5%	4	6	10	2	3	5	48.0%	2	3	5
High-Turnover (Sit-Down) Restaurant	932	2,500	Sft	T = 9.05(X)	61%	39%	14	9	23	3	5	8	34.8%	11	4	15	4	3	7	44.0%	7	1	8
Hotel	310	101	Rooms	T = 0.74(X) - 27.89	51%	49%	24	23	47	1	1	2	4.3%	23	22	45	3	2	5	10.0%	20	20	40
-	-	-	-				-	-		-	-	-	0.0%	-	-	-	-	-	-	0.0%	-	-	-
TOTALS							**46**	**40**	**86**	**8**	**8**	**16**	**18.6%**	**38**	**32**	**70**	**9**	**8**	**17**	**24.3%**	**29**	**24**	**53**

Source: ITE 11th Edition Trip Generation Rates

PROJECT DISTRIBUTION/ ASSIGNMENT/ IMPACT

To determine the project impact in 2024, the project traffic was assigned to the network. **Figure 2** illustrates the project assignment. Although the project is not significant on any links, the link analysis was included for informational purposes. The existing counts, capacity and growth rates were taken from the Martin County 2022 Roadway Level of Service Inventory Report and counts made on Colorado Avenue at Kindred Street, Colorado Avenue at A Street, US 1 at Palm City Road, and US 1 at 7th Street. **Table 2** summarizes the Project Percent Impact and **Table 3** summarizes the impact on the link. Table 3 demonstrates the links will operate at an acceptable LOS at buildout.

The applicable pages from the Martin County 2022 Roadway Level of Service Inventory Report and the intersection turning movement count data are included in **Attachment B**.



NTS 3725 SE Ocean Blvd. Suite 201 Stuart, Fl, 34996 Job #: MR23031.0 Date: 10/27/2023	Legend = Project Location = Existing Parking Garage	Figure 2 Percent Assignment Creekside Hotel

Table 2a: Percent Impact - AM Peak Hour

Segment	From	To	Direction		Lanes	Is Project Traffic 5% or More of Capacity?	LOS D/E Directional Peak Hour	Directional Peak Project Volume	Project Percent Assignment	Directional Percent Project of Capacity
Colorado Ave	SR-5	A Street	NB	IN	2L	no	1,190 (1)	12	40%	1.01%
	SR-5	A Street	SB	OUT	2L	no	1,190 (1)	9	40%	0.76%
	A Street	Ocean Blvd	NB	OUT	2L	no	1,190 (1)	7	30%	0.59%
	A Street	Ocean Blvd	SB	IN	2L	no	1,190 (1)	9	30%	0.76%
US 1	SR-5A (Cut-off Rd)	SR-76 (Kanner Hwy)	NB	IN	6LD	no	3,020	3	10%	0.10%
	SR-5A (Cut-off Rd)	SR-76 (Kanner Hwy)	SB	OUT	6LD	no	3,020	2	10%	0.07%
	SR-76 (Kanner Hwy)	Palm City Rd	NB	OUT	6LD	no	2,520	1	5%	0.04%
	SR-76 (Kanner Hwy)	Palm City Rd	SB	IN	6LD	no	2,520	2	5%	0.08%
	Palm City Rd	Joan Jefferson Way	NB	OUT	6LD	no	2,520	2	10%	0.08%
	Palm City Rd	Joan Jefferson Way	SB	IN	6LD	no	2,520	3	10%	0.12%
Kindred St	Colorado Ave	Johnson Ave	EB	OUT	2L	no	870 (1)	1	5%	0.11%
	Colorado Ave	Johnson Ave	WB	IN	2L	no	870 (1)	2	5%	0.23%
SR-76 (Kanner Hwy)	SR-714 (Monterey Rd)	SR-5	EB	OUT	6LD	no	3,020	5	20%	0.17%
	SR-714 (Monterey Rd)	SR-5	WB	IN	6LD	no	3,020	6	20%	0.20%
Palm City Road	SR-714 (Monterey Rd)	SR-5	EB	OUT	2L	no	750	1	5%	0.13%
	SR-714 (Monterey Rd)	SR-5	WB	IN	2L	no	750	2	5%	0.27%
M.L.K Jr. Blvd	Colorado Ave	CR-A1A (Dixie Hwy)	EB	OUT	2L	no	870 (1)	2	10%	0.23%
	Colorado Ave	CR-A1A (Dixie Hwy)	WB	IN	2L	no	870 (1)	3	10%	0.34%
7th Street	SR-5	A Street	NB	IN	2L	no	690 (1)	3	10%	0.43%
	SR-5	A Street	SB	OUT	2L	no	690 (1)	2	10%	0.29%

Source: Martin County 2022 Roadway Level of Service Inventory Report
(1) 2023 FDOT Quality Level of Service Handbook Tables

In: 31
Out: 23

Table 2b: Percent Impact - PM Peak Hour

Segment	From	To	Direction		Lanes	Is Project Traffic 5% or More of Capacity?	LOS D/E Directional Peak Hour	Directional Peak Project Volume	Project Percent Assignment	Directional Percent Project of Capacity
Colorado Ave	SR-5	A Street	NB	IN	2L	no	1,190 (1)	12	40%	1.01%
	SR-5	A Street	SB	OUT	2L	no	1,190 (1)	10	40%	0.84%
	A Street	Ocean Blvd	NB	OUT	2L	no	1,190 (1)	7	30%	0.59%
	A Street	Ocean Blvd	SB	IN	2L	no	1,190 (1)	9	30%	0.76%
US 1	SR-5A (Cut-off Rd)	SR-76 (Kanner Hwy)	NB	IN	6LD	no	3,020	3	10%	0.10%
	SR-5A (Cut-off Rd)	SR-76 (Kanner Hwy)	SB	OUT	6LD	no	3,020	2	10%	0.07%
	SR-76 (Kanner Hwy)	Palm City Rd	NB	OUT	6LD	no	2,520	1	5%	0.04%
	SR-76 (Kanner Hwy)	Palm City Rd	SB	IN	6LD	no	2,520	1	5%	0.04%
	Palm City Rd	Joan Jefferson Way	NB	OUT	6LD	no	2,520	2	10%	0.08%
	Palm City Rd	Joan Jefferson Way	SB	IN	6LD	no	2,520	3	10%	0.12%
Kindred St	Colorado Ave	Johnson Ave	EB	OUT	2L	no	870 (1)	1	5%	0.11%
	Colorado Ave	Johnson Ave	WB	IN	2L	no	870 (1)	1	5%	0.11%
SR-76 (Kanner Hwy)	SR-714 (Monterey Rd)	SR-5	EB	OUT	6LD	no	3,020	5	20%	0.17%
	SR-714 (Monterey Rd)	SR-5	WB	IN	6LD	no	3,020	6	20%	0.20%
Palm City Road	SR-714 (Monterey Rd)	SR-5	EB	OUT	2L	no	750	1	5%	0.13%
	SR-714 (Monterey Rd)	SR-5	WB	IN	2L	no	750	1	5%	0.13%
M.L.K Jr. Blvd	Colorado Ave	CR-A1A (Dixie Hwy)	EB	OUT	2L	no	870 (1)	2	10%	0.23%
	Colorado Ave	CR-A1A (Dixie Hwy)	WB	IN	2L	no	870 (1)	3	10%	0.34%
7th Street	SR-5	A Street	NB	IN	2L	no	690 (1)	3	10%	0.43%
	SR-5	A Street	SB	OUT	2L	no	690 (1)	2	10%	0.29%

Source: Martin County 2022 Roadway Level of Service Inventory Report
(1) 2023 FDOT Quality Level of Service Handbook Tables

In: 29
Out: 24

Table 3a: Link Analysis - AM Peak Hour

Segment	From	To	Direction		Lanes	Is Project Traffic 5% or More of Capacity?	2023 Volume Peak Hour [2] Peak Direction	Growth [3] Rate	2024 Volume Peak Hour Peak Direction	LOS E [1] Directional Peak Hour	Directional Peak Project Volume	Project Percent Assignment	Directional Percent Project of Capacity	Total Traffic (Peak Direction)	Does Project Meet Concurrency?
Colorado Ave	SR-5	A Street	NB	IN	2L	no	838	1.0109	847	1,190	12	40%	1.38%	859	Yes
	SR-5	A Street	SB	OUT	2L	no	589	1.0109	595	1,190	9	40%	1.03%	604	Yes
	A Street	Ocean Blvd	NB	OUT	2L	no	916	1.0109	926	1,190	7	30%	0.80%	933	Yes
	A Street	Ocean Blvd	SB	IN	2L	no	618	1.0109	625	1,190	9	30%	1.03%	634	Yes

(1) 2023 FDOT Multimodal Quality/Level of Service Handbook
(2) From Turning Movement Counts
(3) FDOT Traffic Online for Colorado Avenue

In: 31
Out: 23
Years Grown: 1

Table 3b: Link Analysis - PM Peak Hour

Segment	From	To	Direction		Lanes	Is Project Traffic 5% or More of Capacity?	2023 Volume Peak Hour [2] Peak Direction	Growth [3] Rate	2024 Volume Peak Hour Peak Direction	LOS E [1] Directional Peak Hour	Directional Peak Project Volume	Project Percent Assignment	Directional Percent Project of Capacity	Total Traffic (Peak Direction)	Does Project Meet Concurrency?
Colorado Ave	SR-5	A Street	NB	IN	2L	no	702	1.0109	710	1,190	12	40%	1.38%	722	Yes
	SR-5	A Street	SB	OUT	2L	no	879	1.0109	889	1,190	10	40%	1.15%	899	Yes
	A Street	Ocean Blvd	NB	OUT	2L	no	785	1.0109	794	1,190	7	30%	0.80%	801	Yes
	A Street	Ocean Blvd	SB	IN	2L	no	938	1.0109	948	1,190	9	30%	1.03%	957	Yes

(1) 2023 FDOT Multimodal Quality/Level of Service Handbook Tables
(2) From Turning Movement Counts
x

In: 29
Out: 24
Years Grown: 1

INTERSECTION ANALYSIS

Turning movement counts were made at Colorado Avenue and SE Kindred Street, Colorado Avenue and A Street, US 1 and Palm City Road, and US 1 and 7th Street during the AM and PM peak hours. Synchro was used to determine the level of service for the existing, 2024 without project and 2024 with project. The City of Stuart's Comprehensive Plan states that a level of service of E is an acceptable level of service. **Table 4** summarizes the results of the intersection analysis.

Table 4	Colorado/ Kindred				Colorado/A				US-1/7th				US-1/Palm City			
	AM		PM		AM		PM		AM		PM		AM		PM	
Existing	20.3	C	21.4	C	13.5	B	20.1	C	17.2	C	43.1	E	57.8	E	46.6	D
Background	35.5	E	21.7	C	13.6	B	20.4	C	17.3	C	43.5	E	58.3	E	47.2	D
Project	37.4	E	22.4	C	14.2	B	22.3	C	17.5	C	44.8	E	58.8	E	47.6	D

The Synchro analyses are included **Appendix C**.

Colorado Avenue and SE Kindred Street – The unsignalized intersection was counted on March 29, 2023. The level of service remains within acceptable level of service for all scenarios.

Colorado Avenue and A Street – The unsignalized intersection was counted on July 12, 2023. This intersection is the primary entrance to the project. The level of service remains within acceptable level of service for all scenarios.

US-1 and 7th Street – The unsignalized right-in/right-out intersection was counted on July 12, 2023. Guests and employees of the hotel will be discouraged from using 7th Street. However, a small amount of traffic is still expected to pass through this intersection. The level of service remains acceptable for all scenarios.

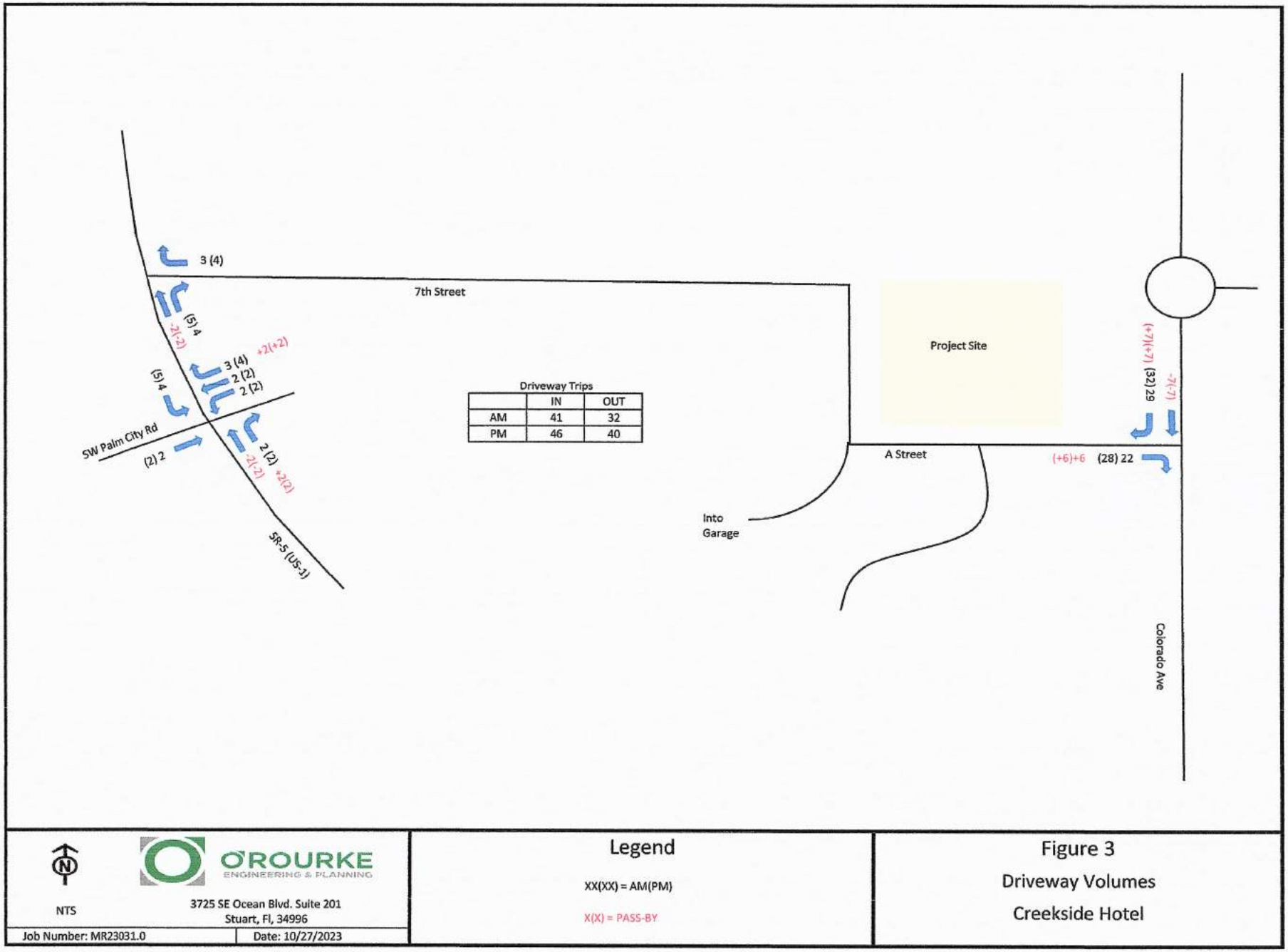
US-1 and Palm City Road – The signalized intersection was counted on May 2, 2023. The level of service remains acceptable for all scenarios. Although some movements experience delays, those are not the result of project impacts.

DRIVEWAY ANALYSIS

The project will have access to Colorado Avenue through A Street, and to US 1 via the shared driveway. The development will use the existing parking garage to provide additional parking. The driveway volumes are shown in **Figure 3**. The driveway will accommodate the minor increase in traffic. The driveway will operate at LOS B in the AM peak hour and LOS C in the PM peak hour.

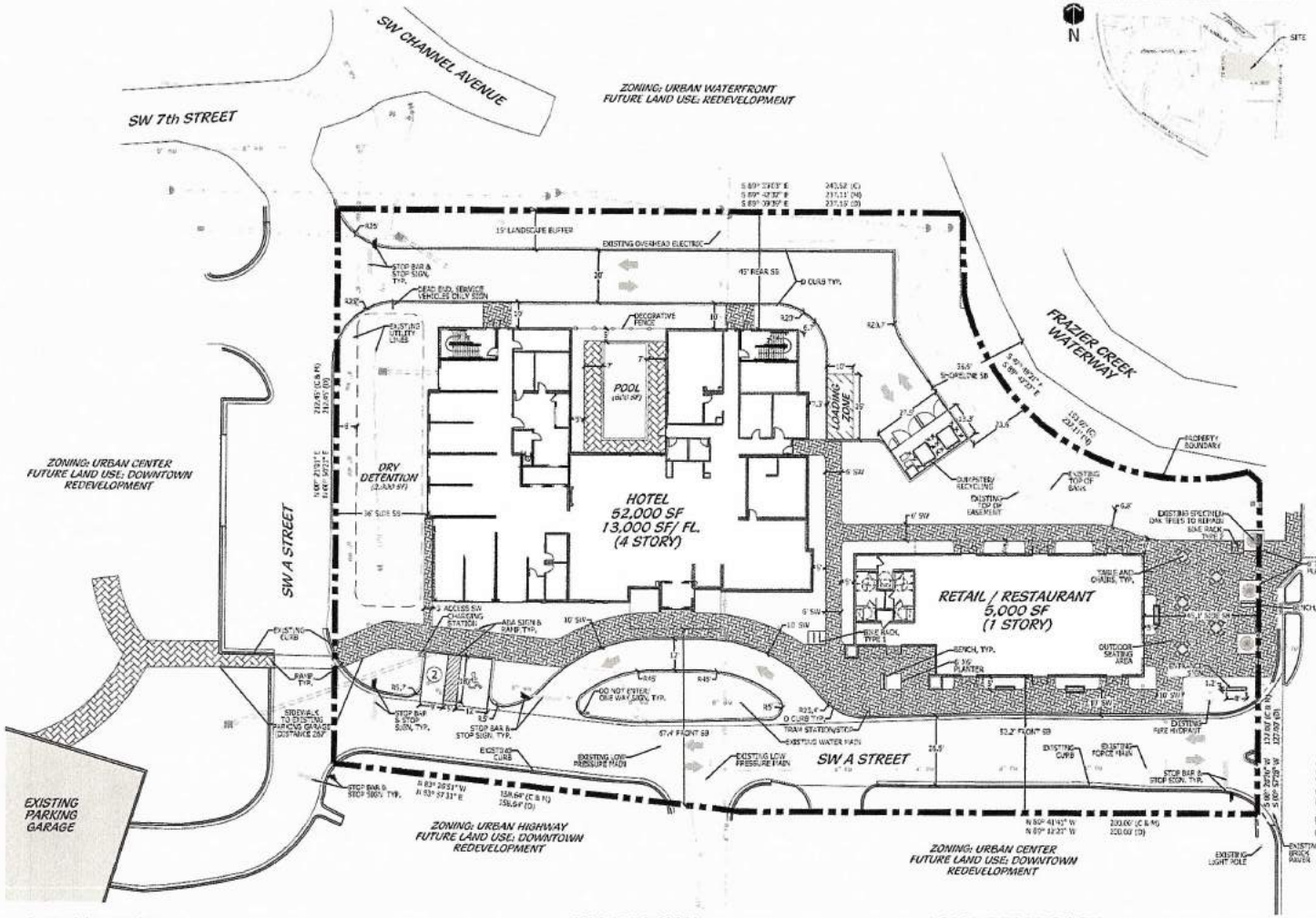
CONCURRENCY REVIEW/ CONCLUSION

The Creekside Hotel will have a traffic impact of 54 AM peak hour trips with 31 in and 23 out and 53 PM peak hour trips with 29 in and 24 out. These trips will not cause levels of service to fall below acceptable levels in the future. However, the project is located within the Creek District of the CRA, which is part of the Traffic Concurrency Exception Area. Projects within the TCEA are exempt from concurrency requirements.


3 (4)
7th Street
(5) 4
-2(-2)
3 (4)
2 (2)
2 (2)
+2(+2)
(5) 4
SW Palm City Rd
(2) 2
2 (2)
-2(-2)
+2(2)
SR-5 (US-1)
Driveway Trips
IN
OUT
AM
41
32
PM
46
40
Project Site
A Street
Into
Garage
(+7)(+7) (32) 29
-7(-7)
(+6)+6
(28) 22
Colorado Ave
NTS
O'ROURKE
ENGINEERING & PLANNING
3725 SE Ocean Blvd. Suite 201
Stuart, Fl, 34996
Job Number: MR23031.0
Date: 10/27/2023
Legend
XX(XX) = AM(PM)
X(X) = PASS-BY
Figure 3
Driveway Volumes
Creekside Hotel

APPENDIX A

Site Plan



LOCATION MAP

SITE DATA

NAME OF PROJECT	CREEKSIDE HOTEL		
PROPERTY CONTROL NUMBERS	55-38-41-010-000-00020-0		
FEMA FLOOD ZONE	Zone AE (EL 9)		
EXISTING LAND USE DESIGNATION	Downtown Redevelopment		
EXISTING ZONING DISTRICT	Urban Center		
SPECIAL INTEREST DISTRICT	The Creek		
MAXIMUM BUILDING HEIGHT	45'		
NUMBER OF STORIES	4		
NUMBER OF BUILDINGS	2		
TOTAL SITE AREA	1.62 AC 70,600 SF		
BUILDING DATA			
HOTEL	13,000 SF PER FLOOR 52,000 SF TOTAL		
RETAIL	5,000 SF		
LAND USE	SF	AC	%
BUILDING/LOT COVERAGE	18,000	0.41	25.42%
VEHICULAR USE AREA	19,600	0.45	27.68%
SIDEWALKS & HARDSCAPE	24,000	0.54	33.90%
OPEN SPACE	9,000	0.21	12.71%
TOTAL	70,600	1.62	100.00%
LOT COVERAGE	REQ	PROV	
	75%	71.90%	
IMPERVIOUS AREA	SF	AC	%
BUILDING/LOT COVERAGE	18,000	0.41	25.42%
VEHICULAR USE AREA	19,600	0.45	27.68%
SIDEWALKS & HARDSCAPE	24,000	0.55	33.90%
POOL	900	0.02	1.27%
TOTAL IMPERVIOUS AREA	62,500	1.43	88.27%
PERVIOUS AREA	SF	AC	%
GREENSPACE	7,100	0.16	10.06%
DRY DETENTION	1,000	0.02	1.42%
TOTAL PERVIOUS AREA	8,100	0.19	11.48%
TOTAL SITE AREA	70,600	1.62	100.00%
PARKING DATA	REQ	PROV	
HOTEL	91	91	
RETAIL	19	19	
TOTAL	110	110	
*NOTE: PARKING WILL ALSO BE PROVIDED OFF-SITE IN EXISTING GARAGE			
PEDESTRIAN AMENITIES	REQ	PROV	
TREES	5	5	
BIKE RACKS	2	2	
SETBACK	REQUIRED	PROPOSED	
FRONT	0-10'	10.2'	
SIDE (EAST)	0 or 5+	39.5'	
SIDE (WEST)	0 or 5+	40.1'	
REAR	10'	45'	
SHORELINE PROTECTION AT FRAZIER CREEK	10'	18.9'	
LANDSCAPE BUFFER	REQUIRED	PROPOSED	
NORTH	15'	15'	

GENERAL NOTES

REFUSE SERVICE SHALL BE ACCOMPLISHED BY WAY OF INDIVIDUAL DUMPSTER AND RECYCLING AS SHOWN ON THE SITE PLAN.

10' X 30' SAFE SIGHT TRIANGLE SHALL BE PROVIDED AT THE PROJECTS ENTRY ROADS.

TYPE D OR F RAISED CONCRETE CURBING SHALL BE PROVIDED AROUND ALL PLANTING ISLANDS WITHIN VEHICULAR USE AREAS.

MAJORITY OF REQUIRED PARKING WILL BE PROVIDED OFF-SITE BY AN EXISTING PARKING STRUCTURE WITHIN THE ROYAL PALM FINANCIAL CENTER.

RAMPS SHALL BE PROVIDED AT ALL PEDS, SIDEWALK AND STREET INTERSECTIONS IN ACCORDANCE WITH ADA AND THE FLORIDA HANDICAP ACCESSIBILITY CODE.

ALL A/C UNITS SHALL BE LOCATED TO THE REAR OR SIDE OF ALL BUILDINGS AND FULLY SCREENED ON THREE SIDES WITH LANDSCAPING.

THE BUILDING, LANDSCAPE AND LIGHTING DESIGN SHALL MAXIMIZE THE USE OF CPTED DESIGN PRINCIPLES.

MINIMUM TYPE CONSTRUCTION FOR ALLOWABLE HEIGHT & BUILDING AREA MUST BE COMPLIANCE WITH THE FLORIDA BUILDING CODE TS-500 (AFTER OCT. 1, 2005 FBC 2004)

ALL SIGNAGE SHALL CONFORM TO THE REQUIREMENTS OF CITY OF STUART LDR'S.

"PEDESTRIAN XING" SIGNS SHALL BE PROVIDED FOR ALL MID-BLOCK CROSSINGS.

PROJECT ID SIGNS SHALL BE ILLUMINATED WITH GROUND MOUNTED FIXTURES ON PHOTOCELLS.

THE PHOTOMETRIC PLAN REFLECTS MAINTAINED LIGHTING VALUES IN ACCORDANCE WITH THE REQUIREMENTS OF CITY OF STUART LDR'S.

STREET LIGHTS TO BE FPL COBRA HEADS MOUNTED ON 12' TALL POLES.

PROJECT TEAM

OWNER/CLIENT:
RAJESH PATEL
P.O. BOX 1868
PALM CITY, FL 34991

LANDSCAPE ARCHITECT/PLANNER:
COTLEUR & HEARING, INC.
1934 COMMERCE LANE, SUITE 1
JUPITER, FL 33458
561.747.6336

ARCHITECT
HARTER-ADAMS, P.A.
1370 GENE STREET
WINTER PARK, FL 32789
407.647.5767

ENGINEER
WILSON ENGINEERING & SURVEYING
1449 COMMERCE CENTER DRIVE
FORT ST. LUCIE, FL 34989
772.879.0477

SURVEYOR:
WILSON ENGINEERING & SURVEYING
1449 COMMERCE CENTER DRIVE
FORT ST. LUCIE, FL 34989
772.879.0477

LEGAL DESCRIPTION

UNIT 2, RIPC COMMERCIAL CONDOMINIUM, ACCORDING TO THE CONDOMINIUM DOCUMENTS THEREOF, AS RECORDED IN OFFICIAL RECORDS BOOK 2498, PAGE 1256, OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA.

PARCEL CONTAINS 70 614+/- SQUARE FEET

LEGEND

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

SITE PLAN

Scale: 1" = 20'

North

Cotleur & Hearing
Landscape Architects
Land Planners
Environmental Consultants
1934 Commerce Lane
Suite 1
Jupiter, Florida 33458
561.747.6336 - Fax 747.1377
www.cotleurhearing.com
LIC# LC-26000635

Creekside Hotel

Stuart, Florida

A-1

DESIGNED	LJH
DRAWN	JDR/TJB
APPROVED	RVS
JOB NUMBER	22-1016
DATE	03/07/23
REVISIONS	05/17/23

SHEET 1 OF 2

©COTLEUR&HEARING INC.

APPENDIX B

Martin County 2022 Roadway Level of Service Inventory Report

FDOT Traffic Online-Growth on Colorado

2023 FDOT Multimodal Quality/Level of Service Handbook

Martin County 2022 Roadway Level of Service Inventory Report

Road Name	From	To	Type	Generalized Service Capacity	2022 Average Annual Daily Traffic	2022 Peak Hour Directional Volume	2022 Generalized LOS	Avg. Annual Growth Rate
Market Pl	SR-5	Commerce Ave	Class II: 2-Ln Undivided	750	4,716	278	C	1.6%
Matheson Ave	SR-714	Mapp Rd	Class II: 2-Ln Undivided	750	6,306	313	C	5.6%
Monroe St	SR-5	Commerce Ave	Class II: 2-Ln Undivided	750	1,654	102	C	0.5%
Murphy Rd	Mapp Rd	High Meadow Ave	Class II: 2-Ln Undivided	750	5,422	281	C	0.5%
Murphy Rd	High Meadow Ave	St Lucie County	Class II: 2-Ln Undivided	750	8,515	682	D	0.5%
Ocean Blvd	Flagler Ave	Palm Beach Rd	Class II: 2-Ln Divided	790	8,750	525	D	0.5%
Ocean Blvd	Palm Beach Rd	SR-714	4-Ln Divided Non-State	1465	11,275	586	C	0.5%
Osprey St	SR-5	CR-A1A	Class II: 2-Ln Undivided	750	6,087	253	C	4.7%
Osprey St	CR-A1A	Gomez Ave	Class II: 2-Ln Undivided	750	2,074	100	C	2.7%
Palm Beach Rd	SR-714	Ocean Blvd	2-Ln Divided Non-State	710	8,026	435	D	0.5%
Palm City Rd	SR-714	SR-5	Class II: 2-Ln Undivided	750	7,419	391	D	0.5%
Palmer St	CR-707	Indian River Dr	Class II: 2-Ln Undivided	750	3,599	242	C	4.6%
Pineapple Wy	CR-707A(Jensen Beach Blvd.)	SR-732	Class II: 2-Ln Undivided	750	9,986	598	TCEA	0.5%
Pomeroy St	SR-76	Willoughby Blvd	Class II: 2-Ln Divided	790	10,016	590	D	3.3%
Pomeroy St	Willoughby Blvd	SR-5	Class II: 2-Ln Divided	790	9,000	450	D	0.5%
Salerno Rd	SR-76	Willoughby Blvd	Class I: 2-Ln Undivided	880	8,267	434	C	1.0%
Salerno Rd	Willoughby Blvd	SR-5	Class II: 2-Ln Divided	790	9,348	535	D	0.5%
Salerno Rd	SR-5	Commerce Ave	Class II: 2-Ln Undivided	750	9,215	430	TCEA	0.5%
Salerno Rd	Commerce Ave	CR-A1A	Class II: 2-Ln Undivided	750	7,533	335	TCEA	0.5%
Seabranch Blvd	Doubletree Dr	SR-5	Class I: 4-Ln Divided	2000	6,122	303	C	0.5%
Sewalls Pt Rd	SR-A1A	Palmer St	2-Ln Undivided Non-State	675	9,978	448	D	1.1%
Skyline Dr	CR-707A	CR-707	2-Ln Undivided Non-State	675	2,654	131	C	6.5%

Segments with shaded LOS require additional analysis.
The peaks are: Cove Road (PM/EB)

Martin County 2022 Roadway Level of Service Inventory Report

Road Name	From	To	Type	Generalized Service Capacity	2022 Average Annual Daily Traffic	2022 Peak Hour Directional Volume	2022 Generalized LOS	Avg. Annual Growth Rate
SR-5 (US-1)	Palm Beach County	CR-A1A	Transitional 4-Ln Uninter /Divided Flow	3120	21,987	942	A/B	0.5%
SR-5 (US-1)	CR-A1A	CR-708	Class I: 4-Ln Divided	2000	16,899	872	C	0.5%
SR-5 (US-1)	CR-708	Osprey St	Class I: 4-Ln Divided	2000	24,631	1,542	C	0.5%
SR-5 (US-1)	Osprey St	Seabranch Blvd	Class I: 4-Ln Divided	2000	25,721	1,152	C	1.7%
SR-5 (US-1)	Seabranch Blvd	Cove Rd	Class I: 6-Ln Divided	3020	30,025	1,404	C	0.5%
SR-5 (US-1)	Cove Rd	Salerno Rd	Class I: 6-Ln Divided	3020	31,755	1,458	C	0.5%
SR-5 (US-1)	Salerno Rd	Monroe St	Class I: 6-Ln Divided	3020	40,006	1,734	C	0.5%
SR-5 (US-1)	Monroe St	Indian St	Class I: 6-Ln Divided	3020	39,740	1,621	C	0.5%
SR-5 (US-1)	Indian St	SR-714	Class I: 6-Ln Divided	3020	45,150	2,202	C	0.5%
SR-5 (US-1)	SR-714	SR-5A	Class I: 6-Ln Divided	3020	36,532	1,662	C	0.5%
SR-5 (US-1)	SR-5A(Cut-off Rd)	SR-76	Class I: 6-Ln Divided	3020	34,638	1,513	C	0.5%
SR-5 (US-1)	SR-76	Palm City Rd	Class II: 6-Ln Divided	2520	47,422	2,011	D	0.5%
SR-5 (US-1)	Palm City Rd	Joan Jefferson Wy	Class II: 6-Ln Divided	2520	50,263	2,364	D	0.5%
SR-5 (US-1)	Joan Jefferson Wy	Wright Blvd	Class I: 6-Ln Divided	3020	58,659	2,809	C	0.5%
SR-5 (US-1)	Wright Blvd	Baker Rd	Class I: 6-Ln Divided	3020	51,911	2,299	C	0.5%
SR-5 (US-1)	Baker Rd	Britt Rd	Class I: 6-Ln Divided	3020	47,008	2,192	C	0.5%
SR-5 (US-1)	Britt Rd	SR-732	Class I: 7-Ln Divided	3530	56,191	3,068	C	0.5%
SR-5 (US-1)	SR-732	Westmoreland Blvd	Class I: 8-Ln Divided	4040	63,287	2,896	C	0.5%
SR-5 (US-1)	Westmoreland Blvd	St Lucie County	Class I: 8-Ln Divided	4040	62,019	2,679	C	0.5%
SR-710 (Warfield Blvd)	Okeechobee County	Fox Brown Rd	Uninterrupted Rural Hwy: 2-Ln Undivided	670	7,244	273	C	3.9%
SR-710 (Warfield Blvd)	Fox Brown Rd	CR-609 (Allapattah)	2-Ln Uninter /Undivided Flow	890	8,600	323	A/B	3.2%
SR-710 (Warfield Blvd)	CR-609 (Allapattah)	Van Buren	Class I: 2-Ln Undivided	870	13,836	802	C	3.7%

Segments with shaded LOS require additional analysis.
The peaks are: Cove Road (PM/EB)

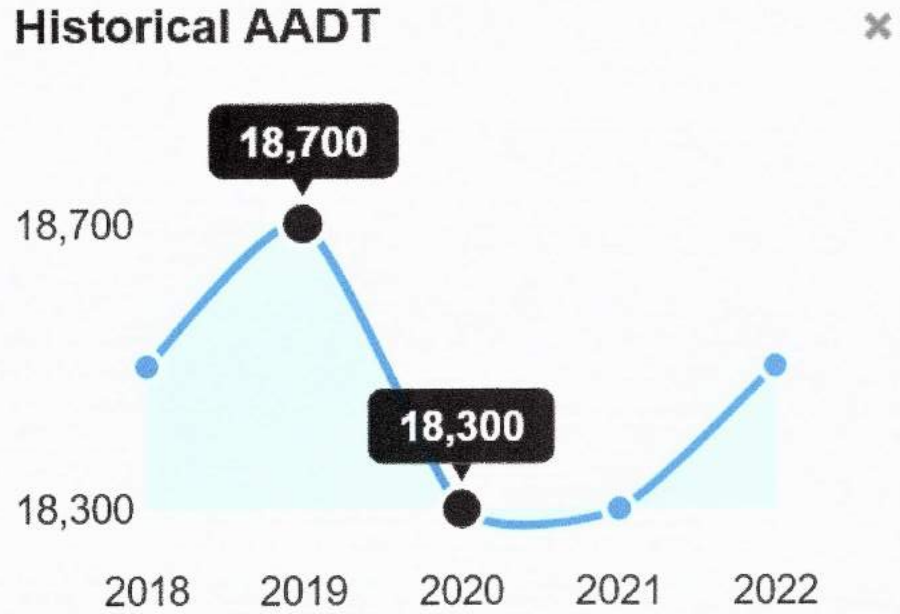
Martin County 2022 Roadway Level of Service Inventory Report

Road Name	From	To	Type	Generalized Service Capacity	2022 Average Annual Daily Traffic	2022 Peak Hour Directional Volume	2022 Generalized LOS	Avg. Annual Growth Rate
SR-76 (Kanner Hwy)	Jack James	Cove Rd	Class I: 6-Ln Divided	3020	48,621	2,628	C	1.4%
SR-76 (Kanner Hwy)	Cove Rd	Salerno Rd	Class I: 6-Ln Divided	3020	38,333	1,863	C	4.8%
SR-76 (Kanner Hwy)	Salerno Rd	Indian St	Class I: 6-Ln Divided	3020	35,201	1,562	C	4.5%
SR-76 (Kanner Hwy)	Indian St	SR-714	Class I: 6-Ln Divided	3020	25,146	1,125	C	4.4%
SR-76 (Kanner Hwy)	SR-714	SR-5	Class I: 6-Ln Divided	3020	25,747	1,030	C	0.7%
SR-A1A (Ocean Blvd)	SR-714	St Lucie Blvd	Class II: 4-Ln Divided	1630	20,755	1,210	D	1.7%
SR-A1A (Ocean Blvd)	St Lucie Blvd	Sewalls Point Rd	Class I: 4-Ln Divided	2000	23,410	955	C	2.1%
SR-A1A (Ocean Blvd)	Sewalls Point Rd	Macarthur Blvd	Class I: 2-Ln Divided	925	14,046	780	C	2.3%
SR-A1A (Ocean Blvd)	MacArthur Blvd	SR-732	2-Ln Uninter /Undivided Flow	1200	8,390	408	A/B	0.5%
SR-A1A (Ocean Blvd)	SR-732	St Lucie County	2-Ln Uninter /Undivided Flow	1200	15,211	882	C	0.5%
St Lucie Blvd	CR-A1A	Indian St	2-Ln Undivided Non-State	675	3,480	183	C	3.1%
St Lucie Blvd	Indian St	SR-A1A	2-Ln Undivided Non-State	675	6,454	363	D	0.5%
Westmoreland Blvd	St Lucie County	SR-5	Class II: 2-Ln Divided	790	10,992	554	D	0.5%
Willoughby Blvd	Cove Rd	Salerno Rd	Class I: 2-Ln Undivided	880	4,108	236	C	1.1%
Willoughby Blvd	Salerno Rd	Pomeroy St	Class I: 2-Ln Undivided	880	9,017	474	C	0.5%
Willoughby Blvd	Pomeroy St	Indian St	Class I: 4-Ln Divided	2000	10,354	533	C	0.5%
Willoughby Blvd	Indian St	SR-714	Class I: 4-Ln Divided	2000	10,059	492	C	0.5%
Wright Blvd	SR-5	Dixie Highway	Class II: 2-Ln Undivided	750	10,146	497	D	1.2%

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Segments with shaded LOS require additional analysis.
The peaks are: Cove Road (PM/EB)

Effective May 16, 2023



Colorado Av.

FDOT Traffic ONLINE

Element 2~~H~~ - TRANSPORTATION ELEMENT Goals, Objectives, and Policies City of Stuart, Florida Adopted October 14, 2002[1]

Footnotes:

--- (1) ---

Cross reference— Infrastructure element, Element IV; implementation, Element VII, Objective A2; capital improvements element and concurrency management system, Element VIII.

GOAL STATEMENT 2.A

Implement a transportation program that provides for a safe and efficient traffic network and provides optimum access to the City's major activity centers. As resources permit, the City shall support mobility citywide through alternate modes of transportation.

The City shall seek to reduce greenhouse gas emissions by discouraging urban sprawl; promoting compact development and maximize internal trips within the development; promote transit oriented development within urban service area; promote affordable and workforce housing in proximity of major employment centers; and promote infrastructure investment in greenhouse gas efficient projects.

(Ord. No. 2205-2010, § 1(Exh. I), 9-27-2010)

Objective 2.A1. - [Roadway system levels of service.]

The City shall provide a safe, convenient and efficient roadway system by maintaining adopted levels of service on all roadways within the City throughout the planning period.

Policy 2.A1.1. Establish an annual traffic count program with the use of traffic counting equipment to monitor peak season and off season traffic. This program shall be coordinated wherever possible with the FDOT and Martin County traffic count information.

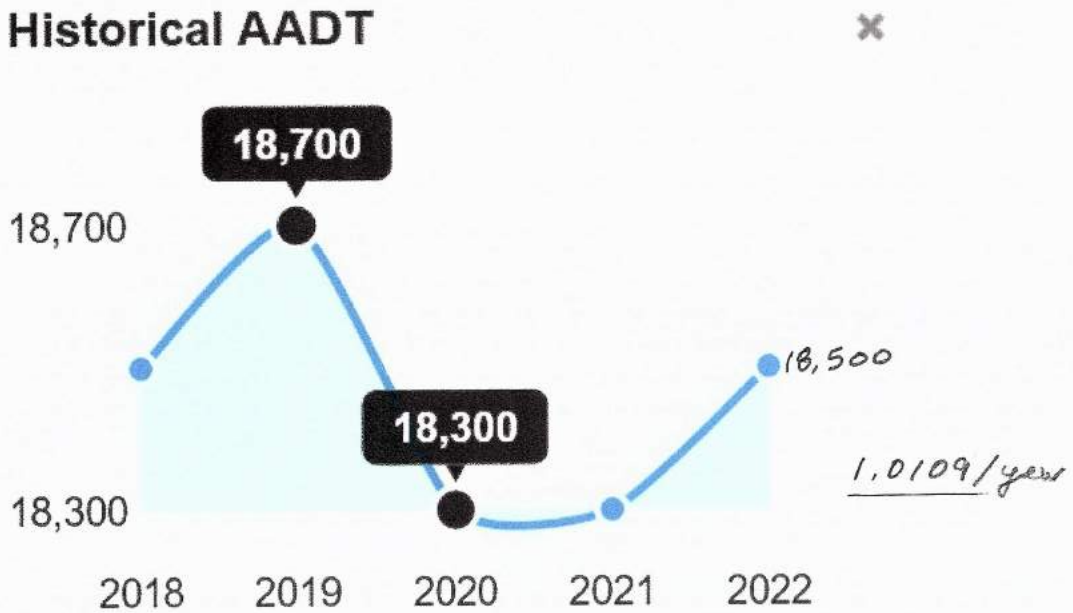
Policy 2.A1.2. Establish an annual traffic count program with the purchase of traffic counting equipment to monitor peak direction/peak hour/peak season and off season traffic. This program shall be coordinated (wherever possible) with the FDOT and Martin County traffic count information through advance scheduling of count station locations between all agencies. The use of peak hour traffic counts shall be used to benchmark conditions.

Policy 2.A1.3. The City shall continue to monitor traffic counts on City roadways. With regard to state and county roads within the City, timely traffic data will be obtained by the City through close coordination with FDOT and Martin County.

Policy 2.A1.4. Except as specified in policies 2.A1.2, 15.1 and 15.2, the City adopts the following level of service (LOS) for all arterial roadways: LOS E at peak hour.

Policy 2.A1.5. The following table includes roadways which have been assigned a tier II interim levels of service. These interim standards are designated to provide a service volume to evaluate traffic generated by proposed developments until the roadway is improved. The table also includes expiration of these interim levels of service.

_____ STAFF NOTE: We will be following up on a separate text amendment updating this policy and the table below now that the improvements have been made and the interim LOS may no longer be required. New policy would focus on how to encourage solutions for critical traffic congestion links through planned development.


Historical AADT
18,700
18,700
18,300
18,300
18,500
1,0109/year
2018
2019
2020
2021
2022

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



(C2T-Rural Town)

Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**



(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900



(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

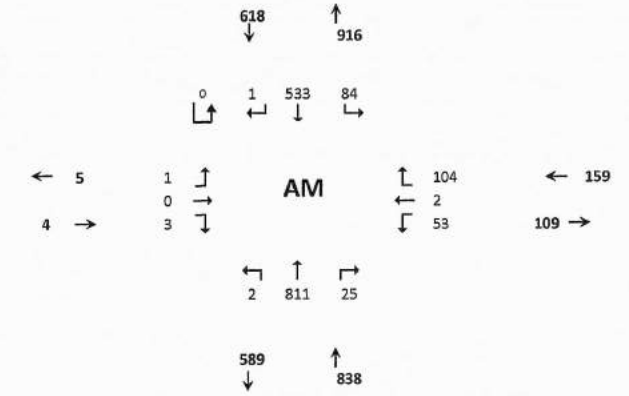
APPENDIX C

Intersection / Driveway Data and Analysis
And
Analysis

TURNING MOVEMENT VOLUME COUNTS

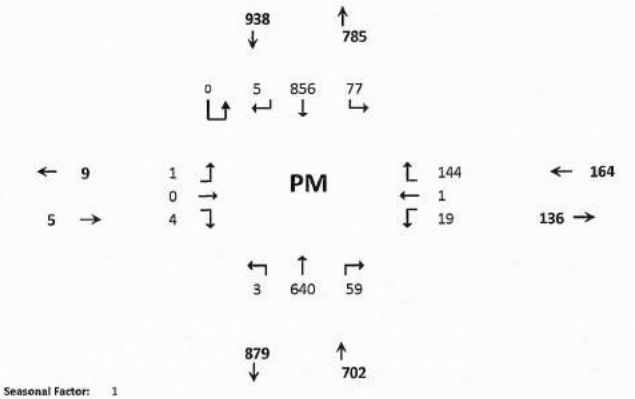
N/S STREET: Colorado Ave | Existing | **E/W STREET:** Kindred St | **CONTROL:** TWSC
FILENAME: Creekside
COUNT DATE: 3/29/2023 | **DAY:** Wednesday | **CITY:** Stuart | **INTERSECTION:** Colorado Ave x Kindred St
REPORT DATE: 3/29/2023 | **ANALYSIS YEAR:** 2023

15 Min Period	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	138	7	0	11	97	0	0	0	0	5	0	12	270	1397
7:15-7:30	0	168	6	0	16	125	0	0	0	0	6	0	19	340	1549
7:30-7:45	0	205	6	0	20	121	2	1	0	0	5	0	26	386	1616
7:45-8:00	1	205	7	0	17	124	0	0	0	0	13	0	34	401	1619
8:00-8:15	0	218	5	0	19	138	0	0	0	0	15	1	26	422	1563
8:15-8:30	1	199	6	0	27	134	1	1	0	2	12	0	24	407	
8:30-8:45	0	189	7	0	21	137	0	0	0	1	13	1	20	389	
8:45-9:00	2	166	5	0	13	134	0	0	0	0	13	0	12	345	
AM PEAK HOUR IS FROM:			7:45AM TO 8:45AM												
Volumes	2	811	25	0	84	533	1	1	0	3	53	2	104	1619	
Season Factor	2	811	25	0	84	533	1	1	0	3	53	2	104	1619	
Growth	2	811	25	0	84	533	1	1	0	3	53	2	104	1619	
In/Out	-	IN	-	-	OUT	OUT	-	-	-	-	-	-	IN		
Percentage	0%	40%	1%	0%	5%	40%	0%	0%	0%	0%	0%	0%	5%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	2	811	25	0	84	533	1	1	0	3	53	2	104	1619	



Seasonal Factor: 1
Trips In 0
Trips Out 0
Growth Rate: 1
Years Grown: 1

15 Min Period lanes	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	1	132	11	0	14	164	0	0	0	0	7	0	29	358	1671
4:15-4:30	2	148	17	0	24	197	1	0	0	2	6	0	34	431	1788
4:30-4:45	0	158	12	0	27	187	0	1	0	0	3	0	43	431	1799
4:45-5:00	2	148	19	0	22	220	1	0	0	1	3	0	35	451	1809
5:00-5:15	0	167	16	0	16	224	3	0	0	0	6	0	43	475	1745
5:15-5:30	0	159	14	0	23	204	0	1	0	2	6	1	32	442	
5:30-5:45	1	166	10	0	16	208	1	0	0	1	4	0	34	441	
5:45-6:00	2	140	9	0	11	199	1	0	0	0	3	0	22	387	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM												
Volumes	3	640	59	0	77	856	5	1	0	4	19	1	144	1809	
Season Factor	3	640	59	0	77	856	5	1	0	4	19	1	144	1809	
Growth	3	640	59	0	77	856	5	1	0	4	19	1	144	1809	
In/Out	-	IN	-	-	OUT	OUT	-	-	-	-	-	-	IN		
Percentage	0%	40%	1%	0%	5%	40%	0%	0%	0%	0%	0%	0%	5%		
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	3	640	59	0	77	856	5	1	0	4	19	1	144	1809	



Seasonal Factor: 1
Growth Rate: 1
Trips In: 0
Trips Out: 0
Years Grown: 1

C-1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	1	0	3	2	811	25	84	533	1
Future Vol, veh/h	0	0	0	1	0	3	2	811	25	84	533	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	1	0	3	2	845	26	88	555	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1596	1607	278	1303	1581	845	556	0	0	871	0	0
Stage 1	732	732	-	849	849	-	-	-	-	-	-	-
Stage 2	864	875	-	454	732	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	78	104	720	127	108	362	1013	-	-	772	-	-
Stage 1	380	426	-	355	376	-	-	-	-	-	-	-
Stage 2	348	366	-	556	426	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	70	92	720	116	95	362	1013	-	-	772	-	-
Mov Cap-2 Maneuver	70	92	-	116	95	-	-	-	-	-	-	-
Stage 1	379	377	-	354	375	-	-	-	-	-	-	-
Stage 2	344	365	-	493	377	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	20.3	0	1.4
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1013	-	-	-	116	362	772	-	-
HCM Lane V/C Ratio	0.002	-	-	-	0.009	0.009	0.113	-	-
HCM Control Delay (s)	8.6	-	-	0	36.3	15	10.3	-	-
HCM Lane LOS	A	-	-	A	E	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	0.4	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↰	↱		↰	↑	↱	↰	↑↱	
Traffic Vol, veh/h	1	0	4	19	1	144	3	640	59	77	856	5
Future Vol, veh/h	1	0	4	19	1	144	3	640	59	77	856	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	4	21	1	157	3	696	64	84	930	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1914	1867	468	1335	1805	696	935	0	0	760	0	0
Stage 1	1101	1101	-	702	702	-	-	-	-	-	-	-
Stage 2	813	766	-	633	1103	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	46	72	542	121	79	441	730	-	-	850	-	-
Stage 1	227	287	-	428	440	-	-	-	-	-	-	-
Stage 2	371	411	-	435	286	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	27	65	542	111	71	441	730	-	-	850	-	-
Mov Cap-2 Maneuver	27	65	-	111	71	-	-	-	-	-	-	-
Stage 1	226	259	-	426	438	-	-	-	-	-	-	-
Stage 2	238	409	-	389	258	-	-	-	-	-	-	-

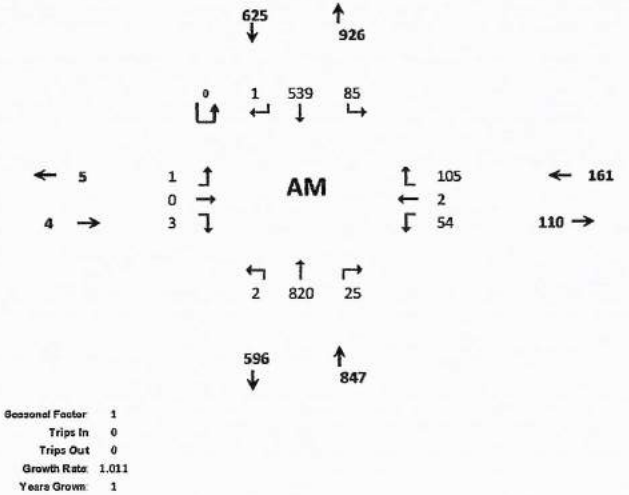
Approach	EB	WB	NB	SB
HCM Control Delay, s	38.5	21.4	0	0.8
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	730	-	-	113	111	426	850	-	-
HCM Lane V/C Ratio	0.004	-	-	0.048	0.186	0.37	0.098	-	-
HCM Control Delay (s)	10	-	-	38.5	44.7	18.3	9.7	-	-
HCM Lane LOS	A	-	-	E	E	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.6	1.7	0.3	-	-

TURNING MOVEMENT VOLUME COUNTS

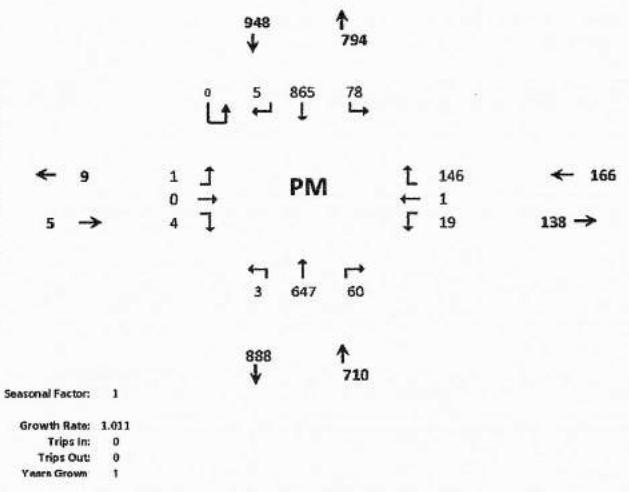
N/S STREET: Colorado Ave | Without Project | E/W STREET: Kindred St | CONTROL: TWSC
FILENAME: Creekside
COUNT DATE: 3/29/2023 | DAY: Wednesday | CITY: Stuart | INTERSECTION: Colorado Ave x Kindred St
REPORT DATE: 3/29/2023 | ANALYSIS YEAR: 2024

15 Min Period	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	138	7	0	11	97	0	0	0	0	5	0	12	270	1397
7:15-7:30	0	168	6	0	16	125	0	0	0	0	6	0	19	340	1549
7:30-7:45	0	205	6	0	20	121	2	1	0	0	5	0	26	386	1616
7:45-8:00	1	205	7	0	17	124	0	0	0	0	13	0	34	401	1619
8:00-8:15	0	218	5	0	19	138	0	0	0	0	15	1	26	422	1563
8:15-8:30	1	199	6	0	27	134	1	1	0	2	12	0	24	407	
8:30-8:45	0	189	7	0	21	137	0	0	0	1	13	1	20	389	
8:45-9:00	2	166	5	0	13	134	0	0	0	0	13	0	12	345	
AM PEAK HOUR IS FROM:			7:45AM TO 8:45AM												
Volumes	2	811	25	0	84	533	1	1	0	3	53	2	104	1619	
Season Factor	2	811	25	0	84	533	1	1	0	3	53	2	104	1619	
Growth	2	820	25	0	85	539	1	1	0	3	54	2	105	1637	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	2	820	25	0	85	539	1	1	0	3	54	2	105	1637	



Seasonal Factor: 1
Trips In: 0
Trips Out: 0
Growth Rate: 1.011
Years Grown: 1

15 Min Period lanes	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	1	132	11	0	14	164	0	0	0	0	7	0	29	358	1671
4:15-4:30	2	148	17	0	24	197	1	0	0	2	6	0	34	431	1788
4:30-4:45	0	158	12	0	27	187	0	1	0	0	3	0	43	431	1799
4:45-5:00	2	148	19	0	22	220	1	0	0	1	3	0	35	451	1809
5:00-5:15	0	167	16	0	16	224	3	0	0	0	6	0	43	475	1745
5:15-5:30	0	159	14	0	23	204	0	1	0	2	6	1	32	442	
5:30-5:45	1	166	10	0	16	208	1	0	0	1	4	0	34	441	
5:45-6:00	2	140	9	0	11	199	1	0	0	0	3	0	22	387	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM												
Volumes	3	640	59	0	77	856	5	1	0	4	19	1	144	1809	
Season Factor	3	640	59	0	77	856	5	1	0	4	19	1	144	1809	
Growth	3	647	60	0	78	865	5	1	0	4	19	1	146	1829	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	3	647	60	0	78	865	5	1	0	4	19	1	146	1829	



Seasonal Factor: 1
Growth Rate: 1.011
Trips In: 0
Trips Out: 0
Years Grown: 1

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	3	54	2	105	2	820	25	85	539	1
Future Vol, veh/h	1	0	3	54	2	105	2	820	25	85	539	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	3	56	2	109	2	854	26	89	561	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1667	1624	281	1317	1598	854	562	0	0	880	0	0
Stage 1	740	740	-	858	858	-	-	-	-	-	-	-
Stage 2	927	884	-	459	740	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	70	102	717	125	106	357	1007	-	-	766	-	-
Stage 1	375	422	-	351	373	-	-	-	-	-	-	-
Stage 2	321	362	-	552	422	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	43	90	717	113	93	357	1007	-	-	766	-	-
Mov Cap-2 Maneuver	43	90	-	113	93	-	-	-	-	-	-	-
Stage 1	374	373	-	350	372	-	-	-	-	-	-	-
Stage 2	221	361	-	486	373	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	30.4	35.5	0	1.4
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1007	-	-	146	113	339	766	-	-
HCM Lane V/C Ratio	0.002	-	-	0.029	0.498	0.329	0.116	-	-
HCM Control Delay (s)	8.6	-	-	30.4	64.9	20.7	10.3	-	-
HCM Lane LOS	A	-	-	D	F	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	2.3	1.4	0.4	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	4	19	1	146	3	647	60	78	865	5
Future Vol, veh/h	1	0	4	19	1	146	3	647	60	78	865	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	4	21	1	159	3	703	65	85	940	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1935	1887	473	1349	1824	703	945	0	0	768	0	0
Stage 1	1113	1113	-	709	709	-	-	-	-	-	-	-
Stage 2	822	774	-	640	1115	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	44	70	538	118	77	437	724	-	-	844	-	-
Stage 1	223	283	-	424	436	-	-	-	-	-	-	-
Stage 2	367	407	-	431	282	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	25	63	538	108	69	437	724	-	-	844	-	-
Mov Cap-2 Maneuver	25	63	-	108	69	-	-	-	-	-	-	-
Stage 1	222	254	-	422	434	-	-	-	-	-	-	-
Stage 2	232	405	-	384	254	-	-	-	-	-	-	-

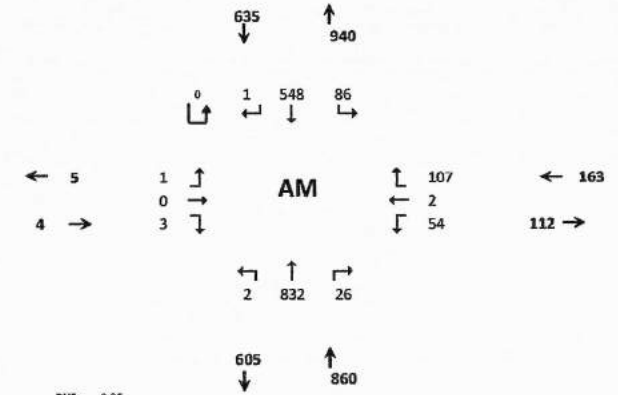
Approach	EB	WB	NB	SB
HCM Control Delay, s	41.1	21.7	0	0.8
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	724	-	-	105	108	422	844	-	-
HCM Lane V/C Ratio	0.005	-	-	0.052	0.191	0.379	0.1	-	-
HCM Control Delay (s)	10	-	-	41.1	46.1	18.6	9.7	-	-
HCM Lane LOS	A	-	-	E	E	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.7	1.7	0.3	-	-

TURNING MOVEMENT VOLUME COUNTS

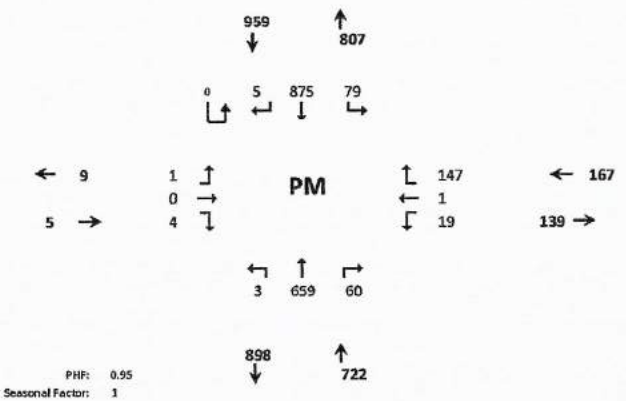
N/S STREET: Colorado Ave | With Project | E/W STREET: Kindred St | CONTROL: TWSC
FILENAME: Creekside
COUNT DATE: 3/29/2023 | DAY: Wednesday | CITY: Stuart | INTERSECTION: Colorado Ave x Kindred St
REPORT DATE: 3/29/2023 | ANALYSIS YEAR: 2024

15 Min Period	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	138	7	0	11	97	0	0	0	0	5	0	12	270	1397
7:15-7:30	0	168	6	0	16	125	0	0	0	0	6	0	19	340	1549
7:30-7:45	0	205	6	0	20	121	2	1	0	0	5	0	26	386	1616
7:45-8:00	1	205	7	0	17	124	0	0	0	0	13	0	34	401	1619
8:00-8:15	0	218	5	0	19	138	0	0	0	0	15	1	26	422	1563
8:15-8:30	1	199	6	0	27	134	1	1	0	2	12	0	24	407	
8:30-8:45	0	189	7	0	21	137	0	0	0	1	13	1	20	389	
8:45-9:00	2	166	5	0	13	134	0	0	0	0	13	0	12	345	
AM PEAK HOUR IS FROM:			7:45AM TO 8:45AM												
Volumes	2	811	25	0	84	533	1	1	0	3	53	2	104	1619	
Season Factor	2	811	25	0	84	533	1	1	0	3	53	2	104	1619	
Growth	2	820	25	0	85	539	1	1	0	3	54	2	105	1637	
In/Out	-	IN	-	-	OUT	OUT	-	-	-	-	-	-	IN		
Percentage	0%	40%	1%	0%	5%	40%	0%	0%	0%	0%	0%	0%	5%		
PROJECT	0	12	0	0	1	9	0	0	0	0	0	0	2	25	
Total	2	832	26	0	86	548	1	1	0	3	54	2	107	1662	



PHF: 0.96
Seasonal Factor: 1
Trips In: 31
Trips Out: 23
Growth Rate: 1.011
Years Grown: 1

15 Min Period lanes	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	1	132	11	0	14	164	0	0	0	0	7	0	29	358	1671
4:15-4:30	2	148	17	0	24	197	1	0	0	2	6	0	34	431	1788
4:30-4:45	0	158	12	0	27	187	0	1	0	0	3	0	43	431	1799
4:45-5:00	2	148	19	0	22	220	1	0	0	1	3	0	35	451	1809
5:00-5:15	0	167	16	0	16	224	3	0	0	0	6	0	43	475	1745
5:15-5:30	0	159	14	0	23	204	0	1	0	2	6	1	32	442	
5:30-5:45	1	166	10	0	16	208	1	0	0	1	4	0	34	441	
5:45-6:00	2	140	9	0	11	199	1	0	0	0	3	0	22	387	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM												
Volumes	3	640	59	0	77	856	5	1	0	4	19	1	144	1809	
Season Factor	3	640	59	0	77	856	5	1	0	4	19	1	144	1809	
Growth	3	647	60	0	78	865	5	1	0	4	19	1	146	1829	
In/Out	-	IN	-	-	OUT	OUT	-	-	-	-	-	-	IN		
Percentage	0%	40%	1%	0%	5%	40%	0%	0%	0%	0%	0%	0%	5%		
Project	0	12	0	0	1	10	0	0	0	0	0	0	1	24	
Total	3	659	60	0	79	875	5	1	0	4	19	1	147	1853	



PHF: 0.95
Seasonal Factor: 1
Growth Rate: 1.011
Trips In: 29
Trips Out: 24
Years Grown: 1

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	3	54	2	107	2	832	26	86	548	1
Future Vol, veh/h	1	0	3	54	2	107	2	832	26	86	548	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	3	56	2	111	2	867	27	90	571	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1693	1650	286	1337	1623	867	572	0	0	894	0	0
Stage 1	752	752	-	871	871	-	-	-	-	-	-	-
Stage 2	941	898	-	466	752	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	67	98	712	120	102	351	999	-	-	757	-	-
Stage 1	369	417	-	345	368	-	-	-	-	-	-	-
Stage 2	315	357	-	547	417	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	41	86	712	108	90	351	999	-	-	757	-	-
Mov Cap-2 Maneuver	41	86	-	108	90	-	-	-	-	-	-	-
Stage 1	368	367	-	344	367	-	-	-	-	-	-	-
Stage 2	213	356	-	480	367	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31.5	37.4	0	1.4
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	999	-	-	140	108	333	757	-	-
HCM Lane V/C Ratio	0.002	-	-	0.03	0.521	0.341	0.118	-	-
HCM Control Delay (s)	8.6	-	-	31.5	69.9	21.3	10.4	-	-
HCM Lane LOS	A	-	-	D	F	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	2.4	1.5	0.4	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	4	19	1	147	3	659	60	79	875	5
Future Vol, veh/h	1	0	4	19	1	147	3	659	60	79	875	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	-	0	-	0	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	4	21	1	160	3	716	65	86	951	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1961	1913	478	1370	1850	716	956	0	0	781	0	0
Stage 1	1126	1126	-	722	722	-	-	-	-	-	-	-
Stage 2	835	787	-	648	1128	-	-	-	-	-	-	-
Critical Hdwy	7.33	6.53	6.93	7.33	6.53	6.23	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.53	5.53	-	6.13	5.53	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.53	5.53	-	-	-	-	-	-	-
Follow-up Hdwy	3.519	4.019	3.319	3.519	4.019	3.319	2.219	-	-	2.219	-	-
Pot Cap-1 Maneuver	42	68	534	114	74	429	717	-	-	834	-	-
Stage 1	219	279	-	417	430	-	-	-	-	-	-	-
Stage 2	361	402	-	426	278	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	24	61	534	104	66	429	717	-	-	834	-	-
Mov Cap-2 Maneuver	24	61	-	104	66	-	-	-	-	-	-	-
Stage 1	218	250	-	415	428	-	-	-	-	-	-	-
Stage 2	225	400	-	379	249	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	42.3	22.4	0	0.8
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	717	-	-	102	104	414	834	-	-
HCM Lane V/C Ratio	0.005	-	-	0.053	0.199	0.389	0.103	-	-
HCM Control Delay (s)	10	-	-	42.3	48	19.1	9.8	-	-
HCM Lane LOS	B	-	-	E	E	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.7	1.8	0.3	-	-

DE TRAFFIC

detraffic.com
(386) 341-4186
Colorado Ave at SE Kindred St
Martin County, Fl

File Name : Colorado at Kindred
Site Code : 00000003
Start Date : 3/29/2023
Page No : 1

Groups Printed- Automobiles - Commercial

	Colorado Ave Southbound				Kindred St Westbound				Colorado Ave Northbound				Street Mall Exit Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	97	0	108	5	0	12	17	0	138	7	145	0	0	0	0	270
07:15 AM	16	125	0	141	6	0	19	25	0	168	6	174	0	0	0	0	340
07:30 AM	20	121	2	143	5	0	26	31	0	205	6	211	1	0	0	1	386
07:45 AM	17	124	0	141	13	0	34	47	1	205	7	213	0	0	0	0	401
Total	64	467	2	533	29	0	91	120	1	716	26	743	1	0	0	1	1397
08:00 AM	19	138	0	157	15	1	26	42	0	218	5	223	0	0	0	0	422
08:15 AM	27	134	1	162	12	0	24	36	1	199	6	206	1	0	2	3	407
08:30 AM	21	137	0	158	13	1	20	34	0	189	7	196	0	0	1	1	389
08:45 AM	13	134	0	147	13	0	12	25	2	166	5	173	0	0	0	0	345
Total	80	543	1	624	53	2	82	137	3	772	23	798	1	0	3	4	1563
04:00 PM	14	164	0	178	7	0	29	36	1	132	11	144	0	0	0	0	358
04:15 PM	24	197	1	222	6	0	34	40	2	148	17	167	0	0	2	2	431
04:30 PM	27	187	0	214	3	0	43	46	0	158	12	170	1	0	0	1	431
04:45 PM	22	220	1	243	3	0	35	38	2	148	19	169	0	0	1	1	451
Total	87	768	2	857	19	0	141	160	5	586	59	650	1	0	3	4	1671
05:00 PM	16	224	3	243	6	0	43	49	0	167	16	183	0	0	0	0	475
05:15 PM	23	204	0	227	6	1	32	39	0	159	14	173	1	0	2	3	442
05:30 PM	16	208	1	225	4	0	34	38	1	166	10	177	0	0	1	1	441
05:45 PM	11	199	1	211	3	0	22	25	2	140	9	151	0	0	0	0	387
Total	66	835	5	906	19	1	131	151	3	632	49	684	1	0	3	4	1745
Grand Total	297	2613	10	2920	120	3	445	568	12	2706	157	2875	4	0	9	13	6376
Apprch %	10.2	89.5	0.3		21.1	0.5	78.3		0.4	94.1	5.5		30.8	0	69.2		
Total %	4.7	41	0.2	45.8	1.9	0	7	8.9	0.2	42.4	2.5	45.1	0.1	0	0.1	0.2	
Automobiles	292	2567	7	2866	115	3	432	550	12	2634	142	2788	4	0	9	13	6217
% Automobiles	98.3	98.2	70	98.2	95.8	100	97.1	96.8	100	97.3	90.4	97	100	0	100	100	97.5
Commercial	5	46	3	54	5	0	13	18	0	72	15	87	0	0	0	0	159
% Commercial	1.7	1.8	30	1.8	4.2	0	2.9	3.2	0	2.7	9.6	3	0	0	0	0	2.5

C-10

DE TRAFFIC

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Martin County, Fl

File Name : Colorado at Kindred
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Start Date : 3/29/2023
Page No : 2

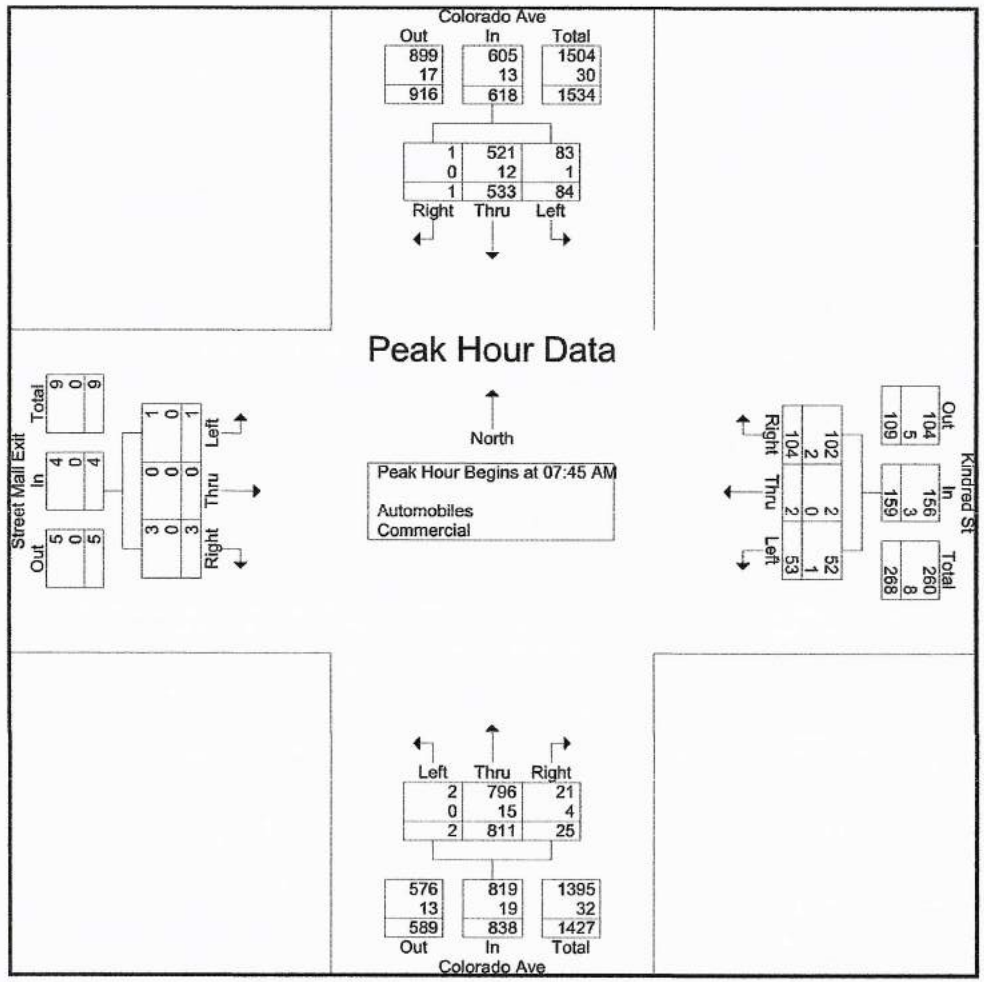
	Colorado Ave Southbound				Kindred St Westbound				Colorado Ave Northbound				Street Mall Exit Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	17	124	0	141	13	0	34	47	1	205	7	213	0	0	0	0	401
08:00 AM	19	138	0	157	15	1	26	42	0	218	5	223	0	0	0	0	422
08:15 AM	27	134	1	162	12	0	24	36	1	199	6	206	1	0	2	3	407
08:30 AM	21	137	0	158	13	1	20	34	0	189	7	196	0	0	1	1	389
Total Volume	84	533	1	618	53	2	104	159	2	811	25	838	1	0	3	4	1619
% App. Total	13.6	86.2	0.2		33.3	1.3	65.4		0.2	96.8	3		25	0	75		
PHF	.778	.966	.250	.954	.883	.500	.765	.846	.500	.930	.893	.939	.250	.000	.375	.333	.959
Automobiles	83	521	1	605	52	2	102	156	2	796	21	819	1	0	3	4	1584
% Automobiles	98.8	97.7	100	97.9	98.1	100	98.1	98.1	100	98.2	84.0	97.7	100	0	100	100	97.8
Commercial	1	12	0	13	1	0	2	3	0	15	4	19	0	0	0	0	35
% Commercial	1.2	2.3	0	2.1	1.9	0	1.9	1.9	0	1.8	16.0	2.3	0	0	0	0	2.2

C-11

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Page No : 3



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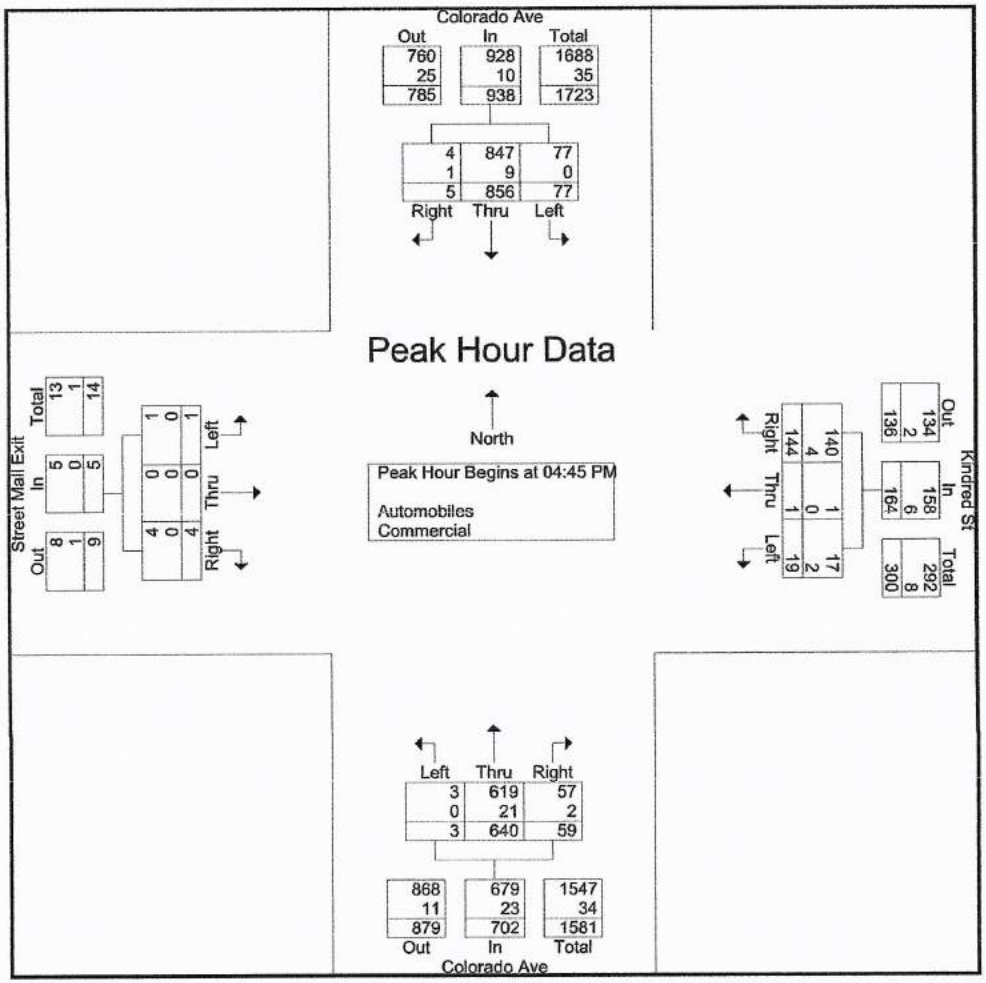
File Name : Colorado at Kindred
Site Code : 00000003
Start Date : 3/29/2023
Page No : 4

	Colorado Ave Southbound				Kindred St Westbound				Colorado Ave Northbound				Street Mall Exit Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	22	220	1	243	3	0	35	38	2	148	19	169	0	0	1	1	451
05:00 PM	16	224	3	243	6	0	43	49	0	167	16	183	0	0	0	0	475
05:15 PM	23	204	0	227	6	1	32	39	0	159	14	173	1	0	2	3	442
05:30 PM	16	208	1	225	4	0	34	38	1	166	10	177	0	0	1	1	441
Total Volume	77	856	5	938	19	1	144	164	3	640	59	702	1	0	4	5	1809
% App. Total	8.2	91.3	0.5		11.6	0.6	87.8		0.4	91.2	8.4		20	0	80		
PHF	.837	.955	.417	.965	.792	.250	.837	.837	.375	.958	.776	.959	.250	.000	.500	.417	.952
Automobiles	77	847	4	928	17	1	140	158	3	619	57	679	1	0	4	5	1770
% Automobiles	100	98.9	80.0	98.9	89.5	100	97.2	96.3	100	96.7	96.6	96.7	100	0	100	100	97.8
Commercial	0	9	1	10	2	0	4	6	0	21	2	23	0	0	0	0	39
% Commercial	0	1.1	20.0	1.1	10.5	0	2.8	3.7	0	3.3	3.4	3.3	0	0	0	0	2.2

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File Name : Colorado at Kindred
Site Code : 00000003
Start Date : 3/29/2023
Page No : 5



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File Name : Colorado at Kindred
Site Code : 00000003
Start Date : 3/29/2023
Page No : 6

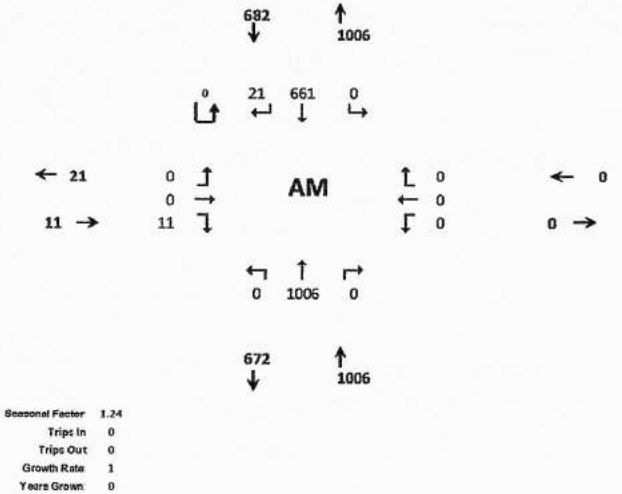
Groups Printed- Peds

	Colorado Ave Southbound					Kindred St Westbound					Colorado Ave Northbound					Street Mall Exit Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
07:45 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	4
Total	0	0	0	3	3	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	9
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	3
08:15 AM	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	6
08:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	5	5	0	0	0	0	0	0	0	0	4	4	0	0	0	2	2	11
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
04:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
04:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	4
Total	0	0	0	4	4	0	0	0	0	0	0	0	0	6	6	0	0	0	0	0	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	3	3	4
05:15 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4
05:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	4
Total	0	0	0	4	4	0	0	0	0	0	0	0	0	4	4	0	0	0	4	4	12
Grand Total	0	0	0	16	16	0	0	0	0	0	0	0	0	16	16	0	0	0	10	10	42
Apprch %	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	100		
Total %	0	0	0	38.1	38.1	0	0	0	0	0	0	0	0	38.1	38.1	0	0	0	23.8	23.8	

TURNING MOVEMENT VOLUME COUNTS

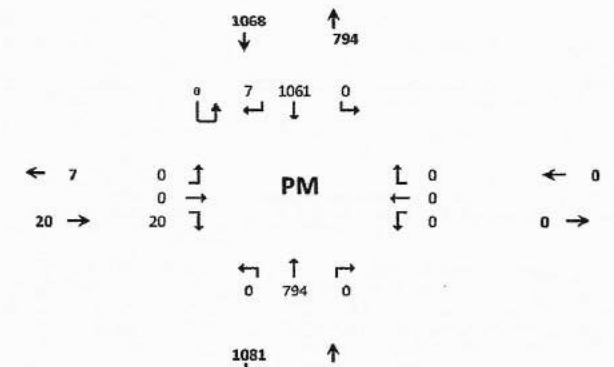
N/S STREET: Colorado Ave | Existing | E/W STREET: A Street | CONTROL: TWSC
FILENAME: Creekside
COUNT DATE: 7/12/2023 | DAY: Wednesday | CITY: Stuart | INTERSECTION: Colorado Ave x A Street
REPORT DATE: 7/15/2023 | ANALYSIS YEAR: 2023

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBU	SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	138	0	0	0	97	0	0	0	0	0	0	0	235	1183
7:15-7:30	0	168	0	0	0	125	0	0	0	0	0	0	0	293	1310
7:30-7:45	0	205	0	0	0	121	0	0	0	0	0	0	0	326	1361
7:45-8:00	0	205	0	0	0	124	0	0	0	0	0	0	0	329	1370
8:00-8:15	0	218	0	0	0	138	5	0	0	1	0	0	0	362	1348
8:15-8:30	0	199	0	0	0	134	5	0	0	6	0	0	0	344	
8:30-8:45	0	189	0	0	0	137	7	0	0	2	0	0	0	335	
8:45-9:00	0	166	0	0	0	134	6	0	0	1	0	0	0	307	
AM PEAK HOUR IS FROM:			7:45AM TO 8:45AM												
Volumes	0	811	0	0	0	533	17	0	0	9	0	0	0	1370	
Season Factor	0	1006	0	0	0	661	21	0	0	11	0	0	0	1699	
Growth	0	1006	0	0	0	661	21	0	0	11	0	0	0	1699	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	1006	0	0	0	661	21	0	0	11	0	0	0	1699	



Seasonal Factor: 1.24
Trips In: 0
Trips Out: 0
Growth Rate: 1
Years Grown: 0

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBU	SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	132	0	0	0	164	4	0	0	14	0	0	0	314	1413
4:15-4:30	0	148	0	0	0	197	2	0	0	9	0	0	0	356	1490
4:30-4:45	0	158	0	0	0	187	4	0	0	4	0	0	0	353	1497
4:45-5:00	0	148	0	0	0	220	6	0	0	16	0	0	0	390	1518
5:00-5:15	0	167	0	0	0	224	0	0	0	0	0	0	0	391	1467
5:15-5:30	0	159	0	0	0	204	0	0	0	0	0	0	0	363	
5:30-5:45	0	166	0	0	0	208	0	0	0	0	0	0	0	374	
5:45-6:00	0	140	0	0	0	199	0	0	0	0	0	0	0	339	
PM PEAK HOUR IS FROM:			4:45PM TO 5:45PM												
Volumes	0	640	0	0	0	856	6	0	0	16	0	0	0	1518	
Season Factor	0	794	0	0	0	1061	7	0	0	20	0	0	0	1882	
Growth	0	794	0	0	0	1061	7	0	0	20	0	0	0	1882	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	794	0	0	0	1061	7	0	0	20	0	0	0	1882	



Seasonal Factor: 1.24
Growth Rate: 1
Trips In: 0
Trips Out: 0
Years Grown: 0

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	11	0	1006	661	21
Future Vol, veh/h	0	11	0	1006	661	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	12	0	1059	696	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	707	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	435	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	435	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	435	-	-
HCM Lane V/C Ratio	-	0.027	-	-
HCM Control Delay (s)	-	13.5	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	20	0	794	1061	7
Future Vol, veh/h	0	20	0	794	1061	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	0	819	1094	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1098	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	259	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	259	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

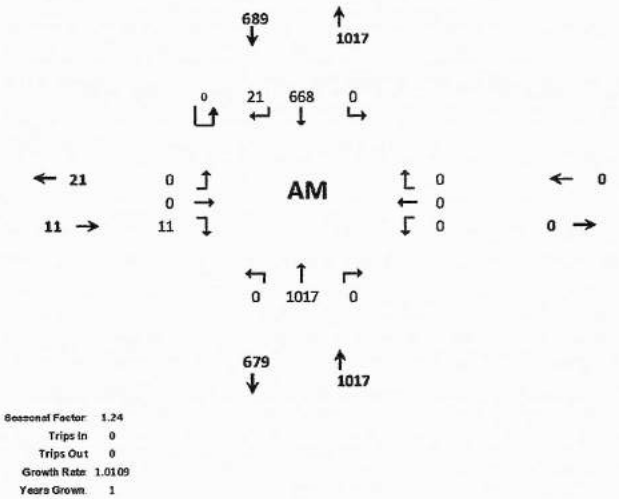
Approach	EB	NB	SB
HCM Control Delay, s	20.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	259	-	-
HCM Lane V/C Ratio	-	0.08	-	-
HCM Control Delay (s)	-	20.1	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

TURNING MOVEMENT VOLUME COUNTS

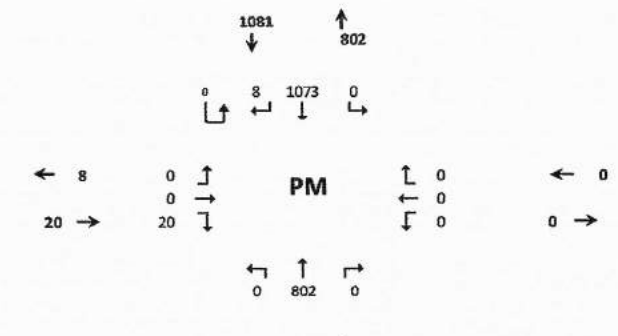
N/S STREET: Colorado Ave | Without Project | E/W STREET: A Street | CONTROL: TWSC
FILENAME: Creekside
COUNT DATE: 7/12/2023 | DAY: Wednesday | CITY: Stuart | INTERSECTION: Colorado Ave x A Street
REPORT DATE: 7/15/2023 | ANALYSIS YEAR: 2024

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBU	SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	138	0	0	0	97	0	0	0	0	0	0	0	235	1183
7:15-7:30	0	168	0	0	0	125	0	0	0	0	0	0	0	293	1310
7:30-7:45	0	205	0	0	0	121	0	0	0	0	0	0	0	326	1361
7:45-8:00	0	205	0	0	0	124	0	0	0	0	0	0	0	329	1370
8:00-8:15	0	218	0	0	0	138	5	0	0	1	0	0	0	362	1348
8:15-8:30	0	199	0	0	0	134	5	0	0	6	0	0	0	344	
8:30-8:45	0	189	0	0	0	137	7	0	0	2	0	0	0	335	
8:45-9:00	0	166	0	0	0	134	6	0	0	1	0	0	0	307	
AM PEAK HOUR IS FROM:		7:45AM TO 8:45AM													
Volumes	0	811	0	0	0	533	17	0	0	9	0	0	0	1370	
Season Factor	0	1006	0	0	0	661	21	0	0	11	0	0	0	1699	
Growth	0	1017	0	0	0	668	21	0	0	11	0	0	0	1717	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	1017	0	0	0	668	21	0	0	11	0	0	0	1717	



Seasonal Factor: 1.24
Trips In: 0
Trips Out: 0
Growth Rate: 1.0109
Years Grown: 1

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBU	SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	132	0	0	0	164	4	0	0	14	0	0	0	314	1413
4:15-4:30	0	148	0	0	0	197	2	0	0	9	0	0	0	356	1490
4:30-4:45	0	158	0	0	0	187	4	0	0	4	0	0	0	353	1497
4:45-5:00	0	148	0	0	0	220	6	0	0	16	0	0	0	390	1518
5:00-5:15	0	167	0	0	0	224	0	0	0	0	0	0	0	391	1467
5:15-5:30	0	159	0	0	0	204	0	0	0	0	0	0	0	363	
5:30-5:45	0	166	0	0	0	208	0	0	0	0	0	0	0	374	
5:45-6:00	0	140	0	0	0	199	0	0	0	0	0	0	0	339	
PM PEAK HOUR IS FROM:		4:45PM TO 5:45PM													
Volumes	0	640	0	0	0	856	6	0	0	16	0	0	0	1518	
Season Factor	0	794	0	0	0	1061	7	0	0	20	0	0	0	1882	
Growth	0	802	0	0	0	1073	8	0	0	20	0	0	0	1903	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	802	0	0	0	1073	8	0	0	20	0	0	0	1903	



Seasonal Factor: 1.24
Growth Rate: 1.0109
Trips In: 0
Trips Out: 0
Years Grown: 1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	11	0	1017	668	21
Future Vol, veh/h	0	11	0	1017	668	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	12	0	1071	703	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	714	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	431	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	431	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	431	-	-
HCM Lane V/C Ratio	-	0.027	-	-
HCM Control Delay (s)	-	13.6	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	20	0	802	1073	8
Future Vol, veh/h	0	20	0	802	1073	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	0	827	1106	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1110	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	255	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	255	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

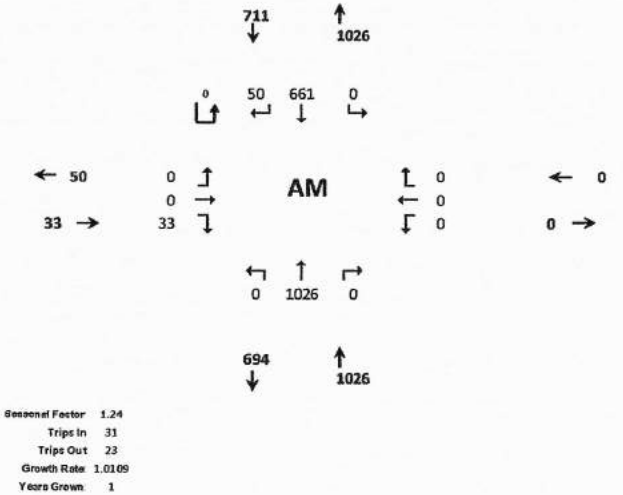
Approach	EB	NB	SB
HCM Control Delay, s	20.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	255	-	-
HCM Lane V/C Ratio	-	0.081	-	-
HCM Control Delay (s)	-	20.4	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

TURNING MOVEMENT VOLUME COUNTS

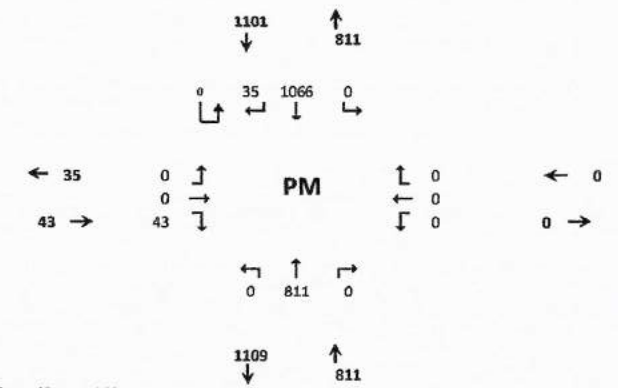
N/S STREET: Colorado Ave | With Project | E/W STREET: A Street | CONTROL: TWSC
FILENAME: Creekside
COUNT DATE: 7/12/2023 | DAY: Wednesday | CITY: Stuart | INTERSECTION: Colorado Ave x A Street
REPORT DATE: 7/15/2023 | ANALYSIS YEAR: 2024

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBU	SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	138	0	0	0	97	0	0	0	0	0	0	0	235	1183
7:15-7:30	0	168	0	0	0	125	0	0	0	0	0	0	0	293	1310
7:30-7:45	0	205	0	0	0	121	0	0	0	0	0	0	0	326	1361
7:45-8:00	0	205	0	0	0	124	0	0	0	0	0	0	0	329	1370
8:00-8:15	0	218	0	0	0	138	5	0	0	1	0	0	0	362	1348
8:15-8:30	0	199	0	0	0	134	5	0	0	6	0	0	0	344	
8:30-8:45	0	189	0	0	0	137	7	0	0	2	0	0	0	335	
8:45-9:00	0	166	0	0	0	134	6	0	0	1	0	0	0	307	
AM PEAK HOUR IS FROM:		7:45AM TO 8:45AM													
Volumes	0	811	0	0	0	533	17	0	0	9	0	0	0	1370	
Season Factor	0	1006	0	0	0	661	21	0	0	11	0	0	0	1699	
Growth	0	1017	0	0	0	668	21	0	0	11	0	0	0	1717	
In/Out	-	IN	-	-	-	-	IN	-	-	OUT	-	-	-		
Percentage	0%	30%	0%	0%	0%	0%	70%	0%	0%	70%	0%	0%	0%		
PROJECT	0	9	0	0	0	0	22	0	0	16	0	0	0	47	
Pass-By						-7	7			6					
Total	0	1026	0	0	0	661	50	0	0	33	0	0	0	1770	



Seasonal Factor: 1.24
Trips In: 31
Trips Out: 23
Growth Rate: 1.0109
Years Grown: 1

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBU	SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	132	0	0	0	164	4	0	0	14	0	0	0	314	1413
4:15-4:30	0	148	0	0	0	197	2	0	0	9	0	0	0	356	1490
4:30-4:45	0	158	0	0	0	187	4	0	0	4	0	0	0	353	1497
4:45-5:00	0	148	0	0	0	220	6	0	0	16	0	0	0	390	1518
5:00-5:15	0	167	0	0	0	224	0	0	0	0	0	0	0	391	1467
5:15-5:30	0	159	0	0	0	204	0	0	0	0	0	0	0	363	
5:30-5:45	0	166	0	0	0	208	0	0	0	0	0	0	0	374	
5:45-6:00	0	140	0	0	0	199	0	0	0	0	0	0	0	339	
PM PEAK HOUR IS FROM:		4:45PM TO 5:45PM													
Volumes	0	640	0	0	0	856	6	0	0	16	0	0	0	1518	
Season Factor	0	794	0	0	0	1061	7	0	0	20	0	0	0	1882	
Growth	0	802	0	0	0	1073	8	0	0	20	0	0	0	1908	
In/Out	-	IN	-	-	-	-	IN	-	-	OUT	-	-	-		
Percentage	0%	30%	0%	0%	0%	0%	70%	0%	0%	70%	0%	0%	0%		
Project	0	9	0	0	0	0	20	0	0	17	0	0	0	48	
Pass-By						-7	7			6					
Total	0	811	0	0	0	1066	35	0	0	43	0	0	0	1955	



Seasonal Factor: 1.24
Growth Rate: 1.0109
Trips In: 29
Trips Out: 24
Years Grown: 1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	33	0	1026	661	50
Future Vol, veh/h	0	33	0	1026	661	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	35	0	1080	696	53

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	723	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	426	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	426	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	426	-	-
HCM Lane V/C Ratio	-	0.082	-	-
HCM Control Delay (s)	-	14.2	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	43	0	811	1066	35
Future Vol, veh/h	0	43	0	811	1066	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	44	0	836	1099	36

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1117	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	252	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	252	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	252	-	-
HCM Lane V/C Ratio	-	0.176	-	-
HCM Control Delay (s)	-	22.3	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.6	-	-

O'Rourke Engineering & Planning
Standard Report

Location: A Street x Colorado Ave
Unit ID: 02
Study Date: Wednesday July 12, 2023
Interval: 15 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand
	Left	Thru	Right	**Total**	Left	Thru	Right	**Total**	Left	Thru	Right	**Total**	Left	Thru	Right	**Total**	**Total**
16:00	0	0	4	**4**	0	0	0	**0**	0	0	0	**0**	0	0	14	**14**	**18**
16:15	0	0	2	**2**	0	0	0	**0**	0	0	0	**0**	0	0	9	**9**	**11**
16:30	0	0	4	**4**	0	0	0	**0**	0	0	0	**0**	0	0	4	**4**	**8**
16:45	0	0	6	**6**	0	0	0	**0**	0	0	0	**0**	0	0	16	**16**	**22**
Subtotal	**0**	**0**	**16**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43**	**43**	**59**
Total	**0**	**0**	**16**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**43**	**43**	**59**
Table %	0.0	0.0	27.1	**27.1**	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	**0.0**	0.0	0.0	72.9	**72.9**	**100.0**
Intersection %	0.0	0.0	27.1	**27.1**	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	**0.0**	0.0	0.0	72.9	**72.9**	**100.0**
Approach %	0.0	0.0	100.0	**100.0**	0	0	0	**0**	0	0	0	**0**	0.0	0.0	100.0	**100.0**	-
Total Approach %	0.0	0.0	100.0	**100.0**	0	0	0	**0**	0	0	0	**0**	0.0	0.0	100.0	**100.0**	-
Peak Hour	-	-	16:00	**16:00**	-	-	-	**-**	-	-	-	**-**	-	-	16:00	**16:00**	**16:00**
Peak Total	0	0	16	**16**	0	0	0	**0**	0	0	0	**0**	0	0	43	**43**	**59**
Peak Factor (PHF)	-	-	0.7	**0.7**	-	-	-	**-**	-	-	-	**-**	-	-	0.7	**0.7**	**0.7**

Pedestrians

	Other Peds	Grand Total
16:00	0	**0**
16:15	0	**0**
16:30	0	**0**
16:45	0	**0**
Subtotal	**0**	**0**
Total	**0**	**0**
Table %	0	**0**
Intersection %	0.0	**0**
Approach %	0	-
Total Approach %	0	-
Peak Hour	-	-
Peak Total	0	**0**
Peak Factor (PHF)	-	-

O'Rourke Engineering & Planning

Standard Report

Location: A Street x Colorado Ave
Unit ID: 02
Study Date: Thursday July 13, 2023
Interval: 15 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand
	Left	Thru	Right	**Total**	Left	Thru	Right	**Total**	Left	Thru	Right	**Total**	Left	Thru	Right	**Total**	**Total**
08:05	0	0	5	**5**	0	0	0	**0**	0	0	0	**0**	0	0	1	**1**	**6**
08:15	0	0	5	**5**	0	0	0	**0**	0	0	0	**0**	0	0	6	**6**	**11**
08:30	0	0	7	**7**	0	0	0	**0**	0	0	0	**0**	0	0	2	**2**	**9**
08:45	0	0	6	**6**	0	0	0	**0**	0	0	0	**0**	0	0	1	**1**	**7**
Subtotal	**0**	**0**	**23**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**10**	**33**
09:00	0	0	1	**1**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**1**
Total	**0**	**0**	**24**	**24**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**10**	**34**
Table %	0.0	0.0	70.6	**70.6**	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	**0.0**	0.0	0.0	29.4	**29.4**	**100.0**
Intersection %	0.0	0.0	70.6	**70.6**	0.0	0.0	0.0	**0.0**	0.0	0.0	0.0	**0.0**	0.0	0.0	29.4	**29.4**	**100.0**
Approach %	0.0	0.0	100.0	**100.0**	0	0	0	**0**	0	0	0	**0**	0.0	0.0	100.0	**100.0**	-
Total Approach %	0.0	0.0	100.0	**100.0**	0	0	0	**0**	0	0	0	**0**	0.0	0.0	100.0	**100.0**	-
Peak Hour	-	-	08:05	**08:05**	-	-	-	-	-	-	-	-	-	-	08:05	**08:05**	**08:05**
Peak Total	0	0	23	**23**	0	0	0	**0**	0	0	0	**0**	0	0	10	**10**	**33**
Peak Factor (PHF)	-	-	0.8	**0.8**	-	-	-	-	-	-	-	-	-	-	0.4	**0.4**	**0.8**

C-26

Pedestrians

	Other Peds	Grand Total
08:05	0	**0**
08:15	0	**0**
08:30	0	**0**
08:45	0	**0**
Subtotal	**0**	**0**
09:00	0	**0**
Total	**0**	**0**
Table %	0	**0**
Intersection %	0.0	**0**
Approach %	0	-
Total Approach %	0	-
Peak Hour	-	-
Peak Total	0	**0**

TURNING MOVEMENT VOLUME COUNTS

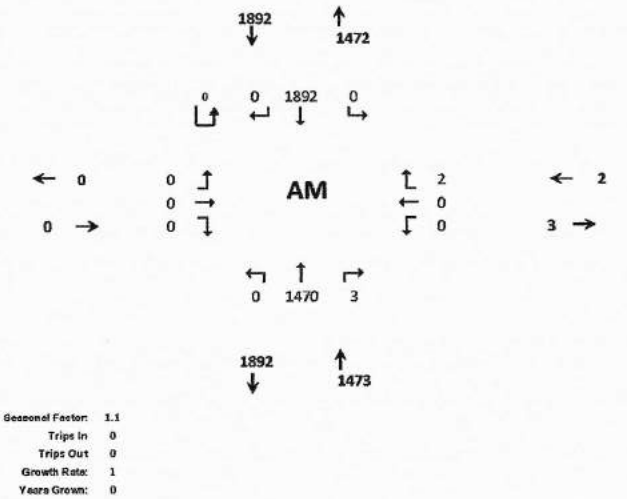
N/S STREET: US-1 | Existing | E/W STREET: 7th Street | CONTROL: Unsignalized

FILENAME: Creekside

COUNT DATE: 7/12/2023 | DAY: Wednesday | CITY: Stuart | INTERSECTION: US-1 x 7th Street

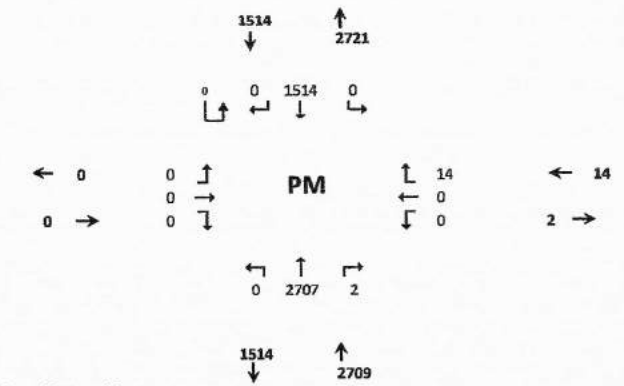
REPORT DATE: 7/15/2023 | ANALYSIS YEAR: 2023

15 Min Period	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	228	0	0	0	320	0	0	0	0	0	0	0	548	2653
7:15-7:30	0	273	0	0	0	337	0	0	0	0	0	0	0	610	2899
7:30-7:45	0	306	0	0	0	459	0	0	0	0	0	0	0	765	3056
7:45-8:00	0	274	0	0	0	456	0	0	0	0	0	0	0	730	3054
8:00-8:15	0	364	1	0	0	428	0	0	0	0	0	0	1	794	3061
8:15-8:30	0	341	1	0	0	425	0	0	0	0	0	0	0	767	
8:30-8:45	0	324	1	0	0	437	0	0	0	0	0	0	1	763	
8:45-9:00	0	307	0	0	0	430	0	0	0	0	0	0	0	737	
AM PEAK HOUR IS FROM:			8:00AM TO 9:00AM												
Volumes	0	1336	3	0	0	1720	0	0	0	0	0	0	2	3061	
Season Factor	0	1470	3	0	0	1892	0	0	0	0	0	0	2	3367	
Growth	0	1470	3	0	0	1892	0	0	0	0	0	0	2	3367	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	1470	3	0	0	1892	0	0	0	0	0	0	2	3367	



Seasonal Factor: 1.1
Trips In: 0
Trips Out: 0
Growth Rate: 1
Years Grown: 0

15 Min Period lanes	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	387	3	0	0	324	0	0	0	0	0	0	4	718	3596
4:15-4:30	0	589	2	0	0	339	0	0	0	0	0	0	2	932	3852
4:30-4:45	0	598	0	0	0	347	0	0	0	0	0	0	2	947	3838
4:45-5:00	0	644	0	0	0	346	0	0	0	0	0	0	9	999	3751
5:00-5:15	0	630	0	0	0	344	0	0	0	0	0	0	0	974	3552
5:15-5:30	0	605	0	0	0	313	0	0	0	0	0	0	0	918	
5:30-5:45	0	554	0	0	0	306	0	0	0	0	0	0	0	860	
5:45-6:00	0	517	0	0	0	283	0	0	0	0	0	0	0	800	
PM PEAK HOUR IS FROM:			4:15PM TO 5:15PM												
Volumes	0	2461	2	0	0	1376	0	0	0	0	0	0	13	3852	
Season Factor	0	2707	2	0	0	1514	0	0	0	0	0	0	14	4237	
Growth	0	2707	2	0	0	1514	0	0	0	0	0	0	14	4237	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	2707	2	0	0	1514	0	0	0	0	0	0	14	4237	



Seasonal Factor: 1.1
Growth Rate: 1
Trips In: 0
Trips Out: 0
Years Grown: 0

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	1470	3	0	1892
Future Vol, veh/h	0	2	1470	3	0	1892
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	1531	3	0	1971

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	767	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	296	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	296	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	296	-
HCM Lane V/C Ratio	-	-	0.007	-
HCM Control Delay (s)	-	-	17.2	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	14	2707	2	0	1514
Future Vol, veh/h	0	14	2707	2	0	1514
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	15	2820	2	0	1577

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1411	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	109	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	109	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	43.1	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	109	-
HCM Lane V/C Ratio	-	-	0.134	-
HCM Control Delay (s)	-	-	43.1	-
HCM Lane LOS	-	-	E	-
HCM 95th %tile Q(veh)	-	-	0.4	-

TURNING MOVEMENT VOLUME COUNTS

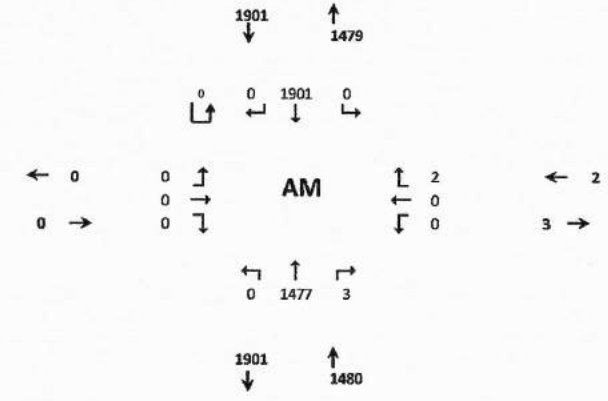
N/S STREET: US-1 | Without Project | E/W STREET: 7th Street | CONTROL: Unsignalized

FILENAME: Creekside

COUNT DATE: 7/12/2023 | DAY: Wednesday | CITY: Stuart | INTERSECTION: US-1 x 7th Street

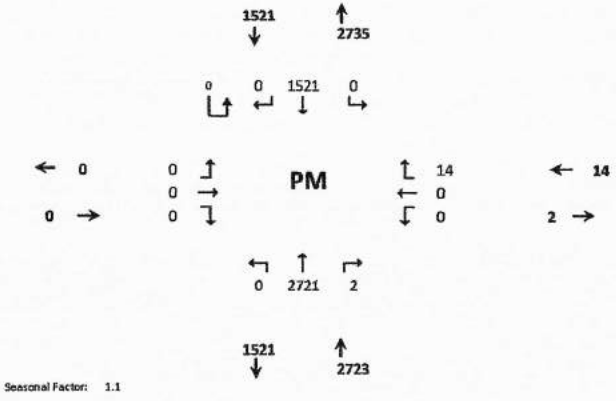
REPORT DATE: 7/15/2023 | ANALYSIS YEAR: 2024

15 Min Period	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	0	228	0	0	0	320	0	0	0	0	0	0	0	548	2653
7:15-7:30	0	273	0	0	0	337	0	0	0	0	0	0	0	610	2899
7:30-7:45	0	306	0	0	0	459	0	0	0	0	0	0	0	765	3056
7:45-8:00	0	274	0	0	0	456	0	0	0	0	0	0	0	730	3054
8:00-8:15	0	364	1	0	0	428	0	0	0	0	0	0	1	794	3061
8:15-8:30	0	341	1	0	0	425	0	0	0	0	0	0	0	767	
8:30-8:45	0	324	1	0	0	437	0	0	0	0	0	0	1	763	
8:45-9:00	0	307	0	0	0	430	0	0	0	0	0	0	0	737	
AM PEAK HOUR IS FROM:			8:00AM TO 9:00AM												
Volumes	0	1336	3	0	0	1720	0	0	0	0	0	0	2	3061	
Season Factor	0	1470	3	0	0	1892	0	0	0	0	0	0	2	3367	
Growth	0	1477	3	0	0	1901	0	0	0	0	0	0	2	3384	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	1477	3	0	0	1901	0	0	0	0	0	0	2	3383	



Seasonal Factor: 1.1
Trips In: 0
Trips Out: 0
Growth Rate: 1.005
Years Grown: 1

15 Min Period	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	0	387	3	0	0	324	0	0	0	0	0	0	4	718	3596
4:15-4:30	0	589	2	0	0	339	0	0	0	0	0	0	2	932	3852
4:30-4:45	0	598	0	0	0	347	0	0	0	0	0	0	2	947	3838
4:45-5:00	0	644	0	0	0	346	0	0	0	0	0	0	9	999	3751
5:00-5:15	0	630	0	0	0	344	0	0	0	0	0	0	0	974	3552
5:15-5:30	0	605	0	0	0	313	0	0	0	0	0	0	0	918	
5:30-5:45	0	554	0	0	0	306	0	0	0	0	0	0	0	860	
5:45-6:00	0	517	0	0	0	283	0	0	0	0	0	0	0	800	
PM PEAK HOUR IS FROM:			4:15PM TO 5:15PM												
Volumes	0	2461	2	0	0	1376	0	0	0	0	0	0	13	3852	
Season Factor	0	2707	2	0	0	1514	0	0	0	0	0	0	14	4237	
Growth	0	2721	2	0	0	1521	0	0	0	0	0	0	14	4258	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%		
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	2721	2	0	0	1521	0	0	0	0	0	0	14	4258	



Seasonal Factor: 1.1
Growth Rate: 1.005
Trips In: 0
Trips Out: 0
Years Grown: 1

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	1477	3	0	1901
Future Vol, veh/h	0	2	1477	3	0	1901
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	2	1539	3	0	1980

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	771	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	294	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	294	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	294	-
HCM Lane V/C Ratio	-	-	0.007	-
HCM Control Delay (s)	-	-	17.3	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	14	2721	2	0	1521
Future Vol, veh/h	0	14	2721	2	0	1521
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	15	2834	2	0	1584

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1418	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	108	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	108	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

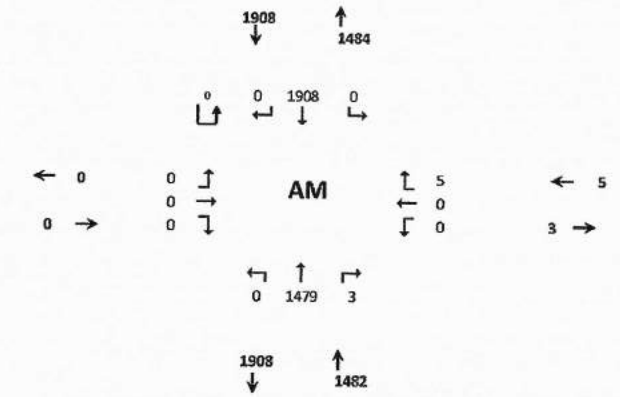
Approach	WB	NB	SB
HCM Control Delay, s	43.5	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	108	-
HCM Lane V/C Ratio	-	-	0.135	-
HCM Control Delay (s)	-	-	43.5	-
HCM Lane LOS	-	-	E	-
HCM 95th %tile Q(veh)	-	-	0.5	-

TURNING MOVEMENT VOLUME COUNTS

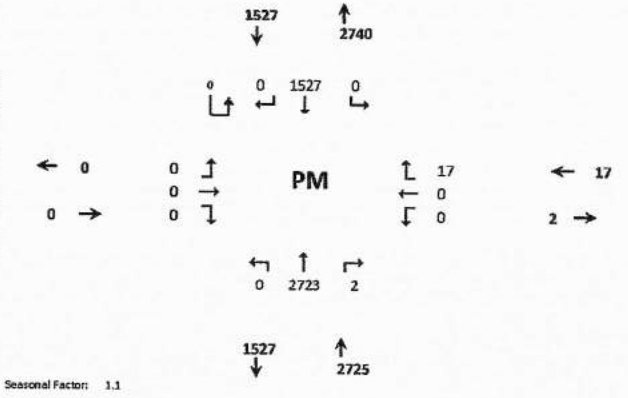
N/S STREET: US-1 | With Project | E/W STREET: 7th Street | CONTROL: Unsignalized
FILENAME: Creekside
COUNT DATE: 7/12/2023 | DAY: Wednesday | CITY: Stuart | INTERSECTION: US-1 x 7th Street
REPORT DATE: 7/15/2023 | ANALYSIS YEAR: 2024

15 Min Period	Northbound NBL	NBT	NBR	Southbound SBU	SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	0	228	0	0	0	320	0	0	0	0	0	0	0	548	2653
7:15-7:30	0	273	0	0	0	337	0	0	0	0	0	0	0	610	2899
7:30-7:45	0	306	0	0	0	459	0	0	0	0	0	0	0	765	3056
7:45-8:00	0	274	0	0	0	456	0	0	0	0	0	0	0	730	3054
8:00-8:15	0	364	1	0	0	428	0	0	0	0	0	0	1	794	3061
8:15-8:30	0	341	1	0	0	425	0	0	0	0	0	0	0	767	
8:30-8:45	0	324	1	0	0	437	0	0	0	0	0	0	1	763	
8:45-9:00	0	307	0	0	0	430	0	0	0	0	0	0	0	737	
AM PEAK HOUR IS FROM:			8:00AM TO 9:00AM												
Volumes	0	1336	3	0	0	1720	0	0	0	0	0	0	2	3061	
Season Factor	0	1470	3	0	0	1892	0	0	0	0	0	0	2	3367	
Growth	0	1477	3	0	0	1901	0	0	0	0	0	0	2	3384	
In/Out	-	OUT	-	-	-	IN	-	-	-	-	-	-	OUT		
Percentage	0%	10%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	10%		
PROJECT	0	2	0	0	0	6	0	0	0	0	0	0	2	11	
Total	0	1479	3	0	0	1908	0	0	0	0	0	0	5	3395	



Seasonal Factor: 1.1
Trips In: 31
Trips Out: 23
Growth Rate: 1.005
Years Grown: 1

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBU	SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	0	387	3	0	0	324	0	0	0	0	0	0	4	718	3596
4:15-4:30	0	589	2	0	0	339	0	0	0	0	0	0	2	932	3852
4:30-4:45	0	598	0	0	0	347	0	0	0	0	0	0	2	947	3838
4:45-5:00	0	644	0	0	0	346	0	0	0	0	0	0	9	999	3751
5:00-5:15	0	630	0	0	0	344	0	0	0	0	0	0	0	974	3552
5:15-5:30	0	605	0	0	0	313	0	0	0	0	0	0	0	918	
5:30-5:45	0	554	0	0	0	306	0	0	0	0	0	0	0	860	
5:45-6:00	0	517	0	0	0	283	0	0	0	0	0	0	0	800	
PM PEAK HOUR IS FROM:			4:15PM TO 5:15PM												
Volumes	0	2461	2	0	0	1376	0	0	0	0	0	0	13	3852	
Season Factor	0	2707	2	0	0	1514	0	0	0	0	0	0	14	4237	
Growth	0	2721	2	0	0	1521	0	0	0	0	0	0	14	4258	
In/Out	-	OUT	-	-	-	IN	-	-	-	-	-	-	OUT		
Percentage	0%	10%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	10%		
Project	0	2	0	0	0	6	0	0	0	0	0	0	2	11	
Total	0	2723	2	0	0	1527	0	0	0	0	0	0	17	4269	



Seasonal Factor: 1.1
Growth Rate: 1.005
Trips In: 29
Trips Out: 24
Years Grown: 1

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	5	1479	3	0	1908
Future Vol, veh/h	0	5	1479	3	0	1908
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	1541	3	0	1988

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	772	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	294	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	294	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	294	-
HCM Lane V/C Ratio	-	-	0.018	-
HCM Control Delay (s)	-	-	17.5	-
HCM Lane LOS	-	-	C	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	17	2723	2	0	1527
Future Vol, veh/h	0	17	2723	2	0	1527
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	18	2836	2	0	1591

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1419	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	108	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	108	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	44.8	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	108	-
HCM Lane V/C Ratio	-	-	0.164	-
HCM Control Delay (s)	-	-	44.8	-
HCM Lane LOS	-	-	E	-
HCM 95th %tile Q(veh)	-	-	0.6	-

O'Rourke Engineering & Planning

Standard Report

Location: 7th Street x US-1
Unit ID: 02
Study Date: Tuesday July 11, 2023
Interval: 15 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand
	Left	Thru	Right	**Total**	Left	Thru	Right	**Total**	Left	Thru	Right	**Total**	Left	Thru	Right	**Total**	**Total**
15:03	0	0	0	**0**	0	0	4	**4**	0	0	3	**3**	0	0	0	**0**	**7**
15:15	0	0	0	**0**	0	0	2	**2**	0	0	2	**2**	0	0	0	**0**	**4**
15:30	0	0	0	**0**	0	0	2	**2**	0	0	0	**0**	0	0	0	**0**	**2**
15:45	0	0	0	**0**	0	0	9	**9**	0	0	0	**0**	0	0	0	**0**	**9**
Subtotal	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**17**	**0**	**0**	**5**	**5**	**0**	**0**	**0**	**0**	**22**
16:00	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Total	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**17**	**0**	**0**	**5**	**5**	**0**	**0**	**0**	**0**	**22**
Table %	0.0	0.0	0.0	**0.0**	0.0	0.0	77.3	**77.3**	0.0	0.0	22.7	**22.7**	0.0	0.0	0.0	**0.0**	**100.0**
Intersection %	0.0	0.0	0.0	**0.0**	0.0	0.0	77.3	**77.3**	0.0	0.0	22.7	**22.7**	0.0	0.0	0.0	**0.0**	**100.0**
Approach %	0	0	0	**0**	0.0	0.0	100.0	**100.0**	0.0	0.0	100.0	**100.0**	0	0	0	**0**	**-**
Total Approach %	0	0	0	**0**	0.0	0.0	100.0	**100.0**	0.0	0.0	100.0	**100.0**	0	0	0	**0**	**-**
Peak Hour	-	-	-	**-**	-	-	15:03	**15:03**	-	-	15:03	**15:03**	-	-	-	**-**	**15:03**
Peak Total	0	0	0	**0**	0	0	17	**17**	0	0	5	**5**	0	0	0	**0**	**22**
Peak Factor (PHF)	-	-	-	**-**	-	-	0.5	**0.5**	-	-	0.4	**0.4**	-	-	-	**-**	**0.6**

Pedestrians

	Other Peds	Grand Total
15:03	0	**0**
15:15	0	**0**
15:30	0	**0**
15:45	0	**0**
Subtotal	**0**	**0**
16:00	0	**0**
Total	**0**	**0**
Table %	0	**0**
Intersection %	0.0	**0**
Approach %	0	**-**
Total Approach %	0	**-**
Peak Hour	-	**-**
Peak Total	0	**0**

O'Rourke Engineering & Planning

Standard Report

Location: 7th Street x US-1
Unit ID: 02
Study Date: Wednesday July 12, 2023
Interval: 15 minutes

Vehicles

	Southbound				Westbound				Northbound				Eastbound				Grand
	Left	Thru	Right	**Total**	Left	Thru	Right	**Total**	Left	Thru	Right	**Total**	Left	Thru	Right	**Total**	**Total**
07:05	0	0	0	**0**	0	0	1	**1**	0	0	1	**1**	0	0	0	**0**	**2**
07:15	0	0	0	**0**	0	0	0	**0**	0	0	1	**1**	0	0	0	**0**	**1**
07:30	0	0	0	**0**	0	0	1	**1**	0	0	1	**1**	0	0	0	**0**	**2**
07:45	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Subtotal	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**5**
08:00	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Total	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**5**
Table %	0.0	0.0	0.0	**0.0**	0.0	0.0	40.0	**40.0**	0.0	0.0	60.0	**60.0**	0.0	0.0	0.0	**0.0**	**100.0**
Intersection %	0.0	0.0	0.0	**0.0**	0.0	0.0	40.0	**40.0**	0.0	0.0	60.0	**60.0**	0.0	0.0	0.0	**0.0**	**100.0**
Approach %	0	0	0	**0**	0.0	0.0	100.0	**100.0**	0.0	0.0	100.0	**100.0**	0	0	0	**0**	-
Total Approach %	0	0	0	**0**	0.0	0.0	100.0	**100.0**	0.0	0.0	100.0	**100.0**	0	0	0	**0**	-
Peak Hour	-	-	-	-	-	-	07:05	**07:05**	-	-	07:05	**07:05**	-	-	-	-	**07:05**
Peak Total	0	0	0	**0**	0	0	2	**2**	0	0	3	**3**	0	0	0	**0**	**5**
Peak Factor (PHF)	-	-	-	-	-	-	0.5	**0.5**	-	-	0.8	**0.8**	-	-	-	-	**0.6**

Pedestrians

	Other	Grand
	Peds	**Total**
07:05	0	**0**
07:15	0	**0**
07:30	0	**0**
07:45	0	**0**
Subtotal	**0**	**0**
08:00	0	**0**
Total	**0**	**0**
Table %	0	**0**
Intersection %	0.0	**0**
Approach %	0	-
Total Approach %	0	-
Peak Hour	-	-
Peak Total	0	**0**

TURNING MOVEMENT VOLUME COUNTS

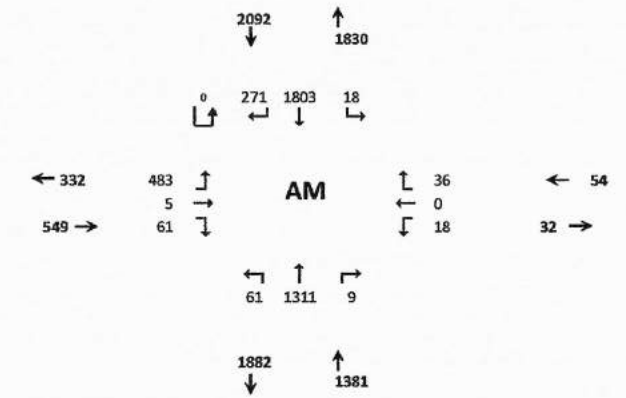
N/S STREET: US-1 | Existing | E/W STREET: Palm City Rd/Royal Palm Financial Center Entrance | CONTROL: TWSC

FILENAME: Creekside

COUNT DATE: 5/2/2023 | DAY: Tuesday | CITY: Stuart | INTERSECTION: US-1 x Palm City Rd

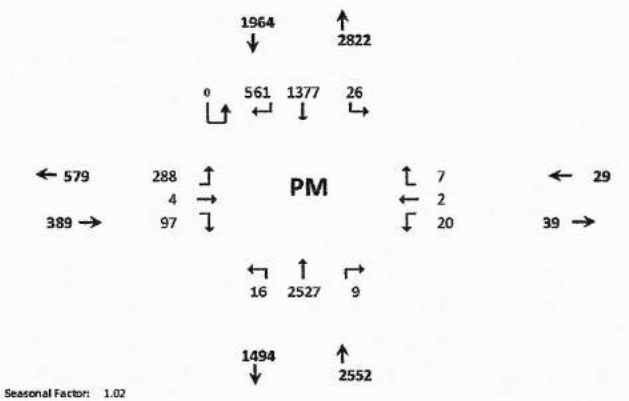
REPORT DATE: 5/4/2023 | ANALYSIS YEAR: 2023

15 Min Period	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	11	228	1	0	2	320	38	77	0	6	2	1	7	693	3442
7:15-7:30	19	273	4	0	3	337	53	84	1	5	1	0	6	786	3768
7:30-7:45	17	306	2	0	7	459	49	126	0	11	3	0	9	989	3998
7:45-8:00	16	274	2	0	4	456	72	120	2	15	5	0	8	974	3965
8:00-8:15	11	364	3	0	4	428	77	102	0	16	4	0	10	1019	3916
8:15-8:30	16	341	2	0	3	425	68	126	3	18	6	0	8	1016	
8:30-8:45	18	324	1	0	1	437	48	101	0	18	3	1	4	956	
8:45-9:00	13	307	3	0	3	430	55	90	1	16	1	0	6	925	
AM PEAK HOUR IS FROM:	7:30 AM TO 8:30AM														
Volumes	60	1285	9	0	18	1768	266	474	5	60	18	0	35	3998	
Season Factor	61	1311	9	0	18	1803	271	483	5	61	18	0	36	4078	
Growth	61	1311	9	0	18	1803	271	483	5	61	18	0	36	4078	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	61	1311	9	0	18	1803	271	483	5	61	18	0	36	4076	



Seasonal Factor: 1.02
Trips In: 0
Trips Out: 0
Growth Rate: 1
Years Grown: 0

15 Min Period lanes	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	5	387	1	0	6	324	121	53	2	20	5	0	1	925	4539
4:15-4:30	4	589	0	0	4	339	124	62	0	20	2	1	3	1148	4829
4:30-4:45	4	598	4	0	6	347	138	63	2	24	6	0	2	1194	4837
4:45-5:00	3	644	3	0	6	346	156	77	1	30	4	1	1	1272	4706
5:00-5:15	3	630	0	0	9	344	135	66	0	21	5	0	2	1215	4408
5:15-5:30	6	605	2	0	4	313	121	76	1	20	5	1	2	1156	
5:30-5:45	5	554	2	0	8	306	110	55	1	13	5	1	3	1063	
5:45-6:00	5	517	0	0	4	283	103	45	0	11	2	0	4	974	
PM PEAK HOUR IS FROM:	4:30 PM TO 5:30PM														
Volumes	16	2477	9	0	25	1350	550	282	4	95	20	2	7	4837	
Season Factor	16	2527	9	0	26	1377	561	288	4	97	20	2	7	4934	
Growth	16	2527	9	0	26	1377	561	288	4	97	20	2	7	4934	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	16	2527	9	0	26	1377	561	288	4	97	20	2	7	4934	



Seasonal Factor: 1.02
Growth Rate: 1
Trips In: 0
Trips Out: 0
Years Grown: 0

HCM 6th Signalized Intersection Summary
11: US-1 & Palm City Road

10/27/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	483	5	61	18	0	36	61	1311	9	18	1803	271
Future Volume (veh/h)	483	5	61	18	0	36	61	1311	9	18	1803	271
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	493	5	62	18	0	37	62	1338	9	18	1840	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	343	3	308	58	0	52	174	2813	19	337	2950	
Arrive On Green	0.19	0.19	0.19	0.03	0.00	0.03	0.04	0.54	0.54	0.08	0.58	0.00
Sat Flow, veh/h	1764	18	1585	1781	0	1585	1781	5233	35	1781	5106	1585
Grp Volume(v), veh/h	498	0	62	18	0	37	62	870	477	18	1840	0
Grp Sat Flow(s),veh/h/ln	1782	0	1585	1781	0	1585	1781	1702	1864	1781	1702	1585
Q Serve(g_s), s	31.1	0.0	5.2	1.6	0.0	3.7	2.8	25.4	25.4	0.0	38.1	0.0
Cycle Q Clear(g_c), s	31.1	0.0	5.2	1.6	0.0	3.7	2.8	25.4	25.4	0.0	38.1	0.0
Prop In Lane	0.99		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	346	0	308	58	0	52	174	1830	1002	337	2950	
V/C Ratio(X)	1.44	0.00	0.20	0.31	0.00	0.72	0.36	0.48	0.48	0.05	0.62	
Avail Cap(c_a), veh/h	346	0	308	70	0	62	191	1830	1002	337	2950	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	64.5	0.0	54.0	75.6	0.0	76.7	26.3	23.0	23.0	25.6	22.3	0.0
Incr Delay (d2), s/veh	212.7	0.0	0.3	3.0	0.0	26.4	1.2	0.9	1.6	0.1	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	52.2	0.0	3.9	1.4	0.0	3.4	2.3	15.9	17.4	0.7	22.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	277.2	0.0	54.4	78.6	0.0	103.1	27.5	23.9	24.6	25.7	23.3	0.0
LnGrp LOS	F	A	D	E	A	F	C	C	C	C	C	
Approach Vol, veh/h		560			55			1409			1858	
Approach Delay, s/veh		252.5			95.1			24.3			23.3	
Approach LOS		F			F			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	98.6		11.9	19.1	92.0		37.0				
Change Period (Y+Rc), s	5.9	* 6.2		* 6.7	6.2	* 6		5.9				
Max Green Setting (Gmax), s	8.1	* 90		* 6.3	11.8	* 86		31.1				
Max Q Clear Time (g_c+I1), s	4.8	40.1		5.7	2.0	27.4		33.1				
Green Ext Time (p_c), s	0.0	23.6		0.0	0.0	13.4		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	57.8
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
11: US-1 & Palm City Road

10/27/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	288	4	97	20	2	7	16	2527	9	26	1377	561
Future Volume (veh/h)	288	4	97	20	2	7	16	2527	9	26	1377	561
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	303	4	102	21	2	7	17	2660	9	27	1449	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	332	4	299	30	3	30	199	2750	9	264	3188	
Arrive On Green	0.19	0.19	0.19	0.02	0.02	0.02	0.02	0.52	0.52	0.12	0.62	0.00
Sat Flow, veh/h	1759	23	1585	1633	156	1585	1781	5253	18	1781	5106	1585
Grp Volume(v), veh/h	307	0	102	23	0	7	17	1723	946	27	1449	0
Grp Sat Flow(s),veh/h/ln	1782	0	1585	1789	0	1585	1781	1702	1867	1781	1702	1585
Q Serve(g_s), s	28.7	0.0	9.5	2.2	0.0	0.7	0.8	83.0	83.2	0.0	25.3	0.0
Cycle Q Clear(g_c), s	28.7	0.0	9.5	2.2	0.0	0.7	0.8	83.0	83.2	0.0	25.3	0.0
Prop In Lane	0.99		1.00	0.91		1.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	337	0	299	33	0	30	199	1782	978	264	3188	
V/C Ratio(X)	0.91	0.00	0.34	0.69	0.00	0.24	0.09	0.97	0.97	0.10	0.45	
Avail Cap(c_a), veh/h	410	0	365	87	0	77	254	1782	978	264	3188	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	67.6	0.0	59.8	82.9	0.0	82.2	23.7	39.1	39.1	65.2	16.7	0.0
Incr Delay (d2), s/veh	21.7	0.0	0.7	22.2	0.0	4.0	0.2	14.8	22.0	0.2	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.5	0.0	7.0	2.2	0.0	0.6	0.7	47.9	54.4	1.9	15.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.2	0.0	60.4	105.1	0.0	86.2	23.9	53.8	61.1	65.4	17.2	0.0
LnGrp LOS	F	A	E	F	A	F	C	D	E	E	B	
Approach Vol, veh/h		409			30			2686			1476	
Approach Delay, s/veh		82.1			100.7			56.2			18.1	
Approach LOS		F			F			E			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	112.4		9.9	27.1	95.0		38.0				
Change Period (Y+Rc), s	5.9	* 6.2		* 6.7	6.2	* 6		5.9				
Max Green Setting (Gmax), s	9.1	* 89		* 8.3	8.8	* 89		39.1				
Max Q Clear Time (g_c+I1), s	2.8	27.3		4.2	2.0	85.2		30.7				
Green Ext Time (p_c), s	0.0	16.7		0.0	0.0	3.6		1.4				

Intersection Summary	
HCM 6th Ctrl Delay	46.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

TURNING MOVEMENT VOLUME COUNTS

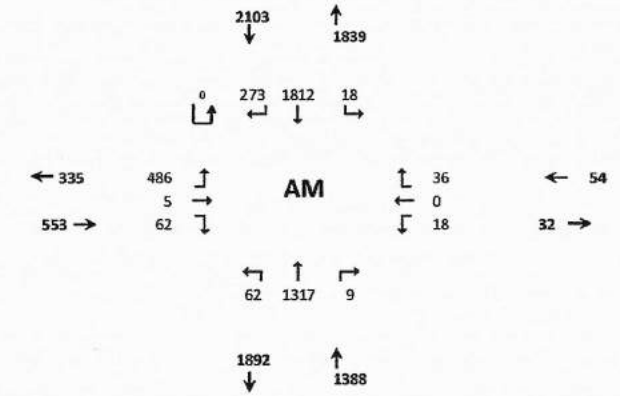
N/S STREET: US-1 | Without Project | E/W STREET: Palm City Rd/Royal Palm Financial Center Entrance | CONTROL: TWSC

FILENAME: Creekside

COUNT DATE: 5/2/2023 | DAY: Tuesday | CITY: Stuart | INTERSECTION: US-1 x Palm City Rd

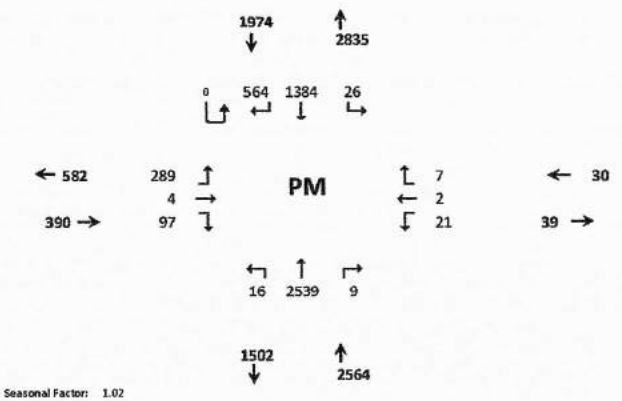
REPORT DATE: 5/4/2023 | ANALYSIS YEAR: 2024

15 Min Period	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	11	228	1	0	2	320	38	77	0	6	2	1	7	693	3442
7:15-7:30	19	273	4	0	3	337	53	84	1	5	1	0	6	786	3768
7:30-7:45	17	306	2	0	7	459	49	126	0	11	3	0	9	989	3998
7:45-8:00	16	274	2	0	4	456	72	120	2	15	5	0	8	974	3965
8:00-8:15	11	364	3	0	4	428	77	102	0	16	4	0	10	1019	3916
8:15-8:30	16	341	2	0	3	425	68	126	3	18	6	0	8	1016	
8:30-8:45	18	324	1	0	1	437	48	101	0	18	3	1	4	956	
8:45-9:00	13	307	3	0	3	430	55	90	1	16	1	0	6	925	
AM PEAK HOUR IS FROM:	7:30 AM TO 8:30AM														
Volumes	60	1285	9	0	18	1768	266	474	5	60	18	0	35	3998	
Season Factor	61	1311	9	0	18	1803	271	483	5	61	18	0	36	4078	
Growth	62	1317	9	0	18	1812	273	486	5	62	18	0	36	4098	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	62	1317	9	0	18	1812	273	486	5	62	18	0	36	4098	



Seasonal Factor: 1.02
Trips In: 0
Trips Out: 0
Growth Rate: 1.005
Years Grown: 1

15 Min Period lanes	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	5	387	1	0	6	324	121	53	2	20	5	0	1	925	4539
4:15-4:30	4	589	0	0	4	339	124	62	0	20	2	1	3	1148	4829
4:30-4:45	4	598	4	0	6	347	138	63	2	24	6	0	2	1194	4837
4:45-5:00	3	644	3	0	6	346	156	77	1	30	4	1	1	1272	4706
5:00-5:15	3	630	0	0	9	344	135	66	0	21	5	0	2	1215	4408
5:15-5:30	6	605	2	0	4	313	121	76	1	20	5	1	2	1156	
5:30-5:45	5	554	2	0	8	306	110	55	1	13	5	1	3	1063	
5:45-6:00	5	517	0	0	4	283	103	45	0	11	2	0	4	974	
PM PEAK HOUR IS FROM:	4:30 PM TO 5:30PM														
Volumes	16	2477	9	0	25	1350	550	282	4	95	20	2	7	4837	
Season Factor	16	2527	9	0	26	1377	561	288	4	97	20	2	7	4934	
Growth	16	2539	9	0	26	1384	564	289	4	97	21	2	7	4958	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	-		
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	16	2539	9	0	26	1384	564	289	4	97	21	2	7	4958	



Seasonal Factor: 1.02
Growth Rate: 1.005
Trips In: 0
Trips Out: 0
Years Grown: 1

HCM 6th Signalized Intersection Summary
11: US-1 & Palm City Road

10/27/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	486	5	62	18	0	36	62	1317	9	18	1812	273
Future Volume (veh/h)	486	5	62	18	0	36	62	1317	9	18	1812	273
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	496	5	63	18	0	37	63	1344	9	18	1849	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	343	3	308	58	0	52	173	2813	19	336	2949	
Arrive On Green	0.19	0.19	0.19	0.03	0.00	0.03	0.04	0.54	0.54	0.08	0.58	0.00
Sat Flow, veh/h	1764	18	1585	1781	0	1585	1781	5233	35	1781	5106	1585
Grp Volume(v), veh/h	501	0	63	18	0	37	63	874	479	18	1849	0
Grp Sat Flow(s),veh/h/ln	1782	0	1585	1781	0	1585	1781	1702	1864	1781	1702	1585
Q Serve(g_s), s	31.1	0.0	5.3	1.6	0.0	3.7	2.9	25.6	25.6	0.0	38.4	0.0
Cycle Q Clear(g_c), s	31.1	0.0	5.3	1.6	0.0	3.7	2.9	25.6	25.6	0.0	38.4	0.0
Prop In Lane	0.99		1.00	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	346	0	308	58	0	52	173	1830	1002	336	2949	
V/C Ratio(X)	1.45	0.00	0.20	0.31	0.00	0.72	0.36	0.48	0.48	0.05	0.63	
Avail Cap(c_a), veh/h	346	0	308	70	0	62	190	1830	1002	336	2949	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	64.5	0.0	54.1	75.6	0.0	76.7	26.5	23.0	23.0	25.7	22.4	0.0
Incr Delay (d2), s/veh	216.5	0.0	0.3	3.0	0.0	26.4	1.3	0.9	1.6	0.1	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	52.8	0.0	3.9	1.4	0.0	3.4	2.3	16.0	17.5	0.7	22.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	280.9	0.0	54.4	78.6	0.0	103.1	27.8	23.9	24.7	25.8	23.4	0.0
LnGrp LOS	F	A	D	E	A	F	C	C	C	C	C	
Approach Vol, veh/h		564			55			1416			1867	
Approach Delay, s/veh		255.6			95.1			24.3			23.4	
Approach LOS		F			F			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	98.6		11.9	19.1	92.0		37.0				
Change Period (Y+Rc), s	5.9	* 6.2		* 6.7	6.2	* 6		5.9				
Max Green Setting (Gmax), s	8.1	* 90		* 6.3	11.8	* 86		31.1				
Max Q Clear Time (g_c+I1), s	4.9	40.4		5.7	2.0	27.6		33.1				
Green Ext Time (p_c), s	0.0	23.7		0.0	0.0	13.5		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	58.3
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
11: US-1 & Palm City Road

10/27/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	289	4	97	21	2	7	16	2539	9	26	1384	564
Future Volume (veh/h)	289	4	97	21	2	7	16	2539	9	26	1384	564
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	304	4	102	22	2	7	17	2673	9	27	1457	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	333	4	300	32	3	31	198	2750	9	261	3182	
Arrive On Green	0.19	0.19	0.19	0.02	0.02	0.02	0.02	0.52	0.52	0.12	0.62	0.00
Sat Flow, veh/h	1759	23	1585	1639	149	1585	1781	5254	18	1781	5106	1585
Grp Volume(v), veh/h	308	0	102	24	0	7	17	1731	951	27	1457	0
Grp Sat Flow(s),veh/h/ln	1782	0	1585	1788	0	1585	1781	1702	1867	1781	1702	1585
Q Serve(g_s), s	28.8	0.0	9.5	2.3	0.0	0.7	0.8	83.8	84.0	0.0	25.6	0.0
Cycle Q Clear(g_c), s	28.8	0.0	9.5	2.3	0.0	0.7	0.8	83.8	84.0	0.0	25.6	0.0
Prop In Lane	0.99		1.00	0.92		1.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	338	0	300	35	0	31	198	1782	978	261	3182	
V/C Ratio(X)	0.91	0.00	0.34	0.69	0.00	0.23	0.09	0.97	0.97	0.10	0.46	
Avail Cap(c_a), veh/h	410	0	365	87	0	77	253	1782	978	261	3182	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	67.5	0.0	59.7	82.8	0.0	82.1	23.8	39.3	39.3	65.5	16.9	0.0
Incr Delay (d2), s/veh	21.8	0.0	0.7	21.8	0.0	3.7	0.2	15.5	22.9	0.2	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.6	0.0	7.0	2.3	0.0	0.6	0.7	48.5	55.1	1.9	15.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.3	0.0	60.4	104.7	0.0	85.8	23.9	54.8	62.2	65.6	17.4	0.0
LnGrp LOS	F	A	E	F	A	F	C	D	E	E	B	
Approach Vol, veh/h		410			31			2699			1484	
Approach Delay, s/veh		82.1			100.4			57.2			18.2	
Approach LOS		F			F			E			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.8	112.1		10.0	26.9	95.0		38.1
Change Period (Y+Rc), s	5.9	* 6.2		* 6.7	6.2	* 6		5.9
Max Green Setting (Gmax), s	9.1	* 89		* 8.3	8.8	* 89		39.1
Max Q Clear Time (g_c+I1), s	2.8	27.6		4.3	2.0	86.0		30.8
Green Ext Time (p_c), s	0.0	16.8		0.0	0.0	2.9		1.4

Intersection Summary	
HCM 6th Ctrl Delay	47.2
HCM 6th LOS	D

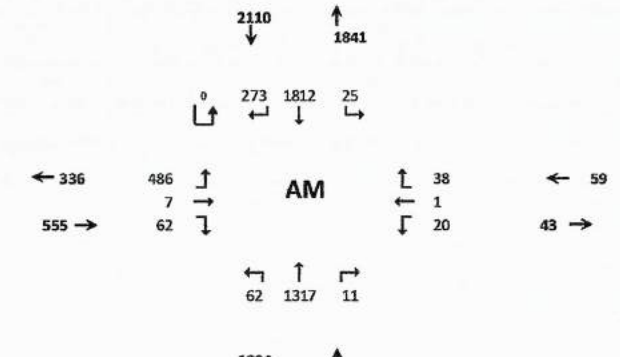
Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

TURNING MOVEMENT VOLUME COUNTS

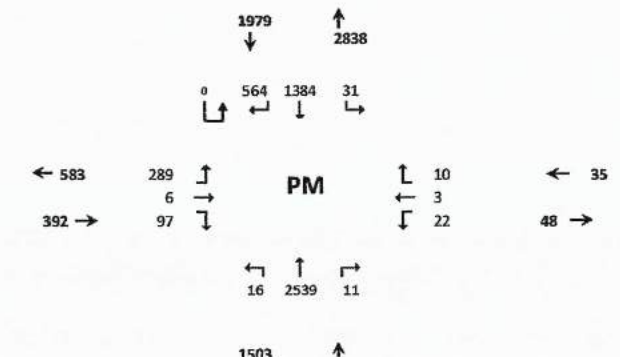
N/S STREET: US-1 | With Project | E/W STREET: Palm City Rd/Royal Palm Financial Center Entrance | CONTROL: TWSC
FILENAME: Creekside
COUNT DATE: 5/2/2023 | DAY: Tuesday | CITY: Stuart | INTERSECTION: US-1 x Palm City Rd
REPORT DATE: 5/4/2023 | ANALYSIS YEAR: 2024

15 Min Period	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	11	228	1	0	2	320	38	77	0	6	2	1	7	693	3442
7:15-7:30	19	273	4	0	3	337	53	84	1	5	1	0	6	786	3768
7:30-7:45	17	306	2	0	7	459	49	126	0	11	3	0	9	989	3998
7:45-8:00	16	274	2	0	4	456	72	120	2	15	5	0	8	974	3965
8:00-8:15	11	364	3	0	4	428	77	102	0	16	4	0	10	1019	3916
8:15-8:30	16	341	2	0	3	425	68	126	3	18	6	0	8	1016	
8:30-8:45	18	324	1	0	1	437	48	101	0	18	3	1	4	956	
8:45-9:00	13	307	3	0	3	430	55	90	1	16	1	0	6	925	
AM PEAK HOUR IS FROM:			7:30 AM TO 8:30AM												
Volumes	60	1285	9	0	18	1768	266	474	5	60	18	0	35	3998	
Season Factor	61	1311	9	0	18	1803	271	483	5	61	18	0	36	4078	
Growth	62	1317	9	0	18	1812	273	486	5	62	18	0	36	4098	
In/Out	-	-	IN	-	IN	-	-	-	IN	-	OUT	OUT	OUT		
Percentage	0%	0%	5%	0%	20%	0%	0%	0%	5%	0%	5%	5%	10%		
PROJECT	0	0	2	0	6	0	0	0	2	0	1	1	2	14	
Total	62	1317	11	0	25	1812	273	486	7	62	20	1	38	4114	



Seasonal Factor: 1.02
Trips In: 31
Trips Out: 23
Growth Rate: 1.005
Years Grown: 1

15 Min Period lanes	Northbound			Southbound				Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBU	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	5	387	1	0	6	324	121	53	2	20	5	0	1	925	4539
4:15-4:30	4	589	0	0	4	339	124	62	0	20	2	1	3	1148	4829
4:30-4:45	4	598	4	0	6	347	138	63	2	24	6	0	2	1194	4837
4:45-5:00	3	644	3	0	6	346	156	77	1	30	4	1	1	1272	4706
5:00-5:15	3	630	0	0	9	344	135	66	0	21	5	0	2	1215	4408
5:15-5:30	6	605	2	0	4	313	121	76	1	20	5	1	2	1156	
5:30-5:45	5	554	2	0	8	306	110	55	1	13	5	1	3	1063	
5:45-6:00	5	517	0	0	4	283	103	45	0	11	2	0	4	974	
PM PEAK HOUR IS FROM:			4:30 PM TO 5:30PM												
Volumes	16	2477	9	0	25	1350	550	282	4	95	20	2	7	4837	
Season Factor	16	2527	9	0	26	1377	561	288	4	97	20	2	7	4934	
Growth	16	2539	9	0	26	1384	564	289	4	97	21	2	7	4958	
In/Out	-	-	IN	-	IN	-	-	-	IN	-	OUT	OUT	OUT		
Percentage	0%	0%	5%	0%	20%	0%	0%	0%	5%	0%	5%	5%	10%		
Project	0	0	1	0	6	0	0	0	1	0	1	1	2	14	
Total	16	2539	11	0	31	1384	564	289	6	97	22	3	10	4972	



Seasonal Factor: 1.02
Growth Rate: 1.005
Trips In: 29
Trips Out: 24
Years Grown: 1

HCM 6th Signalized Intersection Summary
11: US-1 & Palm City Road

10/27/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	486	7	62	20	1	38	62	1317	11	25	1812	273
Future Volume (veh/h)	486	7	62	20	1	38	62	1317	11	25	1812	273
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	496	7	63	20	1	39	63	1344	11	26	1849	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	342	5	308	58	3	54	173	2808	23	332	2940	
Arrive On Green	0.19	0.19	0.19	0.03	0.03	0.03	0.04	0.54	0.54	0.08	0.58	0.00
Sat Flow, veh/h	1758	25	1585	1700	85	1585	1781	5224	43	1781	5106	1585
Grp Volume(v), veh/h	503	0	63	21	0	39	63	876	479	26	1849	0
Grp Sat Flow(s),veh/h/ln	1782	0	1585	1785	0	1585	1781	1702	1863	1781	1702	1585
Q Serve(g_s), s	31.1	0.0	5.3	1.8	0.0	3.9	2.9	25.6	25.6	0.0	38.5	0.0
Cycle Q Clear(g_c), s	31.1	0.0	5.3	1.8	0.0	3.9	2.9	25.6	25.6	0.0	38.5	0.0
Prop In Lane	0.99		1.00	0.95		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	346	0	308	61	0	54	173	1830	1001	332	2940	
V/C Ratio(X)	1.45	0.00	0.20	0.34	0.00	0.72	0.36	0.48	0.48	0.08	0.63	
Avail Cap(c_a), veh/h	346	0	308	70	0	62	190	1830	1001	332	2940	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	64.5	0.0	54.1	75.5	0.0	76.5	26.5	23.0	23.0	26.5	22.6	0.0
Incr Delay (d2), s/veh	218.8	0.0	0.3	3.3	0.0	28.2	1.3	0.9	1.6	0.1	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	53.2	0.0	3.9	1.6	0.0	3.6	2.3	16.0	17.5	1.1	22.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	283.3	0.0	54.4	78.8	0.0	104.7	27.8	23.9	24.7	26.6	23.6	0.0
LnGrp LOS	F	A	D	E	A	F	C	C	C	C	C	
Approach Vol, veh/h		566			60			1418			1875	
Approach Delay, s/veh		257.8			95.6			24.4			23.6	
Approach LOS		F			F			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	98.3		12.2	18.8	92.0		37.0				
Change Period (Y+Rc), s	5.9	* 6.2		* 6.7	6.2	* 6		5.9				
Max Green Setting (Gmax), s	8.1	* 90		* 6.3	11.8	* 86		31.1				
Max Q Clear Time (g_c+I1), s	4.9	40.5		5.9	2.0	27.6		33.1				
Green Ext Time (p_c), s	0.0	23.7		0.0	0.0	13.6		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	58.8
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
11: US-1 & Palm City Road

10/27/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	289	6	97	22	3	10	16	2539	11	31	1384	564
Future Volume (veh/h)	289	6	97	22	3	10	16	2539	11	31	1384	564
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	304	6	102	23	3	11	17	2673	12	33	1457	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	333	7	302	34	4	34	197	2747	12	255	3165	
Arrive On Green	0.19	0.19	0.19	0.02	0.02	0.02	0.02	0.52	0.52	0.12	0.62	0.00
Sat Flow, veh/h	1748	35	1585	1584	207	1585	1781	5247	24	1781	5106	1585
Grp Volume(v), veh/h	310	0	102	26	0	11	17	1733	952	33	1457	0
Grp Sat Flow(s),veh/h/ln	1783	0	1585	1791	0	1585	1781	1702	1866	1781	1702	1585
Q Serve(g_s), s	29.0	0.0	9.5	2.4	0.0	1.2	0.8	84.0	84.3	0.0	25.8	0.0
Cycle Q Clear(g_c), s	29.0	0.0	9.5	2.4	0.0	1.2	0.8	84.0	84.3	0.0	25.8	0.0
Prop In Lane	0.98		1.00	0.88		1.00	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	339	0	302	39	0	34	197	1782	977	255	3165	
V/C Ratio(X)	0.91	0.00	0.34	0.67	0.00	0.32	0.09	0.97	0.97	0.13	0.46	
Avail Cap(c_a), veh/h	410	0	365	87	0	77	252	1782	977	255	3165	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	67.4	0.0	59.5	82.5	0.0	81.9	23.8	39.3	39.4	66.0	17.2	0.0
Incr Delay (d2), s/veh	22.0	0.0	0.7	18.0	0.0	5.2	0.2	15.7	23.2	0.2	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	21.8	0.0	7.0	2.4	0.0	1.0	0.7	48.7	55.3	2.3	15.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.5	0.0	60.2	100.5	0.0	87.1	24.0	55.1	62.6	66.2	17.7	0.0
LnGrp LOS	F	A	E	F	A	F	C	E	E	E	B	
Approach Vol, veh/h		412			37			2702			1490	
Approach Delay, s/veh		82.2			96.5			57.5			18.7	
Approach LOS		F			F			E			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.8	111.6		10.4	26.3	95.0		38.3
Change Period (Y+Rc), s	5.9	* 6.2		* 6.7	6.2	* 6		5.9
Max Green Setting (Gmax), s	9.1	* 89		* 8.3	8.8	* 89		39.1
Max Q Clear Time (g_c+I1), s	2.8	27.8		4.4	2.0	86.3		31.0
Green Ext Time (p_c), s	0.0	16.8		0.0	0.0	2.6		1.4

Intersection Summary	
HCM 6th Ctrl Delay	47.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

DE TRAFFIC

detraffic.com
(386) 341-4186
US 1 at SW Palm City Rd
Martin County, Fl

File Name : us 1 at palm
Site Code : 00000001
Start Date : 5/2/2023
Page No : 1

Groups Printed- Automobiles - Commercial

	US 1 Southbound					SW Palm City Rd Westbound				US 1 Northbound				SW Palm City Rd Eastbound				
Start Time	Left	Thru	Right	Flow Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	320	0	38	360	2	1	7	10	11	228	1	240	77	0	6	83	693
07:15 AM	3	337	0	53	393	1	0	6	7	19	273	4	296	84	1	5	90	786
07:30 AM	7	459	1	49	516	3	0	9	12	17	306	2	325	126	0	11	137	990
07:45 AM	4	456	0	72	532	5	0	8	13	16	274	2	292	120	2	15	137	974
Total	16	1572	1	212	1801	11	1	30	42	63	1081	9	1153	407	3	37	447	3443
08:00 AM	4	428	1	77	510	4	0	10	14	11	364	3	378	102	0	16	118	1020
08:15 AM	3	425	0	68	496	6	0	8	14	16	341	2	359	126	3	18	147	1016
08:30 AM	1	437	0	48	486	3	1	4	8	18	324	1	343	101	0	18	119	956
08:45 AM	3	430	0	55	488	1	0	6	7	13	307	3	323	90	1	16	107	925
Total	11	1720	1	248	1980	14	1	28	43	58	1336	9	1403	419	4	68	491	3917
04:00 PM	6	324	0	121	451	5	0	1	6	5	387	1	393	53	2	20	75	925
04:15 PM	4	339	1	124	468	2	1	3	6	4	589	0	593	62	0	20	82	1149
04:30 PM	6	347	0	138	491	6	0	2	8	4	598	4	606	63	2	24	89	1194
04:45 PM	6	346	2	156	510	4	1	1	6	3	644	3	650	77	1	30	108	1274
Total	22	1356	3	539	1920	17	2	7	26	16	2218	8	2242	255	5	94	354	4542
05:00 PM	9	344	0	135	488	5	0	2	7	3	630	0	633	66	0	21	87	1215
05:15 PM	4	313	0	121	438	5	1	2	8	6	605	2	613	76	1	20	97	1156
05:30 PM	8	306	0	110	424	5	1	3	9	5	554	2	561	55	1	13	69	1063
05:45 PM	4	283	0	103	390	2	0	4	6	5	517	0	522	45	0	11	56	974
Total	25	1246	0	469	1740	17	2	11	30	19	2306	4	2329	242	2	65	309	4408
Grand Total	74	5894	5	1468	7441	59	6	76	141	156	6941	30	7127	1323	14	264	1601	16310
Apprch %	1	79.2	0.1	19.7		41.8	4.3	53.9		2.2	97.4	0.4		82.6	0.9	16.5		
Total %	0.5	36.1	0	9	45.6	0.4	0	0.5	0.9	1	42.6	0.2	43.7	8.1	0.1	1.6	9.8	
Automobiles	69	5814	3	1404	7290	57	6	73	136	152	6806	27	6985	1299	10	257	1566	15977
% Automobiles	93.2	98.6	60	95.6	98	96.6	100	96.1	96.5	97.4	98.1	90	98	98.2	71.4	97.3	97.8	98
Commercial	5	80	2	64	151	2	0	3	5	4	135	3	142	24	4	7	35	333
% Commercial	6.8	1.4	40	4.4	2	3.4	0	3.9	3.5	2.6	1.9	10	2	1.8	28.6	2.7	2.2	2

DE TRAFFIC

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(386) 341-4186
US 1 at SW Palm City Rd
Martin County, Fl

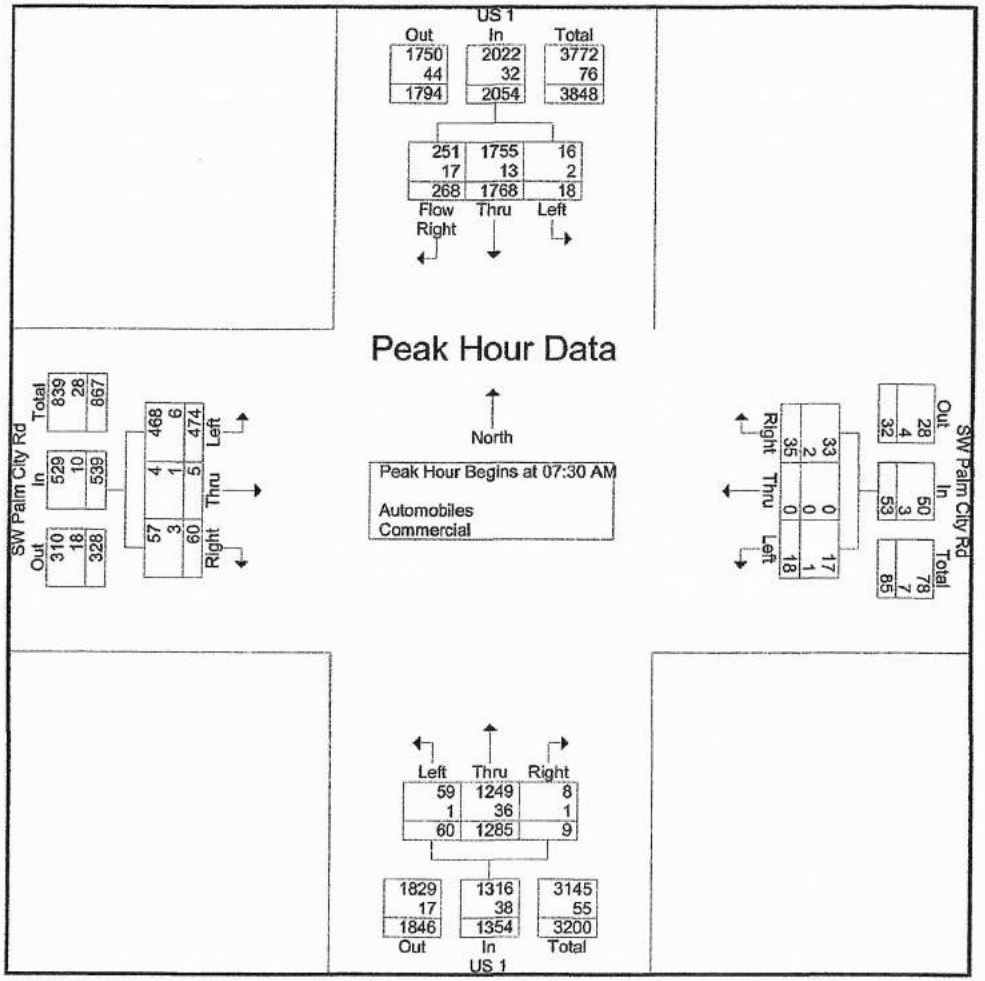
File Name : us 1 at palm
Site Code : 00000001
Start Date : 5/2/2023
Page No : 2

	US 1 Southbound					SW Palm City Rd Westbound				US 1 Northbound				SW Palm City Rd Eastbound				
Start Time	Left	Thru	Right	Flow Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:30 AM																		
07:30 AM	7	459	1	49	516	3	0	9	12	17	306	2	325	126	0	11	137	990
07:45 AM	4	456	0	72	532	5	0	8	13	16	274	2	292	120	2	15	137	974
08:00 AM	4	428	1	77	510	4	0	10	14	11	364	3	378	102	0	16	118	1020
08:15 AM	3	425	0	68	496	6	0	8	14	16	341	2	359	126	3	18	147	1016
Total Volume	18	1768	2	266	2054	18	0	35	53	60	1285	9	1354	474	5	60	539	4000
% App. Total	0.9	86.1	0.1	13		34	0	66		4.4	94.9	0.7		87.9	0.9	11.1		
PHF	.643	.963	.500	.864	.965	.750	.000	.875	.946	.882	.883	.750	.896	.940	.417	.833	.917	.980
Automobiles	16	1755	1	250	2022	17	0	33	50	59	1249	8	1316	468	4	57	529	3917
% Automobiles	88.9	99.3	50.0	94.0	98.4	94.4	0	94.3	94.3	98.3	97.2	88.9	97.2	98.7	80.0	95.0	98.1	97.9
Commercial	2	13	1	16	32	1	0	2	3	1	36	1	38	6	1	3	10	83
% Commercial	11.1	0.7	50.0	6.0	1.6	5.6	0	5.7	5.7	1.7	2.8	11.1	2.8	1.3	20.0	5.0	1.9	2.1

DE TRAFFIC

detraffic.com
(386) 341-4186
US 1 at SW Palm City Rd
Martin County, Fl

File Name : us 1 at palm
Site Code : 00000001
Start Date : 5/2/2023
Page No : 3



DE TRAFFIC

detraffic.com
(386) 341-4186
US 1 at SW Palm City Rd
Martin County, Fl

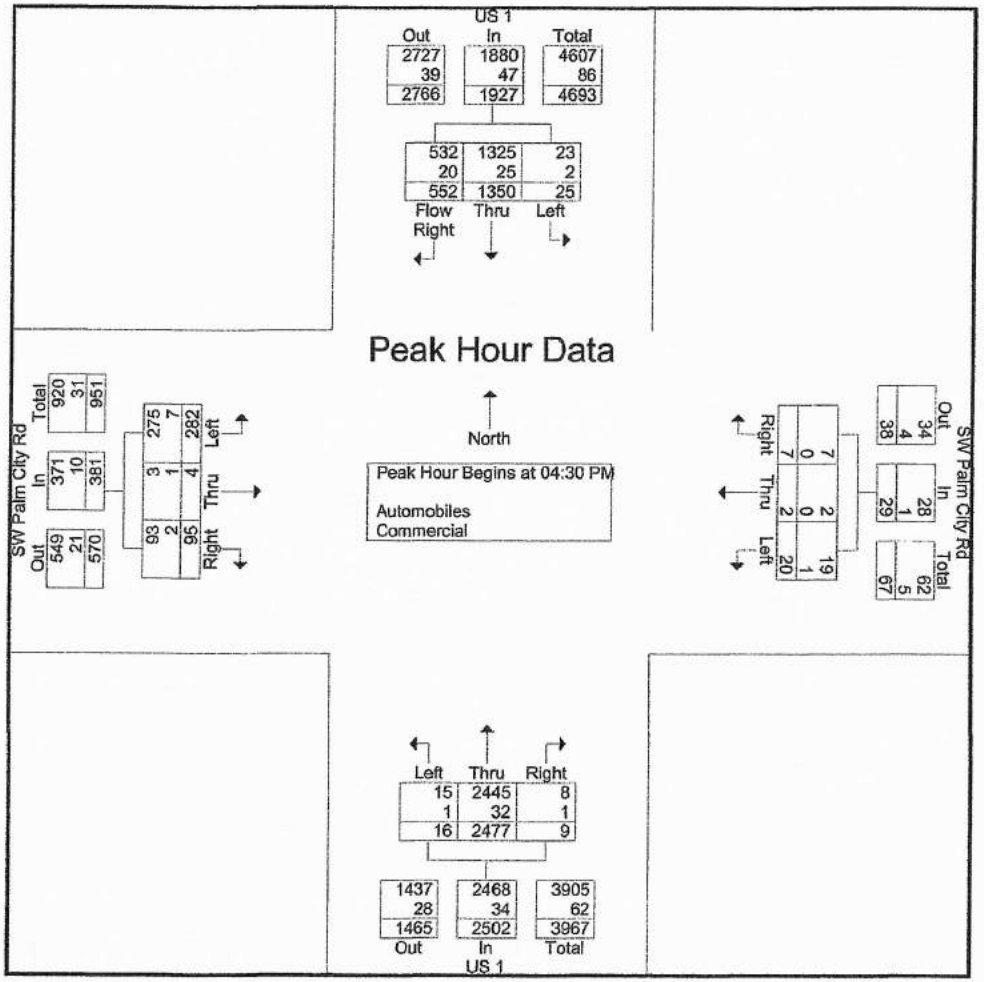
File Name : us 1 at palm
Site Code : 00000001
Start Date : 5/2/2023
Page No : 4

	US 1 Southbound					SW Palm City Rd Westbound				US 1 Northbound				SW Palm City Rd Eastbound				
Start Time	Left	Thru	Right	Flow Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:30 PM																		
04:30 PM	6	347	0	138	491	6	0	2	8	4	598	4	606	63	2	24	89	1194
04:45 PM	6	346	2	156	510	4	1	1	6	3	644	3	650	77	1	30	108	1274
05:00 PM	9	344	0	135	488	5	0	2	7	3	630	0	633	66	0	21	87	1215
05:15 PM	4	313	0	121	438	5	1	2	8	6	605	2	613	76	1	20	97	1156
Total Volume	25	1350	2	550	1927	20	2	7	29	16	2477	9	2502	282	4	95	381	4839
% App. Total	1.3	70.1	0.1	28.5		69	6.9	24.1		0.6	99	0.4		74	1	24.9		
PHF	.694	.973	.250	.881	.945	.833	.500	.875	.906	.667	.962	.563	.962	.916	.500	.792	.882	.950
Automobiles	23	1325	1	531	1880	19	2	7	28	15	2445	8	2468	275	3	93	371	4747
% Automobiles	92.0	98.1	50.0	96.5	97.6	95.0	100	100	96.6	93.8	98.7	88.9	98.6	97.5	75.0	97.9	97.4	98.1
Commercial	2	25	1	19	47	1	0	0	1	1	32	1	34	7	1	2	10	92
% Commercial	8.0	1.9	50.0	3.5	2.4	5.0	0	0	3.4	6.3	1.3	11.1	1.4	2.5	25.0	2.1	2.6	1.9

DE TRAFFIC

detraffic.com
(386) 341-4186
US 1 at SW Palm City Rd
Martin County, Fl

File Name : us 1 at palm
Site Code : 00000001
Start Date : 5/2/2023
Page No : 5



DE TRAFFIC

detraffic.com
(386) 341-4186
US 1 at SW Palm City Rd
Martin County, Fl

File Name : us 1 at palm
Site Code : 00000001
Start Date : 5/2/2023
Page No : 6

Groups Printed- Peds

	US 1 Southbound						SW Palm City Rd Westbound					US 1 Northbound					SW Palm City Rd Eastbound					
Start Time	Left	Thru	Right	Flow Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:15 AM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
Total	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
08:00 AM	0	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
08:15 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	3	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	4
05:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
Total	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	3
Grand Total	0	0	0	0	6	6	0	0	0	0	0	0	0	0	9	9	0	0	0	0	0	15
Apprch %	0	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	0		
Total %	0	0	0	0	40	40	0	0	0	0	0	0	0	0	60	60	0	0	0	0	0	



NB Approach



SB Approach



EB Approach



WB Approach

de traffic	US 1 at Palm City Rd	Martin County
	www.de-traffic.com	Project Number: O23-12 / Sheet Number: 1
	299 McGregor Rd. DeLand Fl. 32720	

MARTIN COUNTY TRAFFIC

Intersection: 47 SR-5 (US1) @ PALM CITY ROAD

	NBLT	SB		WB	SBLT	NB		EB
PHASE	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Initial green	7	10	0	4	4	10	0	4
Passage	3	5	0	3	3	5	0	3.5
Max 1	25	60	0	20	25	60	0	35
Max 2	30	50	30	50	30	50	30	50
Yellow	3.7	4	3	3.4	3.7	4	3	3.7
All Red	2.2	2	0	3.3	2.5	2	0	2.2
Walk	0	5	0	5	0	5	0	0
Ped Clear	0	13	0	27	0	13	0	0
Initial	1-Inactive	4-Green	0-None	1-Inactive	1-Inactive	4-Green	0-None	1-Inactive
NA Response	0-None	1-NonAct1	0-None	2-NonAct2	0-None	1-NonAct1	0-None	2-NonAct2
Veh. Recalls	0-None	2-Min	0-None	0-None	0-None	2-Min	0-None	0-None
Non-Lock	1	0	0	1	1	0	0	1
Dual Entry	0	0	0	0	0	0	0	0
Assigned ph.								
Oper. Mode								
Switch								

**** Intersection runs split phase East / West (see ring structure below)

Phase	Ring	Next	1	2	3	4	5	6	7	8
1	1	2	1	0	0	0	1	1	0	0
2	1	4	0	1	0	0	1	1	0	0
3	0	0	0	0	1	0	0	0	0	0
4	1	8	0	0	0	1	0	0	0	0
5	2	6	1	1	0	0	1	0	0	0
6	2	5	1	1	0	0	0	1	0	0
7	0	0	0	0	0	0	0	0	1	0
8	1	1	0	0	0	0	0	0	0	1

January 25, 2018

LOCATION: 47 SR-5 (US1) @ PALM CITY ROAD

Day Plan

Day 2 = Weekdays Day 1 = Weekends

DAY		START		GROUP 1 C/S/O		COBALT Group	
1		9:00		2/2/1		1	
1		20:00		0/0/4		99	
2		6:00		4/1/1		3	
2		9:30		3/1/1		5	
2		15:00		4/2/1		7	
2		18:30		3/2/1		9	
2		20:30		0/0/4		99	

Plan		1	5	9	3	7	N/A	
DIAL		2	3	3	4	4	3	
SPLIT		2	1	2	1	2	4	
OFFSET		118	74	110	128	10	136	
CYCLE LENGTH		140	160	130	160	170	150	
Cobalt Sequence		2	2		5	5		
PHASE		SPLITS (SECONDS)						
1	NBLT	**14**	**21**	15	14	15	17	
2	SB	82	78	67	96	95	80	
3		0	0	0	0	0	0	
4	WB	12	17	13	13	15	15	
5	SBLT	14	17	12	**18**	**15**	17	
6	NB	82	82	70	92	95	80	
7		0	0	0	0	0	0	
8	EB	32	44	35	37	45	38	

Phase 8 in ring 1 (Split Phase Operation)

Lagging phase when **BOLD** type & gray box

Printed 01/25/18

Cotleur & Hearing

LC26000535

LAND PLANNING + LANDSCAPE ARCHITECTURE + TRANSPORTATION

1934 COMMERCE LANE • SUITE 1
JUPITER, FLORIDA • 33458
561.747.6336 561.747.1377

October 30, 2023

Kristopher McCrain
Principal Planner
City of Stuart Development Department
121 SW Flagler Avenue
Stuart, FL 34994

Stuart Creekside Hotel and Retail
Comment Response Letter
Traffic Comments

Dear Mr. McCrain,

On behalf of the applicant, please accept this response letter to the comments provided by Kimley-Horn on October 19, 2023, in their review of the Traffic Impact Study (revised August 10, 2023) prepared by O'Rourke Engineering & Planning (OREP) for the project known as Creekside Hotel and Retail. O'Rourke Engineering & Planning has provided a response to each of the comments below by the transportation reviewer, as well as a Traffic Impact Study revised October 27, 2023.

1. Please add pass-by traffic to the volumes utilized for the intersection analysis.

OREP RESPONSE: The small number of trips has been added to the intersection of A Street and Colorado and US 1 and Palm City.

2. Please verify the growth rate utilized for the intersection volume development sheets (IVDs).

OREP RESPONSE: We have revised the growth rate to reflect FDOT rates on Colorado of 1.019% per year and .5% per year on US 1 per the MC Inventory LOS Report.

3. Please provide recommended intersection improvements for intersections with v/c ratios over 1.0 or LOS F. Please provide recommended improvements for the Palm City Road at US 1 eastbound approach queue.

OREP RESPONSE: As a project that is exempt from concurrency, we have not proposed improvements for background failures. This project has conducted a very thorough analysis for a project with an insignificant impact in an exception area.

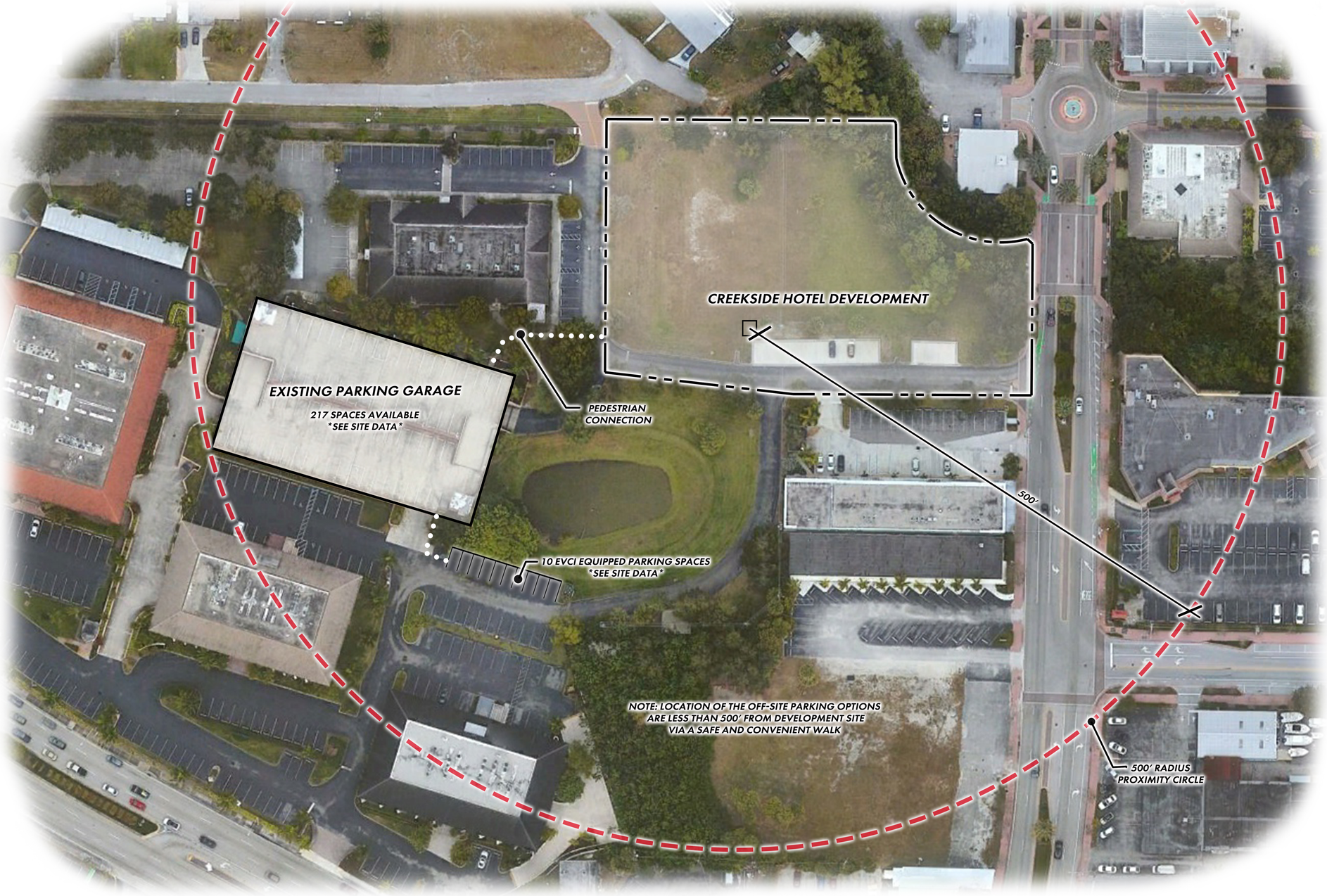
4. Please utilize a 1.01 peak season correction factor (PSCF) for the intersection analysis per the PSCF report from FDOT Traffic Online.

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561.747.6336 561.747.1377

OREP RESPONSE: It is not customary to apply a seasonal factor to counts made in the season including January, February and March. In this case, the intersections should reflect the dates on the count sheets provided in the appendix. The intersection analysis has been revised to reflect the date of the corresponding count date.

5. Please verify the number of lanes listed in the Percent Impact and Link Analysis tables.

OREP RESPONSE: We apologize for that error. Please note however, that the capacity reflected the correct number of lanes.



OFF-SITE PARKING EXHIBIT

Cotleur & Hearing
Landscape Architects
Land Planners
Environmental Consultants
1934 Commerce Lane
Suite 1
Jupiter, Florida 33458
561.747.6336 · Fax 747.1377
www.cotleurhearing.com
Lic# LC-26000535

Creekside Hotel
Stuart, Florida

DESIGNED	LAH/TJB
DRAWN	TJB
APPROVED	DTS/LAH
JOB NUMBER	22-1016
DATE	03-07-23
REVISIONS	05-12-23
	09-29-23

SHEET 1 OF 1

© COTLEUR & HEARING, INC.
These drawings are the property of the architect and are not to be used for extensions or on other projects except by agreement in writing with the architect. Immediately report any discrepancies to the architect.

INSTR # 2237575
OR BK 02480 PG 2115
Pgs 2115 - 2129; (15pgs)
RECORDED 10/11/2010 02:56:23 PM
MARSHA EWING
CLERK OF MARTIN COUNTY FLORIDA
RECORDED BY C Oliveri

ROYAL PALM FINANCIAL CENTER
RECIPROCAL EASEMENT AGREEMENT

THIS AGREEMENT is entered into this 14TH day of September, 2010, by and between a ROYAL PALM I, INC., a Florida corporation, whose address is 5094 S.E. Federal Highway, Stuart, Florida, 34997 (hereinafter referred to as "RPI") and TED GLASRUD ASSOCIATES FL, LLC, a Florida limited company, whose address is 759 South Federal Highway, Suite 217, Stuart, Florida 34994 (hereinafter referred to as "TGA").

Copy Copy Copy

WHEREAS, RPI is the owner of the property described as The Royal Palm Financial Center, the Building I Property, which is more particularly described on Exhibit "A" attached hereto and made a part hereof ("Building I"); and

WHEREAS, TGA is the owner of the Buildings II, III, IV and V Properties of The Royal Palm Financial Center, as more particularly described on Exhibit "B", attached hereto and made a part hereof ("Buildings II, III, IV and V"); and

WHEREAS, TGA, intends to develop that portion of the Building V Property abutting Colorado Avenue, which is presently vacant land, the parties hereto stipulate and agree that any such improvements to the said Property shall be included herein and deemed to be a portion of the Building V Property for all purposes; notwithstanding the foregoing, upon development of the aforesaid vacant land, said property shall be referred to as "Building VI" and all terms and conditions applicable to Building V shall apply except as otherwise specifically provided herein; and

WHEREAS, TGA, may someday elect to convey Buildings II, III, IV, V or VI as individual properties, TGA hereby reserves the right to subdivide said properties accordingly and RPI consents to such subdivision; and

WHEREAS, the site plan for the Royal Palm Financial Center, attached hereto and made a part hereof as Exhibit "C", depicts all of the RPI and TGA Properties identified herein ("RPFC"); and

WHEREAS, the Buildings within RPFC have common access, parking, utilities and drainage facilities; and

WHEREAS, RPI and TGA desire to clarify and implement their mutual rights and obligations to use the common access, parking, monument signage, utilities and drainage facilities described above.

NOW, THEREFORE, in consideration of Ten and No/100 Dollars ($10.00) in hand paid each to the other, the receipt whereof is hereby acknowledged, and the mutual covenants contained herein, the parties do hereby agree as follows:

1. RPI does hereby grant, bargain, sell and convey unto TGA a nonexclusive easement for access, parking, TGA monument signage, utilities, irrigation and drainage facilities now or hereafter lying within the bounds of the Building I Property, as shown on Exhibit "A" for the benefit of TGA. This easement area does not include the building, grounds and other facilities now or hereafter located on the Building I Property not used for access, parking, utilities, irrigation or drainage and does not include any parking spaces located below the building.

2. TGA does hereby grant, bargain, sell and convey unto RPI a non-exclusive easement for access, parking, utilities, irrigation and drainage facilities now or hereafter lying within the bounds of the Buildings II, III, IV and V Properties, as shown on Exhibit "B" for the benefit of RPI. This easement area does not include the building, grounds and other facilities now or hereafter located on the Building II, III, IV and V Properties not used for access, parking, utilities, irrigation or drainage and does not include any parking spaces located below the buildings or in the covered carport area behind Building III.

3. TGA shall maintain the access, parking and drainage facilities located within the Building II, III, IV and V Properties and RPI shall have no responsibility for such maintenance, except as described in paragraphs 8 and 9 below. All such facilities shall be maintained in a safe, clean and fully operational manner, in accordance with commercially acceptable standards for professional office buildings located in Stuart, Florida.

4. RPI shall maintain the access, parking and drainage facilities now or hereafter located on the Building I Property and TGA shall have no responsibility for such maintenance except as described in paragraph 7 below. All such facilities shall be maintained in a safe, clean and fully-operational manner, in accordance with commercially acceptable standards for professional office buildings located in Stuart, Florida.

5. The parties hereto agree that the easements, covenants and agreements herein shall be deemed appurtenant to and run with the Building I, II, III, IV and V Properties and shall benefit RPI and TGA and their respective successors and assigns to all or part of the said properties and to the tenants, lessees, agents, employees, guests and invitees of the parties hereto, and their successors in title, and guests and invitees of tenants and lessees residing on said respective properties.

6. The parties hereto agree that the easements, covenants and agreements herein made shall be burdens upon and shall run with the Building I, II, III, IV and V Properties respectively and shall be binding upon RPI and TGA and their respective heirs, legal representatives, successors and assigns, as the case may be.

7. For so long as this agreement shall remain in full force and effect, or the owner of the Building II, III, IV and V Properties shall otherwise utilize drainage and utility facilities located on the Building I Property by virtue of the existing drainage and utility system or the terms of this Reciprocal Easement Agreement, TGA and the successor owners of Building II, III, IV and V Properties shall be responsible for the maintenance and shall pay all of the maintenance costs for the maintenance of such facilities, located on Building I Property and which solely serves the Building II, III, IV and V Properties. Such maintenance shall include any costs of restoring, to an

Copy Only Copy

equal or better condition, the paving, landscaping and other improvements to the Building I Property which may be damaged or disturbed from time to time in connection with the maintenance of such facilities.

8. For so long as this agreement shall remain in full force and effect, or the owner of the Building I Property shall otherwise utilize drainage and utility facilities located on the Building II, III, IV and V Properties by virtue of the existing drainage and utility system or the terms of this Reciprocal Easement Agreement, RPI and the successor owners of the Building I Property shall be responsible for the maintenance and shall pay all of the maintenance costs for the maintenance of such facilities, located on Buildings II, III, IV and V which solely serves the Building I Property. Such maintenance shall include any costs of restoring, to an equal or better condition, the paving, landscaping and other improvements to the Building II, III, IV and V Properties which may be damaged or disturbed from time to time in connection with the maintenance of such facilities.

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9. For so long as this agreement shall remain in full force and effect, the owner of any Property within the RPFC shall be permitted to utilize the parking spaces in the ramp parking area (the "Ramp Area") located to the rear of the Building II Property.

10. RPFC is currently served by a single lift station for connection to the City of Stuart sewer system. The parties hereby agree that RPI ("Building I") shall pay 20% of the cost of maintaining the said lift station and TGA shall pay 80% of the said cost (which 80% cost shall be apportioned amongst the TGA properties as follows: Building II shall pay 20%; Building III shall pay 40%; and Building IV shall pay 20%). RPI shall have primary responsibility for maintaining the lift station but in the event of its failure to maintain, TGA shall have the right to maintain same. The party maintaining the lift station shall bill the other party its proportionate share of maintenance costs and the other party shall pay the said bill within 30 days of receipt of same. Building V is served by a separate gravity feed sanitary sewer system and does not require a lift station. In the event Building VI is developed, it would also be serviced by a separate gravity feed sanitary sewer system.

11. RPFC is currently irrigated by a single well and irrigation system which utilizes the pond south of the Ramp Area for water staging. The parties hereby agree that RPI ("Building I") shall pay 20% of the cost of maintaining the said well and irrigation system and TGA shall pay 80% of the said cost (which 80% cost shall be apportioned amongst the TGA properties as follows: Building II shall pay 15%; Building III shall pay 30%; Building IV shall pay 15%; Building V shall pay 20%. Upon its construction, Building VI shall not become a part of the RPFC irrigation system and shall maintain a separate irrigation system as its needs may require.. TGA shall have primary responsibility for maintaining the irrigation system but in the event of its failure to maintain, RPI shall have the right to maintain same. The party maintaining the irrigation system shall bill the other party its proportionate share of maintenance costs and the other party shall pay the said bill within 30 days of receipt of same.

The pond south of the Ramp Area is used by Buildings I, II, III and IV for surface water retention purposes. The parties hereby agree that RPI ("Building I") shall pay 20% of the cost of maintaining the said pond and TGA shall pay 80% of the said cost (which 80% cost shall be

apportioned amongst the TGA properties as follows: Building II shall pay 20%; Building III shall pay 40%; and Building IV shall pay 20%). TGA shall have primary responsibility for maintaining the pond but in the event of its failure to maintain, RPI shall have the right to maintain same. The party maintaining the pond shall bill the other party its proportionate share of maintenance costs and the other party shall pay the said bill within 30 days of receipt of same.

12. The owner of Building I shall maintain, at his sole expense, the landscaping adjacent to U.S. 1 lying in front of Building I as depicted on attached Exhibit "C"; the owner of Building II shall maintain, at his sole expense, the landscaping adjacent to U.S. 1 lying in front of Building II as depicted on attached Exhibit "C"; the owner of Building III shall maintain, at his sole expense, the landscaping adjacent to U.S. 1 lying in front of Building III as depicted on Attached Exhibit "C"; the owner of Building IV shall maintain at his sole expense the landscaping adjacent to U.S. 1 lying in front of Building IV as depicted on attached Exhibit "C".

13. All property improvements, including but not being limited to, lighting, curbs, sidewalks, and driveways, shall be maintained by the owner upon whose property the improvements are located. In the event an owner fails to maintain his improvements, any other owner(s) may make needed repairs to maintain or replace the improvements and bill the owner upon whose property the improvements are located.

14. Each owner shall maintain the monument signage which serves their Building, without regard to the ownership of the land upon which the monument signage is located.

15. Each of the parties shall keep in full force and effect a policy of public liability and property damage insurance regarding their respective interests in the easements granted under this agreement, with a company satisfactory to the owner of the property burdened by the easement, and in identical amounts to each other, as the parties shall agree upon from time to time. Each party's policies required hereby shall name the other party or parties as an additional insured(s) and shall include a provision requiring thirty (30) days prior written notice of any change or cancellation of the policy. Each party shall provide the other party or parties with copies of such policies or appropriate certificates of insurance.

16. In the event of a default of any of the conditions or provisions of this agreement, the party claiming such default may give notice detailing such default to the other party. The defaulting party shall have thirty (30) days from the date of such notice to cure the default. If the default is not cured within such thirty (30) day period, the non-defaulting party may send a notice of non-compliance to the other party within ten (10) days after the end of the thirty (30) day cure period. If such notice of noncompliance is timely sent, the non-defaulting party may, at its option, elect to: (a) terminate the easement that it has granted to the other party hereunder or (b) cure the default on behalf of the defaulting party, in which event the defaulting party shall forthwith reimburse the non-defaulting party for the reasonable costs, including attorney fees and costs, thereby incurred.

17. Any notices to be delivered hereunder shall be hand delivered or mailed by certified mail, return receipt requested, to the parties at the addresses set forth below or at such other addresses as the parties may hereafter specify in writing:

Clerk Copy Copy

Royal Palm I, Inc.
5094 S.E. Federal Highway
Stuart, Florida, 34997

TED GLASRUD ASSOCIATES FL, LLC
759 South Federal Highway, Suite 217
Stuart, Florida 34994

IN WITNESS WHEREOF, the date of this instrument shall be the date of last execution.

Copy Copy Copy

(Print Name: LEONARD S. GRAY)

(Print Name: M J KEMPSTER)

ROYAL PALM I, INC.

By: _____
SIDNEY FRISCH, JR., President

(Print Name: Kristen R Brown)

(Print Name: LEONARD LLOYD, JR.)

TED GLASRUD ASSOCIATES FL, LLC

By: Glasrud Management, Inc., its Manager

By: _____
THEODORE G. GLASRUD, President

STATE OF FLORIDA)
COUNTY OF MARTIN)

The foregoing instrument was acknowledged before me this 14th day of September, 2010, by SIDNEY FRISCH, JR., as President of Royal Palm I, Inc., and who executed the foregoing instrument, and she acknowledged before me that she executed the same for the purposes expressed therein.

Notary Public Carrie J. Nagel
My commission expires: 7/10/13
(Notary Seal)

OFFICIAL SEAL
CARRIE J. NAGEL
NOTARY PUBLIC, STATE OF ILLINOIS
MY COMMISSION EXPIRES 7-10-2013

STATE OF FLORIDA
COUNTY OF MARTIN

The foregoing instrument was acknowledged before me this 9th day of Sept. 2010, by Ted Glasrud Associates FL, LLC, by Glasrud Management, Inc., its Manager, by Theodore G. Glasrud, President, who (X) is personally known to me OR ( ) has produced _____ as identification.

Notary Public Kristen R Brown
My commission expires: 9/29/13
(Notary seal)

KRISTEN R. BROWN
MY COMMISSION # DD 894378
EXPIRES: September 29, 2013
Bonded Thru Notary Public Underwriters

Copy Copy Copy

Copy Copy Copy

EXHIBIT "A"

I

EXHIBIT "A"
Legal Description

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Being a parcel of land lying on Government Lot 7, Section 5, Township 38 South, Range 41 East, Martin County, Florida and being more particularly described as follows:

COMMENCE at the Southeast Corner of said Section 5, Township 38 South, Range 41 East, Martin County, Florida; thence North 00°57'28" East along the East line of said Government Lot 7, said line also being the East line of said Section 5, a distance of 950.00 feet; thence North 89°12'21" West, a distance of 220.06 feet to the POINT OF BEGINNING of the following described parcel:

Thence South 00°57'28" West, a distance of 90.08 feet; thence North 89°13'11" West, a distance of 189.28 feet; thence South 17°09'51" East a distance of 209.98 feet; thence South 34°51'51" West, a distance of 125.82 feet to a point in the Northerly Right-of-Way line of U.S. Highway No. 1; thence North 61°58'42" West along said Northerly Right-of-Way line, a distance of 418.49 feet to the beginning of a curve concave to the Northeast, having a radius of 922.37 feet; thence Northwesterly along the arc of said curve through a central angle of 23°17'08", a distance of 374.86 feet to a point, said point hereinafter referred to as "Point A"; thence departing said Northerly Right-of-Way line North 51°18'26" East, a distance of 54.00 feet to a point in a non-tangent curve concave to the Northeast, having a radius of 868.37 feet, said curve being 54.00 feet Northeasterly of and concentric with lastly described curve; thence Southeasterly along the arc of said curve through a central angle of 23°17'08", a distance of 352.91 feet; thence South 61°58'42" East, a distance of 140.78 feet; thence North 75°44'00" East, a distance of 33.90 feet; thence North 16°44'00" East, a distance of 122.00 feet; thence North 07°30'00" East, a distance of 86 feet; thence North 73°16'00" West, a distance of 230.00 feet; thence North 16°44'00" East, a distance of 20.00 feet; thence South 73°16'00" East, a distance of 226.75 feet; thence South 07°30'00" West, a distance of 11.26 feet; thence South 73°16'00" East, a distance of 64.00 feet; thence North 16°44'04" East, a distance of 158.00 feet; thence South 82°57'31" East, a distance of 236.97 feet; thence South 00°57'28" West, a distance of 110.00 feet to the POINT OF BEGINNING.

TOGETHER WITH the following described Parcel:

COMMENCE at aforementioned Point A, said point being in a curve having a radius of 922.37 feet, the chord of which bears North 35°53'47" West; thence Northwesterly along the arc of said curve through a central angle of 05°35'34", a distance of 90.04 feet to the POINT OF BEGINNING; thence continue along said curve having a radius of 922.37 feet through a central angle of 02°42'36", a distance of 43.63 feet; thence North 53°44'00" East, a distance of 26.54 feet to the beginning of a curve concave to the South, having a radius of 30.00 feet; thence Northeasterly and Southeasterly along the arc of said curve through a central angle of 53°00'00", a distance of 27.75 feet; thence South 73°16'00" East, a distance of 45.11 feet; thence South 56°54'00" West, a distance of 81.21 feet to the POINT OF BEGINNING.

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EXHIBIT "B"

EXHIBIT "B"

LEGAL DESCRIPTION

A CERTAIN TRACT OF LAND SITUATE IN MARTIN COUNTY, FLORIDA, WHICH IS MORE PARTICULARLY DESCRIBED AS FOLLOWS, TO-WIT:

Copy Only

PHASE II

A PARCEL OF LAND LYING IN GOVERNMENT LOT 7, SECTION 5, TOWNSHIP 38 SOUTH, RANGE 41 EAST, MARTIN COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SECTION 5, TOWNSHIP 38 SOUTH, RANGE 41 EAST, MARTIN COUNTY, FLORIDA; THENCE NORTH 00°57'28" EAST ALONG THE EAST LINE OF GOVERNMENT LOT 7, ALSO BEING THE EAST LINE OF SAID SECTION 5, A DISTANCE OF 950.00 FEET; THENCE NORTH 89°12'21" WEST, A DISTANCE OF 220.06 FEET; THENCE SOUTH 00°57'28" WEST, A DISTANCE OF 90.08 FEET; THENCE NORTH 89°13'11" WEST, A DISTANCE OF 189.28 FEET; THENCE SOUTH 17°09'51" EAST, A DISTANCE OF 209.98 FEET; THENCE SOUTH 34°51'51" WEST, A DISTANCE OF 125.82 FEET TO A POINT ON THE NORTHERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NUMBER 1 (ALSO KNOWN AS STATE ROAD NUMBER 5); THENCE NORTH 61°58'42" WEST, ALONG SAID NORTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 418.49 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 922.37 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 23°17'08", A DISTANCE OF 374.86 FEET TO THE **POINT OF BEGINNING OF PHASE 2**; THENCE CONTINUE ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 05°35'34", A DISTANCE OF 90.04 FEET; THENCE NORTH 56°54'00" EAST, A DISTANCE OF 94.30 FEET; THENCE SOUTH 73°16'00" EAST, A DISTANCE OF 121.45 FEET; THENCE SOUTH 16°44'00" WEST, A DISTANCE OF 10.00 FEET; THENCE SOUTH 73°16'00" EAST, A DISTANCE OF 166.00 FEET; THENCE SOUTH 16°44'00" WEST, A DISTANCE OF 12.00 FEET; THENCE SOUTH 73°16'00" EAST, A DISTANCE OF 230.00 FEET; THENCE SOUTH 07°30'00" WEST, A DISTANCE OF 86.00 FEET; THENCE SOUTH 16°44'00" WEST, A DISTANCE OF 122.00 FEET; THENCE SOUTH 75°44'00" WEST, A DISTANCE OF 33.90 FEET; THENCE NORTH 61°58'42" WEST, A DISTANCE OF 140.78 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHEAST HAVING A RADIUS OF 868.37 FEET; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 23°17'08", A DISTANCE OF 352.91 FEET; THENCE SOUTH 51°18'26" WEST A DISTANCE OF 54.00 FEET TO THE **POINT OF BEGINNING.**

LESS AND EXCEPTING THEREFROM THE FOLLOWING DESCRIBED PARCEL:

BEING A PORTION OF PHASE III, ROYAL PALM FINANCIAL CENTER LYING IN GOVERNMENT LOT 7, SECTION 5, TOWNSHIP 38 SOUTH, RANGE 41 EAST, MARTIN COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SECTION 5, TOWNSHIP 38 SOUTH, RANGE 41 EAST, MARTIN COUNTY, FLORIDA; THENCE NORTH 00°59'28" EAST ALONG THE EAST LINE OF GOVERNMENT LOT 7, ALSO BEING THE EAST LINE OF SAID SECTION 5, A DISTANCE OF 950.00 FEET; THENCE NORTH 89°12'21" WEST, A DISTANCE OF 220.06 FEET; THENCE SOUTH 00°57'28" WEST, A DISTANCE OF 90.08 FEET; THENCE NORTH 89°13'11 WEST A DISTANCE OF 189.28 FEET; THENCE NORTH 16°44'00" EAST, A DISTANCE OF 46.68 FEET; THENCE NORTH 73°16'00" WEST, A DISTANCE OF 170 FEET; THENCE NORTH 07°30'00" EAST, A DISTANCE OF 11.26 FEET; THENCE NORTH 73°16'00" WEST, A DISTANCE OF 226.75 FEET; THENCE SOUTH 16°44'00" WEST, A DISTANCE OF 8.00 FEET TO THE **POINT OF BEGINNING** OF THE FOLLOWING DESCRIBED PORTION OF PHASE III; THENCE CONTINUE SOUTH 16°44'00" WEST, A DISTANCE OF 82.00 FEET; THENCE NORTH 73°16'00" WEST, A DISTANCE OF 162.00 FEET; THENCE NORTH 16°44'00" EAST A DISTANCE OF 72.00 FEET; THENCE NORTH 73°16'00" WEST, A DISTANCE OF 66.00 FEET; THENCE NORTH 16°44'00" EAST, A DISTANCE OF 10.00 FEET; THENCE NORTH 73°16'00" WEST, A DISTANCE OF 67.89 FEET; THENCE NORTH 56°54'00" EAST, A DISTANCE OF 13.09 FEET; THENCE SOUTH 73°16'00" EAST, A DISTANCE OF 121.45 FEET; THENCE SOUTH 16°44'00" WEST, A DISTANCE OF 10.00 FEET; THENCE SOUTH 73°16'00" EAST, A DISTANCE OF 166.00 FEET TO THE **POINT OF BEGINNING.**

OR BK I 2 6 I PG0 I 8 6

PHASE III

A parcel of land lying in Government Lot 7, Section 5, Township 38 South, Range 41 East, Martin County, Florida and being more particularly described as follows:

Commencing at the Southeast corner of Section 5, Township 38 South, Range 41 East, Martin County, Florida; thence North 00 degrees 57 minutes 28 seconds East along the East line of Government Lot 7 also being the East line of said Section 5, a distance of 950.0 feet, thence North 89 degrees 12 minutes 21 seconds West, a distance of 220.06 feet; thence South 00 degrees 57 minutes 28 seconds West, a distance of 90.08 feet; thence North 89 degrees 13 minutes 11 seconds West, a distance of 189.28 feet; thence North 16 degrees 44 minutes 00 seconds East, a distance of 46.68 feet; thence North 73 degrees 16 minutes 00 seconds West, a distance of 106.0 feet to the POINT OF BEGINNING OF PHASE 3, thence North 73 degrees 16 minutes 00 seconds West, a distance of 64.00 feet; thence North 07 degrees 30 minutes 00 seconds East, a distance of 11.26 feet; thence North 73 degrees 16 minutes 00 seconds West, a distance of 226.75 feet; thence South 16 degrees 44 minutes 00 seconds West, a distance of 90.0 feet; thence North 73 degrees 16 minutes 00 seconds West, a distance of 162.0 feet; thence North 16 degrees 44 minutes 00 seconds East, a distance of 72.0 feet; thence North 73 degrees 16 minutes 00 seconds West, a distance of 66.0 feet; thence North 16 degrees 44 minutes 00 seconds East, a distance of 10.0 feet; thence North 73 degrees 16 minutes 00 seconds West, a distance of 113.0 feet to the beginning of curve concave to the south having a radius of 30.0 feet; thence southwesterly along the arc of said curve, through a central angle of 53 degrees 00 minutes 00 seconds, a distance of 27.75 feet; thence South 53 degrees 44 minutes 00 seconds West, a distance of 26.54 feet to a point on a curve concave to the Northeast having a radius of 922.37; thence Northwesterly along the arc of said curve through a central angle of 5 degrees 46 minutes 03 seconds, a distance of 92.85 feet, said curve having a chord bearing North 27 degrees 30 minutes 22 seconds West and a chord distance of 92.81 feet; thence South 73 degrees 16 minutes 00 seconds East, a distance of 222.59 feet to the beginning of a curve concave to the Northwest having a radius of 30.0 feet; thence Northeasterly along the arc of said curve through a central angle of 90 degrees 00 minutes 00 seconds, a distance of 47.12 feet; thence North 16 degrees 44 minutes 00 seconds East, a distance of 75.0 feet; thence North 00 degrees 50 minutes 21 seconds East, a distance of 84.0 feet; South 89 degrees 09 minutes 39 seconds East, a distance of 102.0 feet; thence South 00 degrees 50 minutes 21 seconds West, a distance of 75.06 feet; thence South 73 degrees 16 minutes 00 seconds East, a distance of 95.0 feet; thence south 16 degrees 44 minutes 00 seconds West, a distance of 20.0 feet; thence South 73 degrees 16 minutes 00 seconds East, a distance of 295.0 feet; thence South 16 degrees 44 minutes 00 seconds West, a distance of 158.0 feet to the Point of Beginning.

ORBK1261PG0187

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PHASE IV

A parcel of land lying in Government Lot 7, Section 5, Township 38 South, Range 41 East, Martin County, Florida and being more particularly described as follows:

Commencing at the Southeast corner of Section 5, Township 38 South, Range 41 East, Martin County, Florida; thence N 00°57'28" E along the East line of Government Lot 7, also being the East line of said Section 5, a distance of 950.0 feet; thence N 89°12'21" W, a distance of 220.06 feet; thence S 00°57'28" W, a distance of 90.08 feet; thence N 89°13'11" W, a distance of 189.28 feet; thence S 17°09'51" E, a distance of 209.98 feet; thence S 34°51'51" W, a distance of 125.82 feet; thence N 61°58'42" W, a distance of 418.49 feet to the beginning of a curve concave to the Northeast having a radius of 922.37 feet; thence Northwesterly along the arc of said curve through a central angle of 37°21'20", a distance of 601.37 feet to the Point of Beginning of the following described Phase 4; thence continuing along the arc of said curve through a central angle of 06°38'03", a distance of 106.80 feet to a point of compound curve; thence northerly and easterly along the arc of said curve concave to the southeast, having a radius of 15.0 feet through a central angle of 108°49'40", a distance of 28.49 feet; thence S 89°09'39" E, a distance of 297.73 feet; thence S 00°50'21" W, a distance of 86.89 feet; thence S 16°44'00" W, a distance of 75.0 feet to the beginning of a curve concave to the Northwest having a radius of 30.0 feet; thence along the arc of said curve through a central angle of 90°00'00", a distance of 47.12 feet; thence N 73°16'00" W, a distance of 222.59 feet to the Point of beginning.

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OR BK 1261 PG 0188

V

LEGAL DESCRIPTION

Being a parcel of land lying in Government Lot 7, Section 5, Township 38 South, Range 41 East, Martin County, Florida and being more particularly described as follows:

COMMENCE at the Southeast corner of said Section 5, Township 38 South, Range 41 East, Martin County, Florida; thence North 00°57'28" East along the East line of said Government Lot 7, said line also being the East line of said Section 5, a distance of 950.00 feet; thence North 89°12'21" West, a distance of 220.06 feet; thence North 00°57'28" East, a distance of 110.00 feet to the POINT OF BEGINNING of the following described parcel:

Thence North 82°57'31" West, a distance of 236.97 feet; thence North 73°16'00" West, a distance of 295.00 feet; thence North 16°44'00" East, a distance of 20.00 feet; thence North 73°16'00" West, a distance of 95.00 feet; thence North 00°50'21" East, a distance of 75.06 feet; thence North 89°09'39" West, a distance of 102.00 feet; thence North 00°50'21" East, a distance of 2.89 feet to a point on the Southerly Right-of-Way line of Pinewood Street, as recorded in Official Records Book 133, Page 227 of the Public Records of Martin County, Florida; thence South 89°09'39" East, along said Southerly Right-of-Way line, a distance of 786.63 feet to a point, said point being on the bank of Frasier Creek; thence meandering Southerly, Southeasterly and Easterly along the bank of said Frasier Creek, a distance of 182.5 feet more or less to a point on the Westerly Right-of-Way line of Colorado Avenue; thence South 00°57'28" West along said Westerly Right-of-Way line, a distance of 127.00 feet more or less to a point, said point lying South 89°12'21" East of the POINT OF BEGINNING; thence North 89°12'21" West, a distance of 200.00 feet to the POINT OF BEGINNING.

Containing 3.32 acres, more or less.

INCORPORATED
PROFESSIONAL SURVEYING AND MAPPING

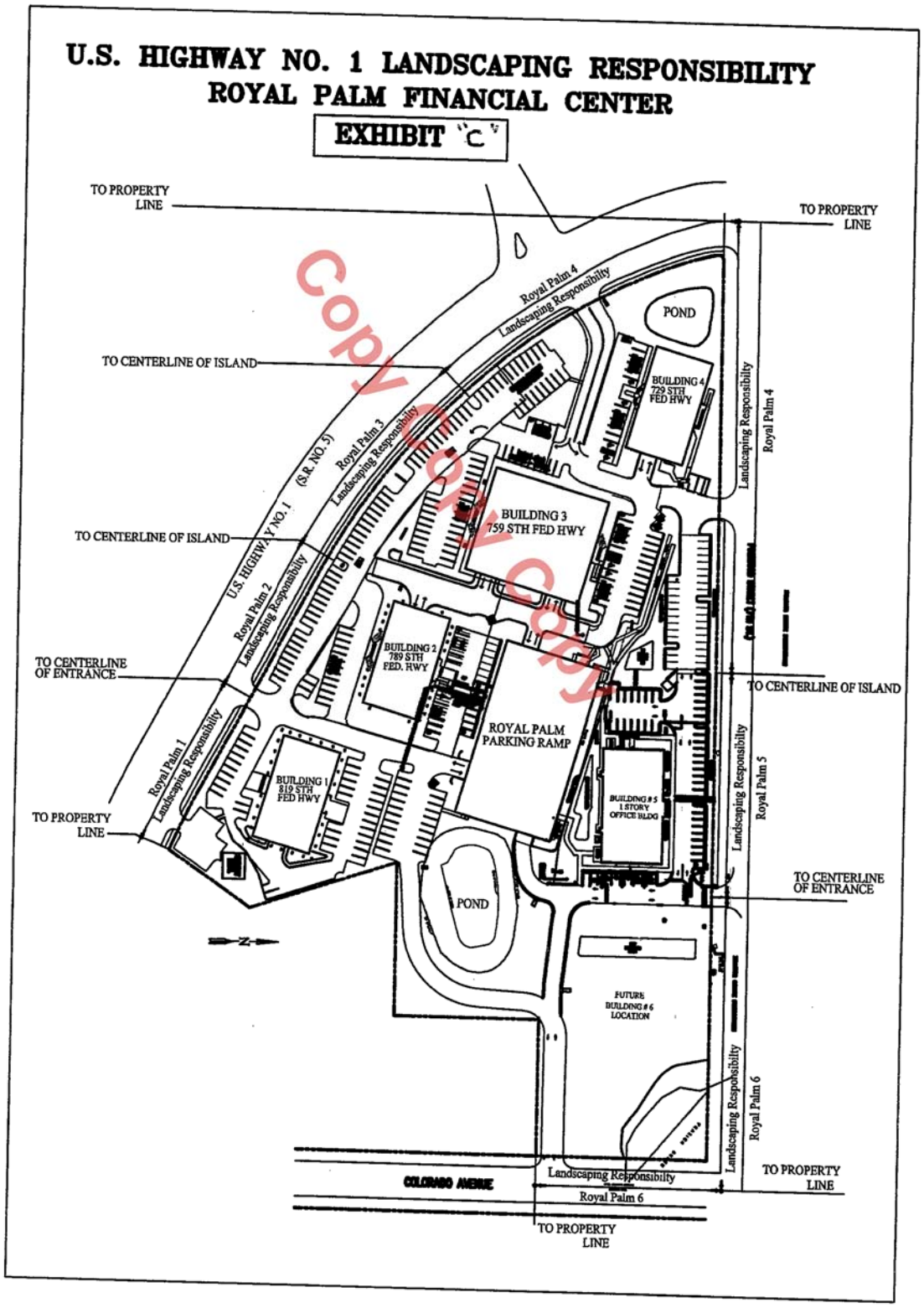
LEGAL DESCRIPTION FOR:
ROYAL PALM FINANCIAL CENTER I, LLP
MARTIN COUNTY, FLORIDA

Scale: N/A | Date: JUNE 97 | File & Drawing No.: 97-1053-01-01

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EXHIBIT "C"

U.S. HIGHWAY NO. 1 LANDSCAPING RESPONSIBILITY
ROYAL PALM FINANCIAL CENTER
EXHIBIT "C"



Copy Copy Copy

Stormwater Management Report

for

Creekside Hotel & Restraurant

City of Stuart, Florida

August, 2023

Prepared By:

Velcon Engineering & Surveying, LLC
1449 NW Commerce Centre Dr., Port St. Lucie, FL, 34986
Ph: 772/879-0477
BPR & FBPE License No. 32222

Certificate of Authorization No. 32222
Engineer's Project No. 21-1005

Darren C Guettler

DARREN C. GUETTLER LICENSE No. 74637 STATE OF FLORIDA PROFESSIONAL ENGINEER

ELECTRONICALLY SIGNED & SEALED
Darren C. Guettler, State of Florida
Professional Engineer, License No. 74637
This item has been electronically signed and sealed by Darren C. Guettler on the date indicated here using a SHA authentification code. Printed copies of this document are not considered signed and sealed and the SHA authentication code must be verified on any electronic copies.

Darren Guettler, P.E.
Florida Lic. No. 74637
Date: 9/7/2023

1. Purpose

The purpose of this report is to provide the City of Stuart and SFWMD with calculations and documentation which demonstrates that the proposed surface water management system meets the criteria of the master stormwater management system.

2. Background

The project site was previously known as Phase 5 of the Martin County Financial Center.This site has been indentified as BASIN II of the Martin County Financial Center Master stormwater management system (SFWMD Permit No. 43-000406-S). The previous Environmental Resource Permit for this site was withdrawn and due to the lack of information available for the existing Martin County Financial Center stormwater managemnet system, we've decied to model the proposed site ourselves. The 1.62 acres site proposes 0.42 acres of building coverage and 0.70 acres of pavement and walks.

The onsite system provides all attenuation for the subject basin. According to the previous SFWMD permit for this basin, and the recorded mean tidal elevation, the control elevation is -0.50 N.A.V.D. 1988, the minimum road crown, minimum perimeter berm and the minimum Finished Floor Elevation have been determined in the attached models included in Appendix B.

The site is currently vacant and the existing elevations range from -0.50 to 9.00 N.A.V.D. 1988.The existing grades appear to direct stormwater runoff from the existing roadway into a depressed area where it is contained. In the event of a flood condition the entire site would act as a retention area with an eventual outfall over the perimeter berm into the adjacent Frazier Creek. We've gathered from the previously withdrawn stormwater management report that the adjacent Basin I (Construction Journal Site) provides all water quality and attenuation onsite, therefore this flow will be bypassed from our site into Frazier Creek.

The site is bordered on the north by residential homes, to the north east by Frazier Creek, to the south and west by SW A Street, and on the east by Colorado Ave.

All environmental requirements, wetland impacts, and mitigation were addressed as part of the original permit.

3. Proposed System

The proposed improvements for the project include the construction of a three storty Hotel and a single story restaurant with associated paved parking, a stormwater chamber system for stormwater management, and water and wastewater improvements. The chamber system will provide the required nutrient removal and atenuation onsite prior to a controlled discharge into Frazier Creek.

For nutrient loading, we have provided 0.670 ac-ft of storage volume prior to discharge in order to meet the required 0.610 ac-ft needed to achieve the removal rate outlined in the nutrient loading analysis found in Appendix A.

Please note that greater of the two volumes, either 150% of the site for an impaired basin or nutrient loading control the volume of chamber system that has been provided. For this project, the nutrient loading volume of 0.610 ac-ft is greater than the 150% of the water quality treatment volume of 0.140 ac-ft, so that is the volume that has been used as the controlling retention volume.

The project has been designed to meet the grading criteria of Basin II by using a control elevation of -0.50 N.A.V.D. 1988, the minimum pavement elevation is 2.96 N.A.V.D. 1988, and the minimum finished floor elevation of 8.07 N.A.V.D. 1988.

4. Drainage Calculcations

Proposed Site Data

Area	SF	AC	%
Project Area	70,754	1.62	90.29
Offsite Area	7,607	0.17	9.71
Drainage Area	78,361	1.80	100.00
Impervious Areas:			
Prop. Bldgs.	18,400	0.42	26.01
Prop. Pavt./Sidewalks	30,493	0.70	43.10
Ex. Pavt/Walks from Offsite	7,607	0.17	10.75
Total Impervious	56,500	1.30	72.10
Pervious Area:			
Open Space Areas	21,861	0.50	27.90
Total Pervious	21,861	0.50	27.90

Soil Storage

Wet Season
Water Table Elevation = -0.50 NAVD
Avg. Grade Elevation = 9.0 NAVD
Depth to Wet Season W.T. = **9.5 FT**

Soil Storage - Reference SFWMD Permit Manual Vol IV						
Depth to	**Coastal (1)**		**Flatwoods (2)**		**Depression (3)**	
W.T. (ft)	**Storage (in)**	**CN**	**Storage (in)**	**CN**	**Storage (in)**	**CN**
1.0	0.6	94	0.6	94	0.6	94
1.5	1.6	87	1.6	87	1.4	88
2.0	2.5	80	2.5	80	2.1	83
2.5	4.6	70	4.0	72	3.3	76
3.0	6.6	60	5.4	65	4.4	69
3.5	8.8	54	7.2	59	5.6	65
4.0	10.9	48	**9.0**	53	6.8	60

Soil Storage = 9.0 inches
Soil Moisture Storage, S = (0.75)(% Pervious)(Soil Storage)

S =	1.88 inches

Water Quality Calculations

1.0 Inch Over the Project Area

1.0 inch * 1ft / 12in * 1.80 (Drainage Area (AC)) = 0.15 (Treated Volume) ac-ft

OR

2.5 Inches Times the Percent Impervious

(Site Area) 1.80 (Project Area (AC)) - (0.00 (Dry Retention (AC)*) + 0.00 (Wetlands (AC)*) + 0.42 (Roofs)) = 1.38 (Site Area Acres)

(Impervious Area) 1.38 (Site Area (AC)) - 0.50 (Pervious Area (AC)) = 0.87 (Impervious Area) ac

(% Impervious) Impervious Area * 100 % / Site Area (AC) = 63.5%

(2.5 in. * % Imp.) 2.50 inches * 63.5% (Percent Impervious) = 1.59 (Inches To Be Treated) inches

(Treated Volume) 1.59 (Treated Inches) * 1ft / 12 inches * 1.38 (Site Area (AC)) = 0.18 (Treated Volume) ac-ft

Required Wet Detention	=	**0.18 ac-ft**
Required Dry Detention	=	**0.14 ac-ft**
Required Retention	=	**0.09 ac-ft**
IMPAIRED BASIN Required Retention (@ 150%)	=	**0.14 ac-ft**
Required Retention per BMPTRAINS	=	**0.61 ac-ft** ⇦

The "IMPAIRED BASIN" value is the required retention volume necessary to meet SFWMD Water Quality requirements. Additional retention volume shall be required to achieve the necessary pollution removal per the BMPTRAINS model (0.610 AC-ft). Refer to details on the preceding pages…

Water Quality is Provided at:	**Elev.**	**1.17 NAVD** (Dry Retention Area)
Pollution Removal is Achieved at:	**Elev.**	**3.70 NAVD** (Dry Retention Area)

Set Overflow at Elevation 4.00 NAVD

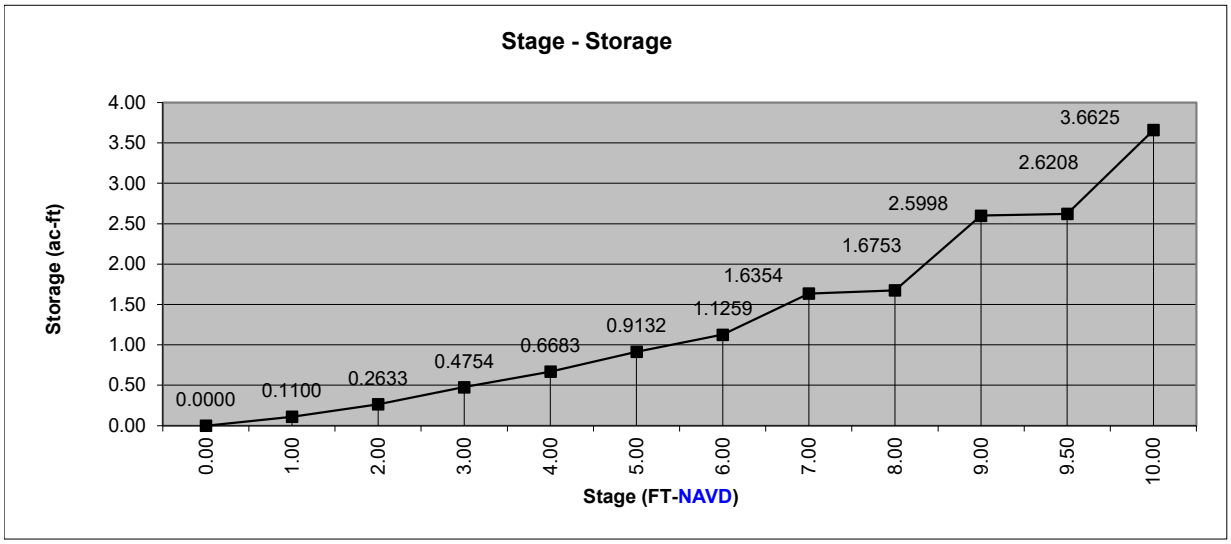
Stage - Storage

	Stormwater Chmabers		Other Areas			Total
Elevation	Vol.	Vol.	Pavement[1]	Pervious[2]	Exfil. Trench	Volume
(FT - NAVD)	(CF)	(ac-ft)	(ac-ft)	(ac-ft)	(ac-ft)	(ac-ft)
0.00	0	0.00	0.00	0.00	0.00	0.00
1.00	2,330	0.05	0.00	0.06	0.00	0.11
2.00	7,099	0.16	0.00	0.10	0.00	0.26
3.00	11,693	0.27	0.00	0.21	0.00	0.48
4.00	15,995	0.37	0.00	0.30	0.00	0.67
5.00	19,831	0.46	0.00	0.46	0.00	0.91
6.00	22,721	0.52	0.00	0.60	0.00	1.13
7.00	25,051	0.58	0.25	0.81	0.00	1.64
8.00	0	0.00	0.67	1.00	0.00	1.68
9.00	0	0.00	1.34	1.26	0.00	2.60
9.50	0	0.00	1.37	1.25	0.00	2.62
10.00	0	0.00	2.14	1.52	0.00	3.66

[1]Pavement Area Varies Linearly from EL. 5.90 to EL. 9.00 NAVD
Impervious area = 1.30 ac

[2]Pervious Area Varies Linearly from EL. -0.50 to EL. 9.50 NAVD
Pervious area = 0.50 ac

.



Conclusion

As demonstrated in this drainage report, all the proposed improvements meet the development criteria for the Master Permit. treatment is provided in the proposed dry retention areas prior to discharge to the master system per the nutrient loading requirements, and the grading is consistent with the assumptions for the master permit, and all minimum elevations are met for the proposed site improvements.

Pre-development Discharge

The project shall discharge to the Frazier Creek, located in the SFWMD's Tidal St. Lucie basin. For this basin, the project must demonstrate that the peak Post Development runoff-rate does not exceed the peak Pre Development runoff-rate for the 25-year/3-day event. The ICPR storm modeling software was utilized to determine the pre-development discharge rate for each storm event. The ICPR software calculates the pre-development discharge rates using the USDA TR-55 criteria for small watersheds. The chart below

Tailwater Justification

The project tailwater has been justified by reviewing NOAA tidal elevations for the project area. NOAA places the highest tidal elevation at Frazier Creek at 1.86 NAVD. Please see the attached justification on the following sheet. This value shall be assumed constant for the duration of each modeled storm event.

Flood Plain Compensation Justification

A portion of our site (0.57 acres) lies within flood zone AE (elevation 5) and will be filled with the construction of our site. The existing grades in this area average at elevation 4.0, therfore we need to provide at least 0.57 ac-ft of stroage volume prior to discharge, our Nutrient Removal Requirement states we need 0.61 ac-ft of storage volume prior to discharge so the nurtient requirement will override the flood plain compensation requirement.

Chamber Recovery

A separate model has been developed to demonstrate the recovery of the stormwater chamber system. Given the percolation rates reported in the soils report, and considering a Safety Factor of 4.0+, the system demonstrated recovery within a few hours following a storm event. This is supported by the USGS soil survey for the area; both the USGS report and the independent analysis and test results have been included with this report.

Post-Development Stage & Discharge

(See Output From ICPR Software)

Event	Rainfall (inches)	Max Stage (FT-NAVD)	PRE Q (cfs)	POST Q (cfs)
3yr-1 day (Roads)	4.75	2.47	3.26	0.00
5yr-1 day (Roads)	6.00	2.89	4.48	0.00
10yr-3 day (Roads)	9.50	3.00	6.19	0.00
10yr-1 day (Roads)	6.50	2.96 < 5.80 (Min. Pavement)	4.96	0.00
25yr-3 day (Berm)	11.50	3.50 < 5.0 Berm	7.63	0.00
100yr-3 day (FFE)	13.50	8.07 < 9.60 FFE (minimum)	NA	0.00

Conclusion

As demonstrated in this drainage report, all the proposed improvements meet the development criteria for the City of Stuart, Martin County, and SFWMD stormwater management and flood protection. All minimum elevations are met for the proposed site improvements, and the discharge rate meets the minimum requirements for discharge rates. Please refer to the included ICPR Report for complete details.

NOTICE: All data values are relative to the NAVD88.

Elevations on NAVD88

Station: 8722357, STUART, ST. LUCIE RIVER, FL
Status: Accepted (Jan 7 2011)
Units: Feet
Control Station: 8723170 Miami Beach, FL

T.M.: 75
Epoch: 1983-2001
Datum: NAVD88

Datum	Value	Description
MHHW	-0.28	Mean Higher-High Water
MHW	-0.39	Mean High Water
MTL	-0.82	Mean Tide Level
MSL	-0.81	Mean Sea Level
DTL	-0.82	Mean Diurnal Tide Level
MLW	-1.25	Mean Low Water
MLLW	-1.36	Mean Lower-Low Water
NAVD88	0.00	North American Vertical Datum of 1988
STND	-4.11	Station Datum
GT	1.08	Great Diurnal Range
MN	0.86	Mean Range of Tide
DHQ	0.11	Mean Diurnal High Water Inequality
DLQ	0.11	Mean Diurnal Low Water Inequality
HWI	3.39	Greenwich High Water Interval (in hours)
LWI	10.50	Greenwich Low Water Interval (in hours)
Max Tide	1.86	Highest Observed Tide
Max Tide Date & Time	10/31/1969 14:36	Highest Observed Tide Date & Time
Min Tide	-2.36	Lowest Observed Tide
Min Tide Date & Time	12/31/1969 23:06	Lowest Observed Tide Date & Time
HAT		Highest Astronomical Tide
HAT Date & Time		HAT Date and Time
LAT		Lowest Astronomical Tide
LAT Date & Time		LAT Date and Time

"BASIN TWO" DRAINAGE BASIN CHARACTERISTICS

SITE DATA (CURVE NUMBER) POST-CONDITION BASIN

GROUND COVER (CONDITION)	SOIL GROUP	AREA (ACRES)	%	CN	AREA × CN
DRAINAGE AREA		1.80			
BUILDINGS	A/D	0.42	23.5%	98	41
PAVEMENT	A/D	0.87	48.6%	98	86
WET RETENTION	A/D	0.00	0.0%	98	0
PERVIOUS	A/D	0.50	27.9%	39	20
	TOTAL	1.80	100.0%		82

SITE DATA (AREAS BREAKDOWN)

ONSITE AREA	1.80 AC-ft		70,754 sqft
BASIN TOTAL	1.80 AC-ft		#REF! sqft
TOTAL IMPERVIOUS	1.30 AC-ft		
TOTAL IMPERVIOUS AREA	1.30 AC-ft		
BUILDINGS =	0.42 AC-ft		18,400 sqft
PAVEMENT =	0.87 AC-ft		30,493 sqft
WET RETENTION/DETENTION =	0.00 AC-ft	None Provided	15959 sqft
TOTAL PERVIOUS AREA	0.50 AC-ft		
GREEN SPACE =	0.50 AC-ft		55,074 sqft
DIRECTLY CONNECTED IMPERVIOUS AREA =	1.30 AC-ft	72.10% % DCIA	
IMPERVIOUS AREA LESS WET SWM AREAS =	1.30 AC-ft		
DRAINAGE AREA LESS WET DETENTION =	1.80 AC-ft		

NUTRIENT LOADING REQUIREMENTS

PRE DEVELOPMENT CONDITIONS

POLLUTANT LOADING CONCENTRATIONS ARE BASED BMPTRAINS LAND USE CLASSIFICATIONS (SEE ATTACHED), SUMMARIZED BELOW. THE PRE-CONDITION SOILS CURVE NUMBER IS BASED ON HYRDOLOGIC GROUP "D" SOILS (REFER TO ATTACHE SOILS REPORT & USGS SOIL SURVEY). THE "WOODS" COVER TYPE IN GOOD CONDITION WAS USED TO DETERMINE THE CURVE NUMBER.

LAND USE	RUNOFF	NITROGEN	PHOSPHORUS	ANNUAL C
UNDEVELOPED - XERIC SCRUB	2.60 AC-ft/yr	1.60 mg/l	0.16 mg/l	0.135

TOTAL ANNUAL PHOSPHORUS =	0.50 kg/yr	PRE DEVELOPMENT LOADING
TOTAL ANNUAL NITROGEN =	5.12 kg/yr	PRE DEVELOPMENT LOADING

POST DEVELOPMENT CONDITIONS

POLLUTANT LOADING CONCENTRATIONS ARE BASED BMPTRAINS LAND USE CLASSIFICATIONS (SEE ATTACHED), SUMMARIZED BELOW. THE POST-CONDITION SOILS CURVE NUMBER IS BASED ON HYROLOGIC SOIL GROUP "A", AS THE SITE WILL BE WELL DRAINED POST DEVELOPMENT.

LAND USE	RUNOFF	NITROGEN	PHOSPHORUS	ANNUAL C
MULTI-FAMILY RESIDENTIAL	8.59 AC-ft/yr	2.32 mg/l	0.52 mg/l	0.361

TOTAL ANNUAL PHOSPHORUS =	5.51 kg/yr	POST DEVELOPMENT LOADING
TOTAL ANNUAL NITROGEN =	24.58 kg/yr	POST DEVELOPMENT LOADING

REMOVAL REQUIREMENT

=(POST LOADING-PRE LOADING) / POST LOADING

91% PHOSPHORUS REMOVAL

79% NITROGEN REMOVAL

TO REMOVE THE REQUISTE NUTRIENTS, WE HAVE SPECIFIED A DRY RETENTION SYSTEM WITH 0.680 AC-FT OF RETENTION VOLUME. THIS SYSTEM ALONE IS SUFFICIENT TO REMOVE THE REQUIRED NUTRIENTS. REFER TO THE BMPTRAINS MODEL REPORT FOR DETAILS.

Appendix A

BMPTrains - Nutrient Removal

Complete Report Ver 4.3.5

Project: Creekside
Date: 9/1/2023 3:30:54 PM

Site and Catchment Information

Analysis: Net Improvement

Catchment Name	Creekside
Rainfall Zone	Florida Zone 5
Annual Mean Rainfall	57.00

Pre-Condition Landuse Information

Landuse	Undeveloped - Mesic Flatwoods: TN=1.09 TP=0.043
Area (acres)	1.80
Rational Coefficient (0-1)	0.13
Non DCIA Curve Number	77.00
DCIA Percent (0-100)	0.00
Nitrogen EMC (mg/l)	1.090
Phosphorus EMC (mg/l)	0.043
Runoff Volume (ac-ft/yr)	1.153
Groundwater N (kg/yr)	0.000
Groundwater P (kg/yr)	0.000
Nitrogen Loading (kg/yr)	1.549
Phosphorus Loading (kg/yr)	0.061

Post-Condition Landuse Information

Landuse	High-Intensity Commercial: TN=2.40 TP=0.345
Area (acres)	1.80
Rational Coefficient (0-1)	0.59
Non DCIA Curve Number	39.00
DCIA Percent (0-100)	72.10
Wet Pond Area (ac)	0.00
Nitrogen EMC (mg/l)	2.400

Phosphorus EMC (mg/l)	0.345
Runoff Volume (ac-ft/yr)	5.022
Groundwater N (kg/yr)	0.000
Groundwater P (kg/yr)	0.000
Nitrogen Loading (kg/yr)	14.862
Phosphorus Loading (kg/yr)	2.136

Catchment Number: 1 Name: Creekside

Project: Creekside
Date: 9/1/2023

Exfiltration Trench Design

Pipe Span (in)	100.0
Pipe Rise (in)	60.0
Pipe Length (ft)	550.0
Trench Width (ft)	10.3
Trench Depth (ft)	7.0
Trench Length (ft)	550.0
Aggregate Void %	0.40
Storage Volume (Ac-ft)	0.61
Retention Depth (in over CA)	4.080

Watershed Characteristics

Catchment Area (acres)	1.80
Contributing Area (acres)	1.800
Non-DCIA Curve Number	39.00
DCIA Percent	72.10
Rainfall Zone	Florida Zone 5
Rainfall (in)	57.00

Surface Water Discharge

Required TN Treatment Efficiency (%)	90
Provided TN Treatment Efficiency (%)	97
Required TP Treatment Efficiency (%)	97
Provided TP Treatment Efficiency (%)	97

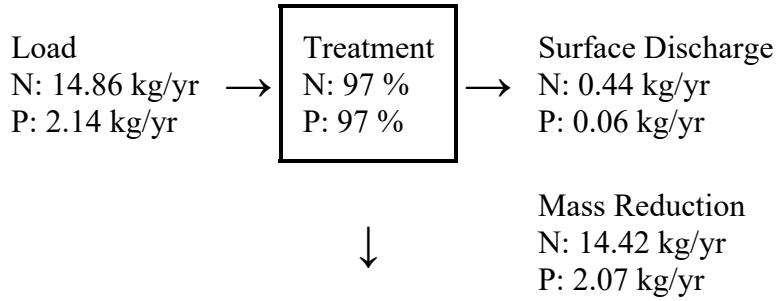
Media Mix Information

Type of Media Mix	Not Specified
Media N Reduction (%)	
Media P Reduction (%)	

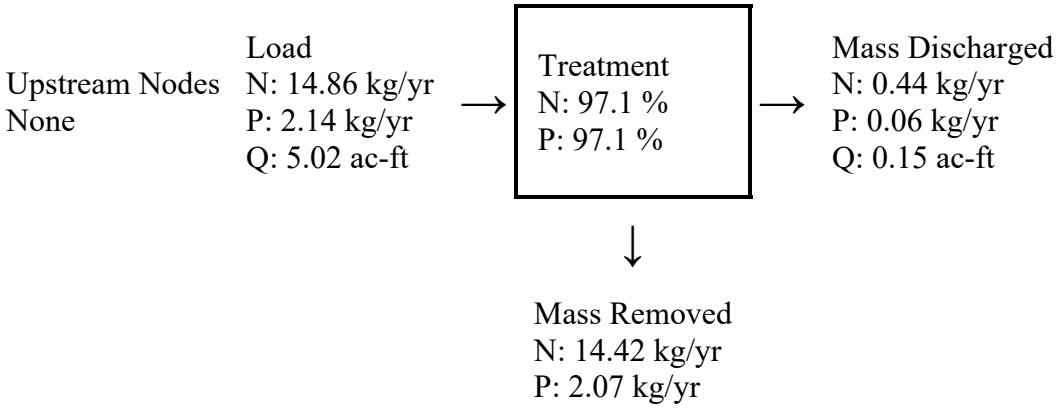
Groundwater Discharge (Stand-Alone)

Treatment Rate (MG/yr)	1.564
TN Mass Load (kg/yr)	14.424
TN Concentration (mg/L)	2.400
TP Mass Load (kg/yr)	2.073
TP Concentration (mg/L)	0.345

Load Diagram for Exfiltration Trench (stand-alone)



Load Diagram for Exfiltration (As Used In Routing)



Summary Treatment Report Version: 4.3.5

Project: Creekside

Analysis Type: Net Improvement

Date:9/1/2023

BMP Types:

Catchment 1 - (Creekside) Exfiltration Trench

Based on % removal values to the nearest percent

Routing Summary
Catchment 1 Routed to Outlet

Total nitrogen target removal met? **Yes**
Total phosphorus target removal met? **Yes**

Summary Report

Nitrogen

Surface Water Discharge		
Total N pre load	1.55 kg/yr	
Total N post load	14.86 kg/yr	
Target N load reduction	90 %	
Target N discharge load	1.55 kg/yr	
Percent N load reduction	97 %	
Provided N discharge load	.44 kg/yr	.97 lb/yr
Provided N load removed	14.42 kg/yr	31.8 lb/yr

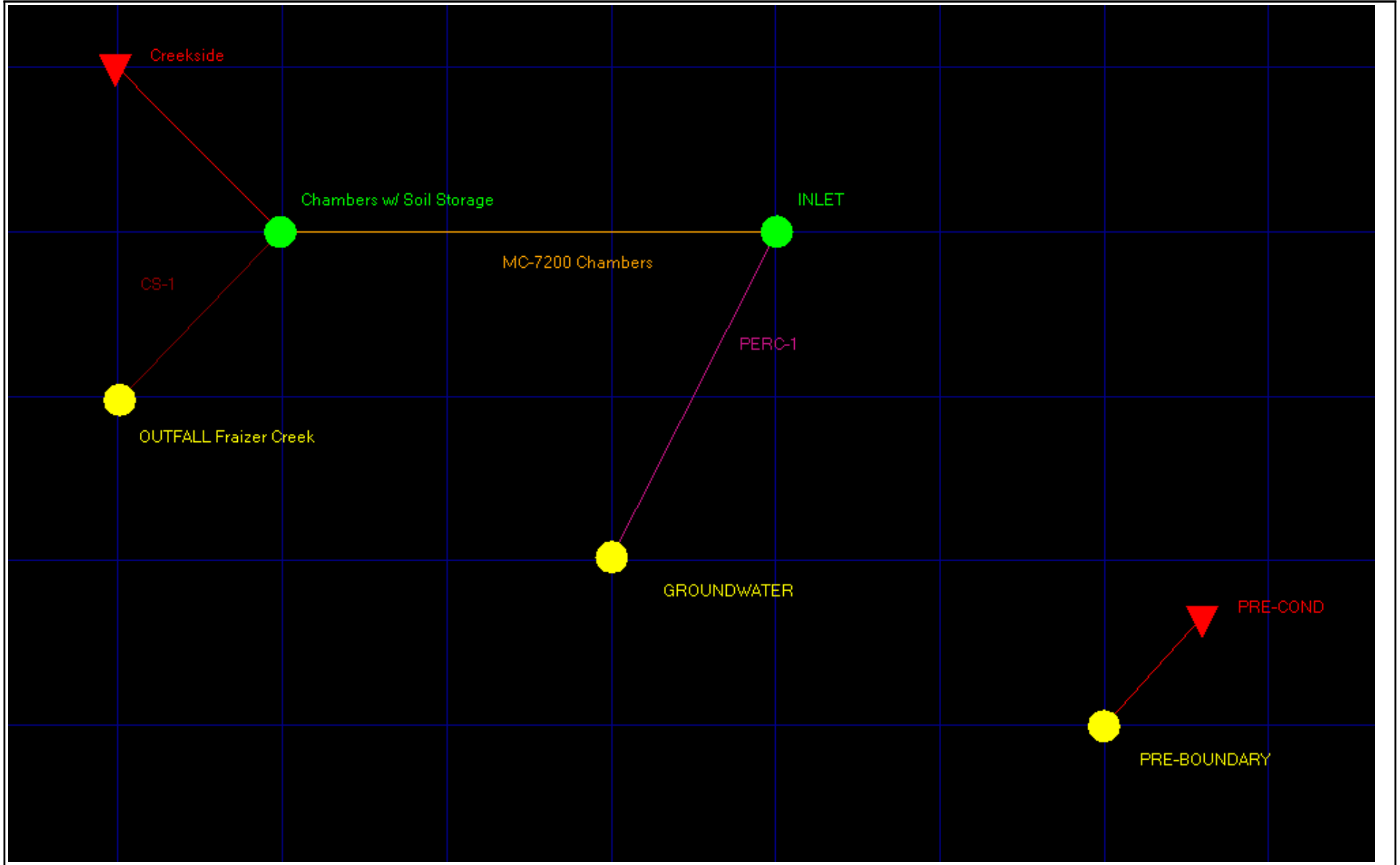
Phosphorus

Surface Water Discharge		
Total P pre load	.061 kg/yr	
Total P post load	2.136 kg/yr	
Target P load reduction	97 %	
Target P discharge load	.061 kg/yr	
Percent P load reduction	97 %	
Provided P discharge load	.063 kg/yr	.14 lb/yr
Provided P load removed	2.073 kg/yr	4.572 lb/yr

Appendix B

ICPR - Routing Models

Background Image: Nodal Diagram



Simple Basin: Creekside

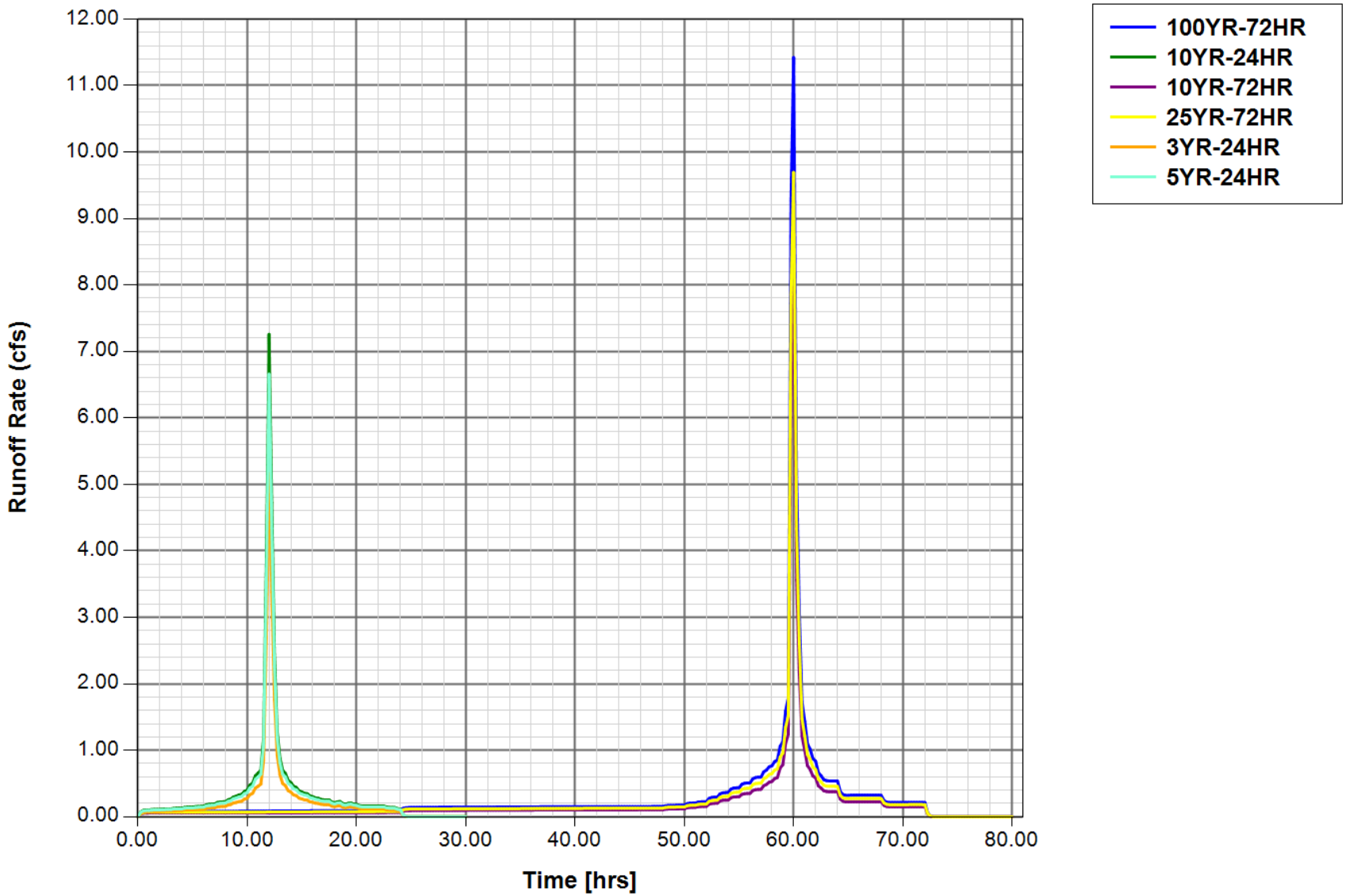
Scenario:	w/ Discharge
Node:	Chambers w/ Soil Storage
Hydrograph Method:	NRCS Unit Hydrograph
Infiltration Method:	Curve Number
Time of Concentration:	10.0000 min
Max Allowable Q:	999999.00 cfs
Time Shift:	0.0000 hr
Unit Hydrograph:	UH323
Peaking Factor:	323.0
Area:	1.8000 ac
Curve Number:	82.0
% Impervious:	72.00
% DCIA:	72.00
% Direct:	0.00
Rainfall Name:	

Comment:

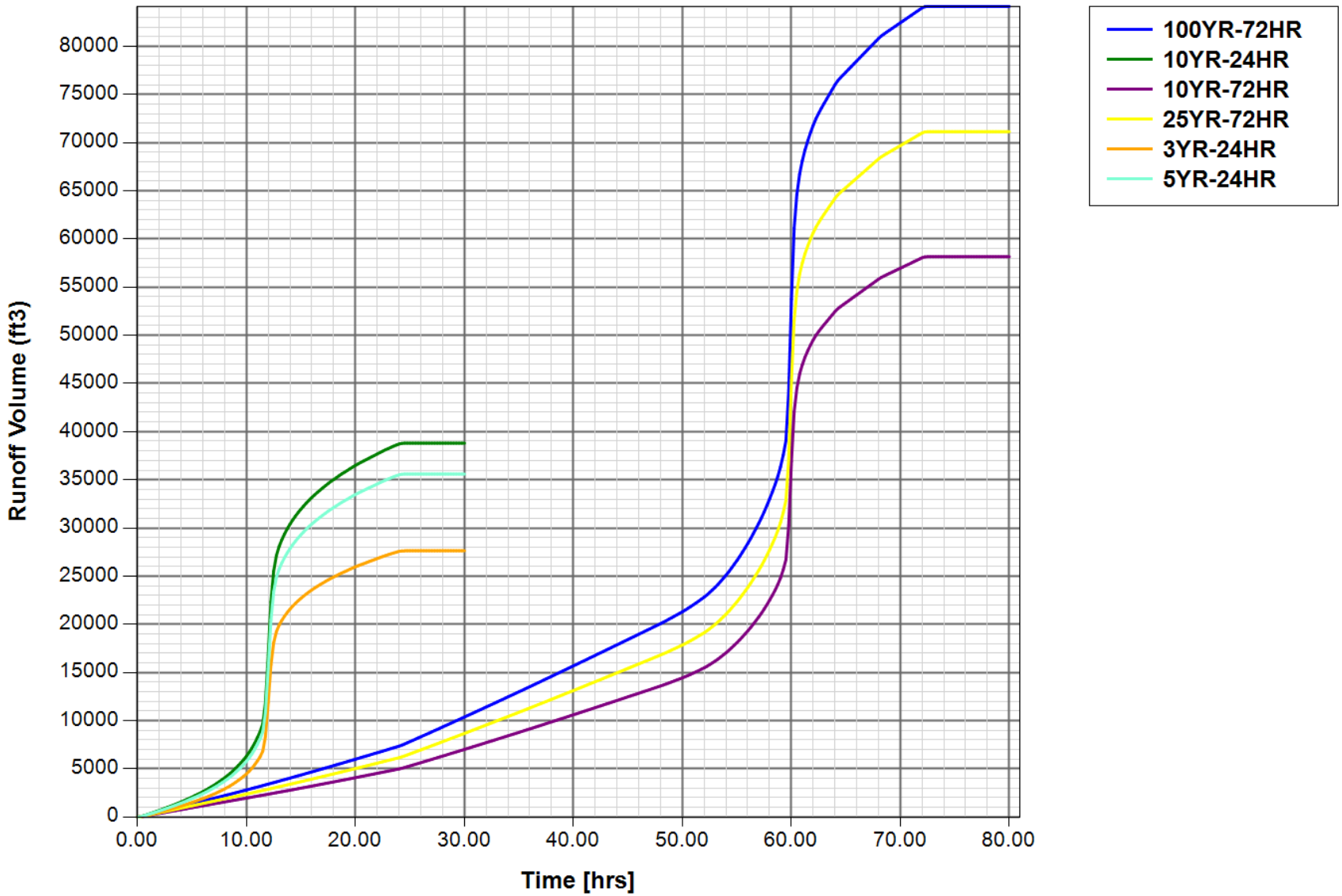
Simple Basin Runoff Summary [w/ Discharge]

Basin Name	Sim Name	Max Flow [cfs]	Time to Max Flow [hrs]	Total Rainfall [in]	Total Runoff [in]	Area [ac]	Equivalent Curve Number	% Imperv	% DCIA
Creekside	100YR-72HR	11.42	60.0000	13.50	12.88	1.8000	94.7	72.00	72.00
Creekside	10YR-24HR	7.26	12.0333	6.50	5.94	1.8000	95.1	72.00	72.00
Creekside	10YR-72HR	7.96	60.0167	9.50	8.90	1.8000	94.9	72.00	72.00
Creekside	25YR-72HR	9.69	60.0000	11.50	10.89	1.8000	94.8	72.00	72.00
Creekside	3YR-24HR	5.16	12.0333	4.75	4.23	1.8000	95.4	72.00	72.00
Creekside	5YR-24HR	6.66	12.0333	6.00	5.45	1.8000	95.2	72.00	72.00

Simple Basin Runoff Rate: Creekside [w/ Discharge]



Simple Basin Runoff Volume: Creekside



Simple Basin: PRE-COND

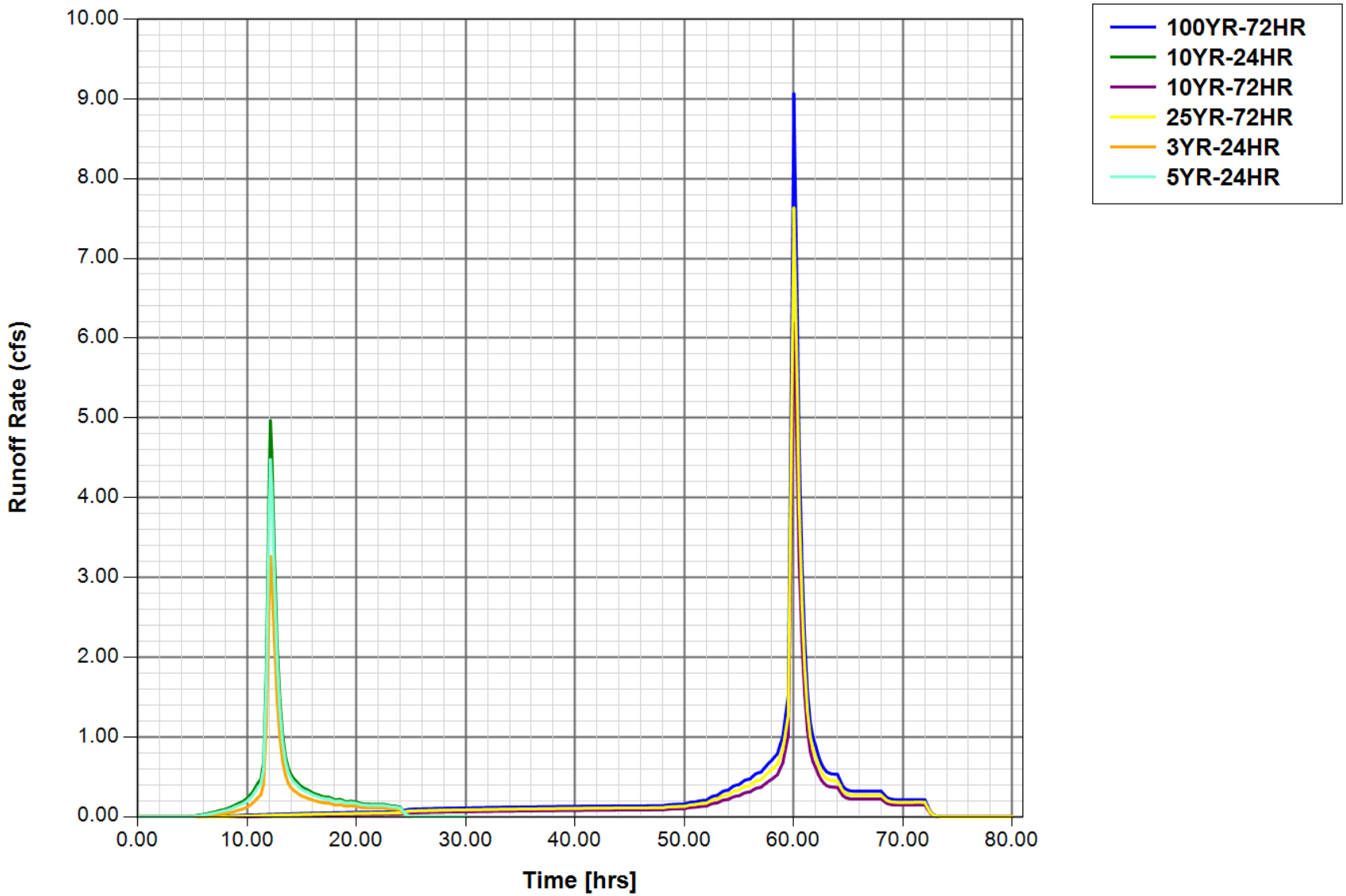
Scenario:	w/ Discharge
Node:	PRE-BOUNDARY
Hydrograph Method:	NRCS Unit Hydrograph
Infiltration Method:	Curve Number
Time of Concentration:	20.0000 min
Max Allowable Q:	999999.00 cfs
Time Shift:	0.0000 hr
Unit Hydrograph:	UH323
Peaking Factor:	323.0
Area:	1.8000 ac
Curve Number:	84.0
% Impervious:	0.00
% DCIA:	0.00
% Direct:	0.00
Rainfall Name:	

Comment:

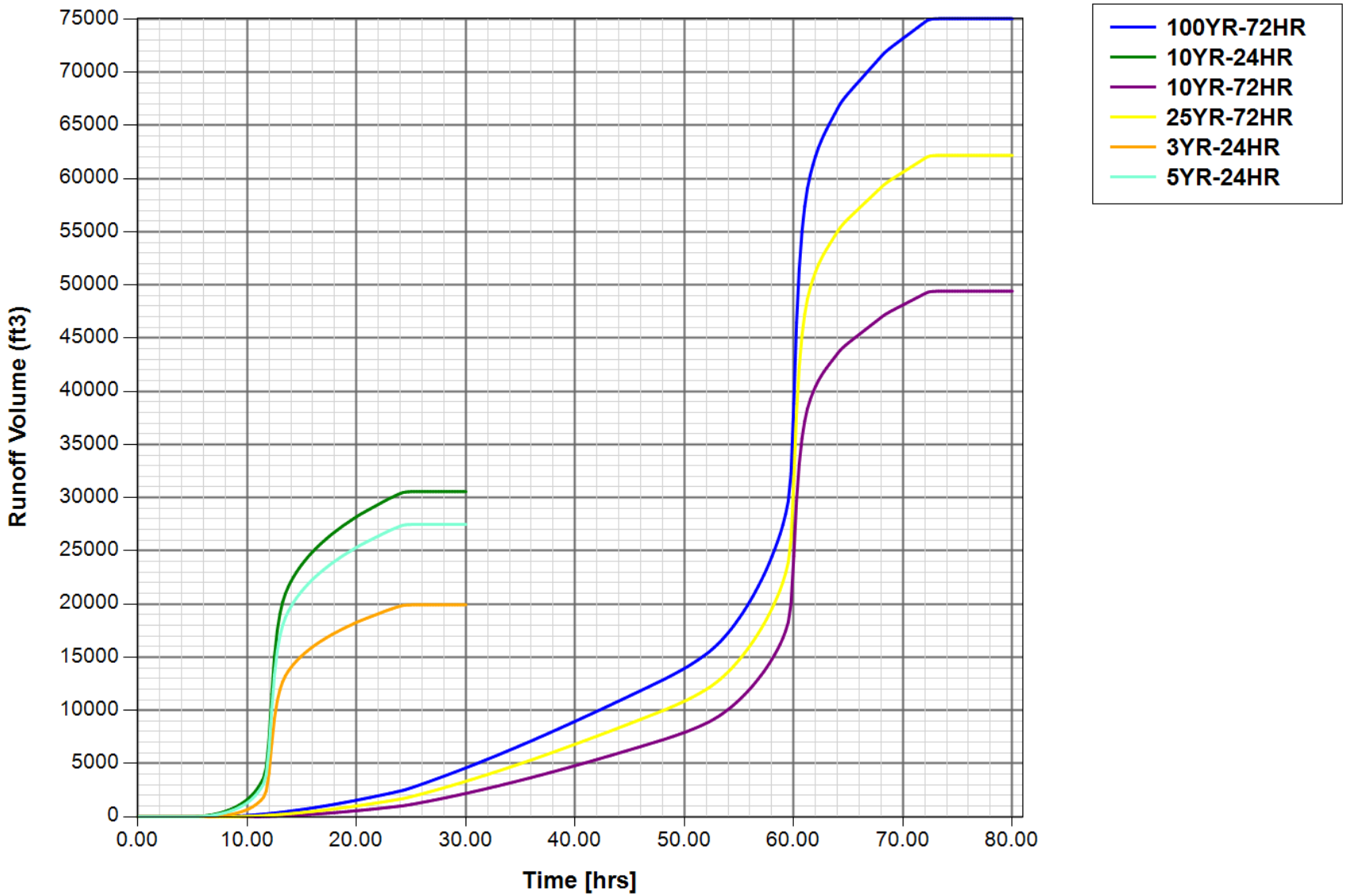
Simple Basin Runoff Summary [w/ Discharge]

Basin Name	Sim Name	Max Flow [cfs]	Time to Max Flow [hrs]	Total Rainfall [in]	Total Runoff [in]	Area [ac]	Equivalent Curve Number	% Imperv	% DCIA
PRE-COND	100YR-72HR	9.06	60.0833	13.50	11.48	1.8000	84.0	0.00	0.00
PRE-COND	10YR-24HR	4.96	12.1333	6.50	4.68	1.8000	84.0	0.00	0.00
PRE-COND	10YR-72HR	6.19	60.0833	9.50	7.56	1.8000	84.0	0.00	0.00
PRE-COND	25YR-72HR	7.63	60.0833	11.50	9.52	1.8000	84.0	0.00	0.00
PRE-COND	3YR-24HR	3.26	12.1500	4.75	3.05	1.8000	84.0	0.00	0.00
PRE-COND	5YR-24HR	4.48	12.1333	6.00	4.21	1.8000	84.0	0.00	0.00

Simple Basin Runoff Rate: PRE-COND [w/ Discharge]



Simple Basin Runoff Volume: PRE-COND



Node: Chambers w/ Soil Storage

Scenario: w/ Discharge
Type: Stage/Volume
Base Flow: 0.00 cfs
Initial Stage: 1.86 ft
Warning Stage: 9.00 ft

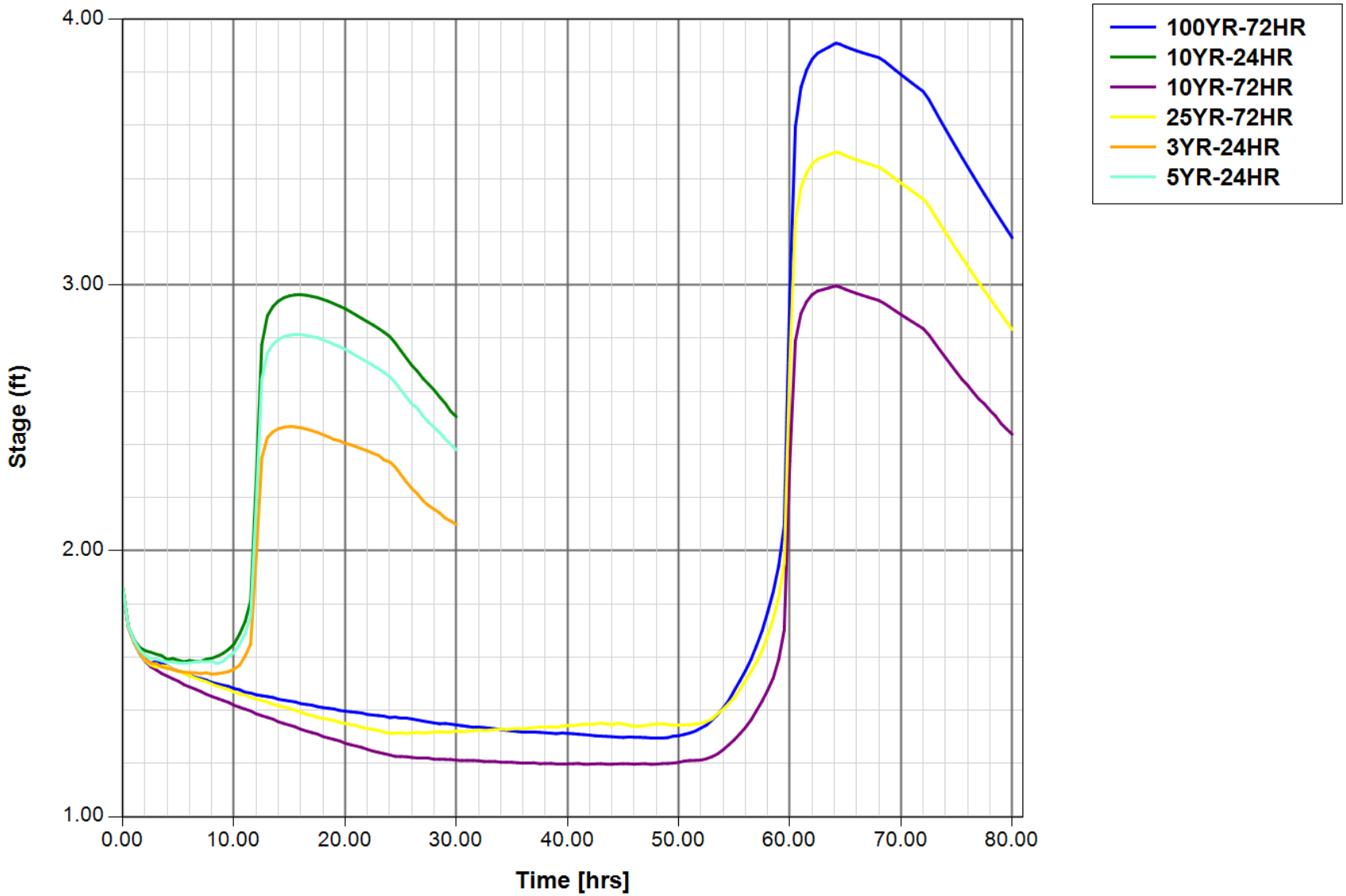
Stage [ft]	Volume [ac-ft]	Volume [ft3]
0.00	0.00	0
1.00	0.11	4792
2.00	0.26	11326
3.00	0.48	20909
4.00	0.67	29185
5.00	0.91	39640
6.00	1.13	49223
7.00	1.64	71438
8.00	1.68	73181
9.00	2.60	113256
9.50	2.62	114127

Comment:

Node Max Conditions [w/ Discharge]

Node Name	Sim Name	Warning Stage [ft]	Max Stage [ft]	Min/Max Delta Stage [ft]	Max Total Inflow [cfs]	Max Total Outflow [cfs]	Max Surface Area [ft2]
Chambers w/ Soil Storage	100YR-72HR	9.00	3.91	0.0010	11.42	3.15	12550
Chambers w/ Soil Storage	10YR-24HR	9.00	2.96	0.0010	7.26	2.41	12144
Chambers w/ Soil Storage	10YR-72HR	9.00	3.00	0.0010	7.96	2.41	12174
Chambers w/ Soil Storage	25YR-72HR	9.00	3.50	0.0010	9.69	2.71	12392
Chambers w/ Soil Storage	3YR-24HR	9.00	2.47	0.0010	5.16	2.41	11662
Chambers w/ Soil Storage	5YR-24HR	9.00	2.81	0.0010	6.66	2.41	12004

Stage [Node: Chambers w/ Soil Storage]



Node Max Conditions [w/ Discharge]

Node Name	Sim Name	Warning Stage [ft]	Max Stage [ft]	Min/Max Delta Stage [ft]	Max Total Inflow [cfs]	Max Total Outflow [cfs]	Max Surface Area [ft2]
Chambers w/ Soil Storage	100YR-72HR	9.00	3.91	0.0010	11.42	3.15	12550
GROUNDWATER	100YR-72HR	9.00	1.86	0.0000	3.18	0.36	0
INLET	100YR-72HR	9.50	3.91	0.0010	3.15	3.18	3368
OUTFALL Fraizer Creek	100YR-72HR	9.00	1.86	0.0000	0.00	0.00	0
PRE-BOUNDARY	100YR-72HR	9.00	8.00	0.0000	9.06	0.00	0
Chambers w/ Soil Storage	10YR-24HR	9.00	2.96	0.0010	7.26	2.41	12144
GROUNDWATER	10YR-24HR	9.00	1.86	0.0000	3.18	0.65	0
INLET	10YR-24HR	9.50	2.96	-0.0010	2.41	3.18	3366
OUTFALL Fraizer Creek	10YR-24HR	9.00	1.86	0.0000	0.00	0.00	0
PRE-BOUNDARY	10YR-24HR	9.00	8.00	0.0000	4.96	0.00	0
Chambers w/ Soil Storage	10YR-72HR	9.00	3.00	0.0010	7.96	2.41	12174
GROUNDWATER	10YR-72HR	9.00	1.86	0.0000	3.18	0.73	0
INLET	10YR-72HR	9.50	3.00	0.0010	2.41	3.18	3367
OUTFALL Fraizer Creek	10YR-72HR	9.00	1.86	0.0000	0.00	0.00	0
PRE-BOUNDARY	10YR-72HR	9.00	8.00	0.0000	6.19	0.00	0
Chambers w/ Soil Storage	25YR-72HR	9.00	3.50	0.0010	9.69	2.71	12392
GROUNDWATER	25YR-72HR	9.00	1.86	0.0000	3.18	0.37	0
INLET	25YR-72HR	9.50	3.50	0.0010	2.71	3.18	3368
OUTFALL Fraizer Creek	25YR-72HR	9.00	1.86	0.0000	0.00	0.00	0
PRE-BOUNDARY	25YR-72HR	9.00	8.00	0.0000	7.63	0.00	0
Chambers w/ Soil Storage	3YR-24HR	9.00	2.47	0.0010	5.16	2.41	11662
GROUNDWATER	3YR-24HR	9.00	1.86	0.0000	3.18	0.52	0
INLET	3YR-24HR	9.50	2.47	0.0010	2.41	3.18	3329
OUTFALL Fraizer Creek	3YR-24HR	9.00	1.86	0.0000	0.00	0.00	0
PRE-BOUNDARY	3YR-24HR	9.00	8.00	0.0000	3.26	0.00	0
Chambers w/ Soil Storage	5YR-24HR	9.00	2.81	0.0010	6.66	2.41	12004
GROUNDWATER	5YR-24HR	9.00	1.86	0.0000	3.18	0.68	0

Node Name	Sim Name	Warning Stage [ft]	Max Stage [ft]	Min/Max Delta Stage [ft]	Max Total Inflow [cfs]	Max Total Outflow [cfs]	Max Surface Area [ft2]
INLET	5YR-24HR	9.50	2.81	0.0010	2.41	3.18	3361
OUTFALL Fraizer Creek	5YR-24HR	9.00	1.86	0.0000	0.00	0.00	0
PRE-BOUNDARY	5YR-24HR	9.00	8.00	0.0000	4.48	0.00	0

Drop Structure Link: CS-1		Upstream Pipe		Downstream Pipe	
Scenario:	w/ Discharge	Invert:	2.60 ft	Invert:	-0.50 ft
From Node:	Chambers w/ Soil Storage	Manning's N:	0.0130	Manning's N:	0.0130
To Node:	OUTFALL Fraizer Creek	Geometry: Circular		Geometry: Circular	
Link Count:	1	Max Depth:	1.50 ft	Max Depth:	1.50 ft
Flow Direction:	Both	Bottom Clip			
Solution:	Combine	Default:	0.00 ft	Default:	0.00 ft
Increments:	10	Op Table:		Op Table:	
Pipe Count:	1	Ref Node:		Ref Node:	
Damping:	0.0000 ft	Manning's N:	0.0130	Manning's N:	0.0130
Length:	30.00 ft	Top Clip			
FHWA Code:	1	Default:	0.00 ft	Default:	0.00 ft
Entr Loss Coef:	0.00	Op Table:		Op Table:	
Exit Loss Coef:	1.00	Ref Node:		Ref Node:	
Bend Loss Coef:	0.00	Manning's N:	0.0130	Manning's N:	0.0130
Bend Location:	0.00 dec				
Energy Switch:	Energy				

Pipe Comment:

Weir Component		Bottom Clip	
Weir:	1	Default:	0.00 ft
Weir Count:	1	Op Table:	
Weir Flow Direction:	Both	Ref Node:	
Damping:	0.0000 ft	Top Clip	
Weir Type:	Horizontal	Default:	0.00 ft
Geometry Type:	Rectangular	Op Table:	
Invert:	4.00 ft	Ref Node:	
Control Elevation:	-0.50 ft	Discharge Coefficients	
Max Depth:	1.00 ft	Weir Default:	3.200
Max Width:	2.00 ft	Weir Table:	
Fillet:	0.00 ft	Orifice Default:	0.600
		Orifice Table:	

Weir Comment:

Drop Structure Comment:

Link Min/Max Conditions [w/ Discharge]

Link Name	Sim Name	Max Flow [cfs]	Min Flow [cfs]	Min/Max Delta Flow [cfs]	Max Us Velocity [fps]	Max Ds Velocity [fps]	Max Avg Velocity [fps]
CS-1 - Pipe	100YR-72HR	0.00	0.00	0.00	0.00	0.00	0.00
CS-1 - Weir: 1	100YR-72HR	0.00	0.00	0.00	0.00	0.00	0.00
MC-7200 Chambers	100YR-72HR	3.15	-0.69	2.67	0.34	0.35	0.35
PERC-1	100YR-72HR	3.18	-0.36	0.54	0.00	0.00	0.00
CS-1 - Pipe	10YR-24HR	0.00	0.00	0.00	0.00	0.00	0.00
CS-1 - Weir: 1	10YR-24HR	0.00	0.00	0.00	0.00	0.00	0.00
MC-7200 Chambers	10YR-24HR	2.41	-0.50	1.62	0.34	0.35	0.35
PERC-1	10YR-24HR	3.18	-0.65	-0.51	0.00	0.00	0.00
CS-1 - Pipe	10YR-72HR	0.00	0.00	0.00	0.00	0.00	0.00
CS-1 - Weir: 1	10YR-72HR	0.00	0.00	0.00	0.00	0.00	0.00
MC-7200 Chambers	10YR-72HR	2.41	-0.60	1.43	0.34	0.35	0.35
PERC-1	10YR-72HR	3.18	-0.73	-0.61	0.00	0.00	0.00
CS-1 - Pipe	25YR-72HR	0.00	0.00	0.00	0.00	0.00	0.00
CS-1 - Weir: 1	25YR-72HR	0.00	0.00	0.00	0.00	0.00	0.00
MC-7200 Chambers	25YR-72HR	2.71	-0.82	2.01	0.34	0.35	0.35
PERC-1	25YR-72HR	3.18	-0.37	0.52	0.00	0.00	0.00
CS-1 - Pipe	3YR-24HR	0.00	0.00	0.00	0.00	0.00	0.00
CS-1 - Weir: 1	3YR-24HR	0.00	0.00	0.00	0.00	0.00	0.00
MC-7200 Chambers	3YR-24HR	2.41	-0.63	1.21	0.34	0.35	0.35
PERC-1	3YR-24HR	3.18	-0.52	0.64	0.00	0.00	0.00
CS-1 - Pipe	5YR-24HR	0.00	0.00	0.00	0.00	0.00	0.00
CS-1 - Weir: 1	5YR-24HR	0.00	0.00	0.00	0.00	0.00	0.00
MC-7200 Chambers	5YR-24HR	2.41	-0.65	1.28	0.34	0.35	0.35
PERC-1	5YR-24HR	3.18	-0.68	-0.38	0.00	0.00	0.00

Creekside
Water Management Calculations

100-Year, 72-Hour, Zero Discharge Flood Stage (NAVD)

100-Year, 72-Hour Rainfall =	13.5	inches	
Site's Equivalent Soil Storage (inches)		1.88	
Runoff (inches)		11.6	
Runoff Volume (Ac-ft)		1.7	
Flood Stage (ft-NAVD)		8.07	
100 year, 3 day zero discharge stage elevation		**8.07**	**NAVD**

Calculations
From the Stage-Storage Curve, the zero discharge elevation is at stage:

Interpolate Stage Between	*8.00*	*y*	*9.00*	*y*
Interpolate Runoff Between	*1.68*	*1.7*	*2.60*	*x*

100 year - 72 hour w/ Discharge

All Elevations in NAVD88

Sim	Relative Time [hrs]	Stage [ft]	Surface Area [ft2]	Total Inflow Rate [cfs]	Total Outflow Rate [cfs]
100YR-72HR	0.0000	1.86	10757	0.00	0.00
100YR-72HR	0.5050	1.71	10349	0.07	0.46
100YR-72HR	1.0044	1.66	10203	0.08	0.32
100YR-72HR	1.5076	1.62	10096	0.08	0.24
100YR-72HR	2.0083	1.59	10016	0.08	0.19
100YR-72HR	2.5058	1.58	9971	0.08	0.08
100YR-72HR	3.0035	1.59	9993	0.08	0.16
100YR-72HR	3.5039	1.58	9966	0.08	0.15
100YR-72HR	4.0027	1.57	9942	0.08	0.11
100YR-72HR	4.5040	1.55	9908	0.08	0.14
100YR-72HR	5.0052	1.55	9889	0.08	0.14
100YR-72HR	5.5004	1.54	9870	0.08	0.14
100YR-72HR	6.0006	1.53	9844	0.08	0.05
100YR-72HR	6.5019	1.53	9826	0.08	0.13
100YR-72HR	7.0003	1.52	9811	0.08	0.13
100YR-72HR	7.5023	1.51	9796	0.08	0.13
100YR-72HR	8.0038	1.51	9771	0.08	0.10
100YR-72HR	8.5068	1.50	9756	0.08	0.13
100YR-72HR	9.0035	1.50	9742	0.08	0.13
100YR-72HR	9.5003	1.49	9730	0.08	0.13
100YR-72HR	10.0026	1.48	9707	0.08	0.09
100YR-72HR	10.5062	1.48	9695	0.08	0.13
100YR-72HR	11.0051	1.47	9667	0.08	0.12
100YR-72HR	11.5036	1.47	9660	0.08	0.12
100YR-72HR	12.0046	1.46	9642	0.09	0.09
100YR-72HR	12.5068	1.46	9632	0.09	0.12
100YR-72HR	13.0013	1.45	9623	0.09	0.13
100YR-72HR	13.5030	1.45	9614	0.09	0.13
100YR-72HR	14.0016	1.44	9594	0.09	0.12
100YR-72HR	14.5041	1.44	9585	0.09	0.13
100YR-72HR	15.0003	1.44	9576	0.09	0.13
100YR-72HR	15.5034	1.43	9568	0.09	0.13
100YR-72HR	16.0050	1.43	9549	0.09	0.12
100YR-72HR	16.5001	1.42	9541	0.09	0.13
100YR-72HR	17.0014	1.42	9533	0.09	0.13

Sim	Relative Time [hrs]	Stage [ft]	Surface Area [ft2]	Total Inflow Rate [cfs]	Total Outflow Rate [cfs]
100YR-72HR	17.5068	1.41	9517	0.09	0.04
100YR-72HR	18.0076	1.41	9507	0.09	0.12
100YR-72HR	18.5031	1.41	9500	0.09	0.13
100YR-72HR	19.0044	1.41	9494	0.09	0.13
100YR-72HR	19.5037	1.40	9477	0.09	0.07
100YR-72HR	20.0081	1.40	9469	0.09	0.12
100YR-72HR	20.5022	1.39	9464	0.09	0.13
100YR-72HR	21.0022	1.39	9457	0.09	0.13
100YR-72HR	21.5022	1.39	9452	0.09	0.12
100YR-72HR	22.0000	1.38	9435	0.09	0.11
100YR-72HR	22.5043	1.38	9430	0.09	0.12
100YR-72HR	23.0011	1.38	9424	0.09	0.12
100YR-72HR	23.5017	1.38	9418	0.10	0.00
100YR-72HR	24.0036	1.37	9403	0.10	0.12
100YR-72HR	24.5026	1.37	9408	0.14	0.14
100YR-72HR	25.0030	1.37	9397	0.14	0.14
100YR-72HR	25.5039	1.37	9399	0.14	0.15
100YR-72HR	26.0047	1.37	9388	0.14	0.14
100YR-72HR	26.5004	1.36	9378	0.14	0.14
100YR-72HR	27.0069	1.36	9367	0.14	0.13
100YR-72HR	27.5064	1.36	9357	0.14	0.13
100YR-72HR	28.0001	1.35	9347	0.14	0.13
100YR-72HR	28.5036	1.35	9339	0.14	0.16
100YR-72HR	29.0046	1.35	9342	0.14	0.18
100YR-72HR	29.5050	1.35	9334	0.14	0.14
100YR-72HR	30.0068	1.35	9326	0.14	0.14
100YR-72HR	30.5015	1.34	9319	0.14	0.13
100YR-72HR	31.0008	1.34	9310	0.14	0.13
100YR-72HR	31.5025	1.34	9302	0.15	0.12
100YR-72HR	32.0007	1.34	9305	0.15	0.24
100YR-72HR	32.5042	1.34	9298	0.15	0.15
100YR-72HR	33.0088	1.33	9292	0.15	0.14
100YR-72HR	33.5049	1.33	9286	0.15	0.14
100YR-72HR	34.0002	1.33	9279	0.15	0.14
100YR-72HR	34.5031	1.33	9270	0.15	0.14

Sim	Relative Time [hrs]	Stage [ft]	Surface Area [ft2]	Total Inflow Rate [cfs]	Total Outflow Rate [cfs]
100YR-72HR	35.0061	1.32	9263	0.15	0.14
100YR-72HR	35.5016	1.32	9258	0.15	0.13
100YR-72HR	36.0048	1.32	9250	0.15	0.14
100YR-72HR	36.5024	1.32	9252	0.15	0.36
100YR-72HR	37.0079	1.32	9253	0.15	0.14
100YR-72HR	37.5007	1.32	9249	0.15	0.14
100YR-72HR	38.0077	1.32	9244	0.15	0.14
100YR-72HR	38.5010	1.31	9240	0.15	0.14
100YR-72HR	39.0037	1.31	9235	0.15	0.15
100YR-72HR	39.5046	1.32	9242	0.15	0.18
100YR-72HR	40.0031	1.31	9238	0.15	0.14
100YR-72HR	40.5024	1.31	9235	0.15	0.14
100YR-72HR	41.0044	1.31	9229	0.15	0.14
100YR-72HR	41.5021	1.31	9225	0.15	0.14
100YR-72HR	42.0030	1.31	9219	0.15	0.14
100YR-72HR	42.5020	1.30	9213	0.15	0.14
100YR-72HR	43.0013	1.30	9209	0.15	0.14
100YR-72HR	43.5063	1.30	9207	0.15	0.14
100YR-72HR	44.0043	1.30	9203	0.15	0.14
100YR-72HR	44.5023	1.30	9198	0.15	0.15
100YR-72HR	45.0044	1.30	9195	0.15	0.13
100YR-72HR	45.5023	1.30	9200	0.15	0.30
100YR-72HR	46.0032	1.30	9198	0.15	0.20
100YR-72HR	46.5026	1.30	9197	0.15	0.14
100YR-72HR	47.0080	1.30	9194	0.15	0.14
100YR-72HR	47.5055	1.30	9189	0.15	0.14
100YR-72HR	48.0025	1.30	9188	0.15	0.14
100YR-72HR	48.5053	1.30	9189	0.17	0.14
100YR-72HR	49.0032	1.30	9192	0.17	0.14
100YR-72HR	49.5011	1.30	9208	0.17	0.18
100YR-72HR	50.0086	1.30	9214	0.18	0.15
100YR-72HR	50.5029	1.31	9226	0.20	0.15
100YR-72HR	51.0050	1.32	9242	0.21	0.15
100YR-72HR	51.5018	1.32	9261	0.22	0.16
100YR-72HR	52.0058	1.33	9294	0.23	0.29

Sim	Relative Time [hrs]	Stage [ft]	Surface Area [ft2]	Total Inflow Rate [cfs]	Total Outflow Rate [cfs]
100YR-72HR	52.5021	1.34	9323	0.29	0.46
100YR-72HR	53.0032	1.36	9377	0.30	0.19
100YR-72HR	53.5002	1.38	9436	0.36	0.20
100YR-72HR	54.0019	1.41	9502	0.36	0.21
100YR-72HR	54.5007	1.44	9580	0.43	0.23
100YR-72HR	55.0081	1.48	9687	0.44	0.25
100YR-72HR	55.5039	1.51	9786	0.50	0.26
100YR-72HR	56.0052	1.55	9892	0.51	0.26
100YR-72HR	56.5029	1.59	10010	0.59	0.28
100YR-72HR	57.0021	1.64	10155	0.60	0.73
100YR-72HR	57.5053	1.70	10310	0.70	0.32
100YR-72HR	58.0025	1.77	10503	0.77	0.35
100YR-72HR	58.5025	1.85	10716	0.85	0.38
100YR-72HR	59.0026	1.94	10991	1.12	0.46
100YR-72HR	59.5012	2.10	11258	1.73	0.63
100YR-72HR	60.0000	2.97	12146	11.42	3.14
100YR-72HR	60.5006	3.60	12430	3.17	1.28
100YR-72HR	61.0015	3.74	12487	1.45	0.77
100YR-72HR	61.5009	3.81	12512	1.02	0.66
100YR-72HR	62.0021	3.85	12527	0.84	0.38
100YR-72HR	62.5001	3.87	12536	0.62	0.54
100YR-72HR	63.0018	3.88	12540	0.54	1.09
100YR-72HR	63.5008	3.89	12544	0.54	0.49
100YR-72HR	64.0013	3.91	12549	0.54	0.44
100YR-72HR	64.5004	3.91	12549	0.34	0.39
100YR-72HR	65.0015	3.90	12545	0.32	0.12
100YR-72HR	65.5018	3.89	12542	0.32	0.25
100YR-72HR	66.0012	3.88	12539	0.32	0.21
100YR-72HR	66.5030	3.87	12536	0.32	0.06
100YR-72HR	67.0000	3.87	12534	0.32	0.33
100YR-72HR	67.5020	3.86	12532	0.32	0.38
100YR-72HR	68.0014	3.86	12530	0.32	0.33
100YR-72HR	68.5019	3.84	12525	0.22	0.71
100YR-72HR	69.0019	3.82	12518	0.21	0.33
100YR-72HR	69.5001	3.81	12512	0.21	0.83

Sim	Relative Time [hrs]	Stage [ft]	Surface Area [ft2]	Total Inflow Rate [cfs]	Total Outflow Rate [cfs]
100YR-72HR	70.0001	3.79	12506	0.21	0.54
100YR-72HR	70.5012	3.77	12499	0.22	0.35
100YR-72HR	71.0024	3.76	12493	0.22	0.16
100YR-72HR	71.5007	3.74	12487	0.22	0.30
100YR-72HR	72.0021	3.73	12481	0.22	0.34
100YR-72HR	72.5009	3.70	12470	0.01	0.26
100YR-72HR	73.0034	3.66	12456	0.00	0.26
100YR-72HR	73.5045	3.62	12441	0.00	0.00
100YR-72HR	74.0019	3.59	12427	0.00	0.26
100YR-72HR	74.5023	3.55	12413	0.00	0.25
100YR-72HR	75.0025	3.51	12398	0.00	0.23
100YR-72HR	75.5040	3.48	12383	0.00	0.41
100YR-72HR	76.0034	3.44	12369	0.00	0.07
100YR-72HR	76.5002	3.41	12355	0.00	0.60
100YR-72HR	77.0053	3.37	12342	0.00	0.07
100YR-72HR	77.5021	3.34	12329	0.00	0.17
100YR-72HR	78.0011	3.31	12316	0.00	0.24
100YR-72HR	78.5029	3.27	12300	0.00	0.22
100YR-72HR	79.0002	3.24	12285	0.00	0.23
100YR-72HR	79.5013	3.21	12271	0.00	0.22

25 year - 72 hour

All Elevations in NAVD88

Sim	Relative Time [hrs]	Stage [ft]	Surface Area [ft2]	Total Inflow Rate [cfs]	Total Outflow Rate [cfs]
25YR-72HR	0.0000	1.86	10757	0.00	0.00
25YR-72HR	0.5050	1.71	10347	0.06	0.46
25YR-72HR	1.0044	1.66	10196	0.07	0.31
25YR-72HR	1.5011	1.62	10087	0.07	0.24
25YR-72HR	2.0018	1.59	10002	0.07	0.19
25YR-72HR	2.5083	1.57	9953	0.07	0.06
25YR-72HR	3.0027	1.56	9931	0.07	0.12
25YR-72HR	3.5062	1.57	9946	0.07	0.01
25YR-72HR	4.0028	1.57	9938	0.07	0.13
25YR-72HR	4.5042	1.55	9906	0.07	0.13
25YR-72HR	5.0043	1.55	9886	0.07	0.13
25YR-72HR	5.5038	1.54	9865	0.07	0.13
25YR-72HR	6.0004	1.53	9844	0.14	0.00
25YR-72HR	6.5006	1.52	9816	0.07	0.13
25YR-72HR	7.0003	1.51	9798	0.07	0.12
25YR-72HR	7.5042	1.51	9779	0.07	0.12
25YR-72HR	8.0056	1.50	9753	0.07	0.01
25YR-72HR	8.5014	1.49	9732	0.07	0.12
25YR-72HR	9.0032	1.49	9714	0.07	0.12
25YR-72HR	9.5006	1.48	9698	0.07	0.12
25YR-72HR	10.0054	1.47	9670	0.07	0.12
25YR-72HR	10.5027	1.46	9654	0.07	0.12
25YR-72HR	11.0010	1.46	9638	0.07	0.12
25YR-72HR	11.5010	1.45	9618	0.19	0.00
25YR-72HR	12.0052	1.44	9596	0.07	0.12
25YR-72HR	12.5056	1.44	9581	0.07	0.12
25YR-72HR	13.0014	1.43	9566	0.07	0.12
25YR-72HR	13.5078	1.42	9541	0.07	0.11
25YR-72HR	14.0030	1.42	9528	0.07	0.12
25YR-72HR	14.5050	1.41	9514	0.07	0.12
25YR-72HR	15.0031	1.41	9500	0.07	0.12
25YR-72HR	15.5018	1.40	9477	0.07	0.11
25YR-72HR	16.0021	1.40	9464	0.07	0.12
25YR-72HR	16.5010	1.38	9435	0.07	0.12
25YR-72HR	17.0028	1.38	9426	0.08	0.11

Sim	Relative Time [hrs]	Stage [ft]	Surface Area [ft2]	Total Inflow Rate [cfs]	Total Outflow Rate [cfs]
25YR-72HR	17.5002	1.37	9406	0.08	0.08
25YR-72HR	18.0056	1.37	9394	0.08	0.12
25YR-72HR	18.5056	1.37	9384	0.08	0.12
25YR-72HR	19.0026	1.36	9373	0.08	0.12
25YR-72HR	19.5094	1.35	9352	0.08	0.10
25YR-72HR	20.0045	1.35	9341	0.08	0.11
25YR-72HR	20.5029	1.35	9330	0.08	0.12
25YR-72HR	21.0031	1.34	9320	0.08	0.12
25YR-72HR	21.5021	1.34	9300	0.08	0.07
25YR-72HR	22.0038	1.33	9289	0.08	0.12
25YR-72HR	22.5012	1.33	9280	0.08	0.12
25YR-72HR	23.0031	1.32	9269	0.08	0.12
25YR-72HR	23.5080	1.32	9250	0.08	0.10
25YR-72HR	24.0095	1.31	9240	0.08	0.12
25YR-72HR	24.5035	1.31	9239	0.11	0.13
25YR-72HR	25.0039	1.32	9244	0.12	0.13
25YR-72HR	25.5083	1.31	9238	0.12	0.12
25YR-72HR	26.0031	1.32	9243	0.12	0.13
25YR-72HR	26.5008	1.32	9247	0.12	0.13
25YR-72HR	27.0014	1.32	9244	0.12	0.05
25YR-72HR	27.5061	1.32	9245	0.12	0.13
25YR-72HR	28.0026	1.32	9250	0.12	0.13
25YR-72HR	28.5004	1.32	9256	0.12	0.13
25YR-72HR	29.0069	1.32	9250	0.12	0.13
25YR-72HR	29.5065	1.32	9255	0.12	0.13
25YR-72HR	30.0026	1.32	9260	0.12	0.13
25YR-72HR	30.5053	1.32	9256	0.12	0.06
25YR-72HR	31.0000	1.32	9260	0.12	0.13
25YR-72HR	31.5022	1.32	9265	0.12	0.13
25YR-72HR	32.0021	1.33	9271	0.12	0.09
25YR-72HR	32.5072	1.32	9266	0.12	0.13
25YR-72HR	33.0010	1.33	9272	0.12	0.13
25YR-72HR	33.5016	1.33	9278	0.12	0.13
25YR-72HR	34.0008	1.33	9283	0.12	0.14
25YR-72HR	34.5013	1.33	9278	0.12	0.13

Sim	Relative Time [hrs]	Stage [ft]	Surface Area [ft2]	Total Inflow Rate [cfs]	Total Outflow Rate [cfs]
25YR-72HR	35.0069	1.33	9283	0.12	0.13
25YR-72HR	35.5036	1.33	9289	0.12	0.13
25YR-72HR	36.0026	1.33	9285	0.12	0.10
25YR-72HR	36.5087	1.33	9291	0.13	0.13
25YR-72HR	37.0043	1.34	9298	0.13	0.13
25YR-72HR	37.5041	1.34	9304	0.13	0.14
25YR-72HR	38.0097	1.34	9301	0.13	0.12
25YR-72HR	38.5029	1.34	9307	0.13	0.13
25YR-72HR	39.0027	1.34	9301	0.13	0.13
25YR-72HR	39.5046	1.34	9313	0.13	0.13
25YR-72HR	40.0052	1.34	9321	0.13	0.13
25YR-72HR	40.5041	1.34	9319	0.13	0.10
25YR-72HR	41.0034	1.35	9326	0.13	0.13
25YR-72HR	41.5011	1.35	9333	0.13	0.13
25YR-72HR	42.0051	1.35	9332	0.13	0.08
25YR-72HR	42.5036	1.35	9337	0.13	0.14
25YR-72HR	43.0041	1.35	9344	0.13	0.13
25YR-72HR	43.5065	1.35	9339	0.13	0.14
25YR-72HR	44.0029	1.35	9329	0.13	0.04
25YR-72HR	44.5067	1.35	9345	0.13	0.12
25YR-72HR	45.0033	1.35	9335	0.13	0.12
25YR-72HR	45.5046	1.34	9324	0.13	0.12
25YR-72HR	46.0011	1.34	9312	0.13	0.13
25YR-72HR	46.5060	1.34	9313	0.13	0.10
25YR-72HR	47.0027	1.34	9320	0.13	0.13
25YR-72HR	47.5009	1.35	9329	0.13	0.13
25YR-72HR	48.0000	1.35	9337	0.13	0.11
25YR-72HR	48.5028	1.35	9338	0.14	0.14
25YR-72HR	49.0008	1.35	9330	0.14	0.14
25YR-72HR	49.5010	1.34	9322	0.15	0.13
25YR-72HR	50.0092	1.35	9326	0.15	0.20
25YR-72HR	50.5061	1.35	9326	0.17	0.15
25YR-72HR	51.0058	1.35	9328	0.17	0.15
25YR-72HR	51.5031	1.35	9335	0.19	0.15
25YR-72HR	52.0007	1.35	9342	0.19	0.15

Sim	Relative Time [hrs]	Stage [ft]	Surface Area [ft2]	Total Inflow Rate [cfs]	Total Outflow Rate [cfs]
25YR-72HR	52.5005	1.36	9361	0.24	0.17
25YR-72HR	53.0023	1.37	9389	0.25	0.17
25YR-72HR	53.5029	1.39	9444	0.30	0.22
25YR-72HR	54.0048	1.40	9491	0.31	0.19
25YR-72HR	54.5045	1.43	9549	0.36	0.21
25YR-72HR	55.0036	1.45	9613	0.37	0.21
25YR-72HR	55.5041	1.48	9699	0.43	0.60
25YR-72HR	56.0075	1.51	9789	0.43	0.25
25YR-72HR	56.5008	1.55	9883	0.50	0.26
25YR-72HR	57.0017	1.58	9983	0.50	0.26
25YR-72HR	57.5013	1.62	10101	0.59	0.28
25YR-72HR	58.0024	1.68	10263	0.65	0.32
25YR-72HR	58.5014	1.74	10431	0.72	0.33
25YR-72HR	59.0012	1.83	10664	0.95	0.40
25YR-72HR	59.5002	1.96	11025	1.46	0.55
25YR-72HR	60.0004	2.71	11900	9.69	2.70
25YR-72HR	60.5002	3.24	12285	2.69	1.15
25YR-72HR	61.0000	3.37	12339	1.23	0.22
25YR-72HR	61.5020	3.42	12360	0.87	0.57
25YR-72HR	62.0001	3.46	12374	0.71	0.51
25YR-72HR	62.5012	3.47	12381	0.53	0.42
25YR-72HR	63.0018	3.48	12384	0.46	0.33
25YR-72HR	63.5021	3.49	12387	0.46	0.46
25YR-72HR	64.0018	3.50	12391	0.46	0.11
25YR-72HR	64.5013	3.50	12390	0.28	0.31
25YR-72HR	65.0024	3.49	12386	0.27	0.27
25YR-72HR	65.5029	3.48	12383	0.28	0.11
25YR-72HR	66.0008	3.47	12380	0.28	0.27
25YR-72HR	66.5025	3.46	12377	0.28	0.34
25YR-72HR	67.0025	3.46	12374	0.28	0.53
25YR-72HR	67.5032	3.45	12371	0.28	0.27
25YR-72HR	68.0008	3.44	12369	0.28	0.26
25YR-72HR	68.5043	3.43	12363	0.19	0.09
25YR-72HR	69.0010	3.41	12357	0.18	0.30
25YR-72HR	69.5038	3.40	12351	0.18	0.08

Sim	Relative Time [hrs]	Stage [ft]	Surface Area [ft2]	Total Inflow Rate [cfs]	Total Outflow Rate [cfs]
25YR-72HR	70.0006	3.38	12345	0.18	0.29
25YR-72HR	70.5002	3.37	12339	0.18	0.06
25YR-72HR	71.0013	3.35	12334	0.18	0.28
25YR-72HR	71.5002	3.34	12328	0.18	0.13
25YR-72HR	72.0037	3.32	12323	0.18	0.06
25YR-72HR	72.5008	3.30	12311	0.01	0.24
25YR-72HR	73.0024	3.26	12295	0.00	0.23
25YR-72HR	73.5020	3.23	12280	0.00	0.29
25YR-72HR	74.0055	3.20	12266	0.00	0.16
25YR-72HR	74.5016	3.17	12253	0.00	0.22
25YR-72HR	75.0032	3.13	12238	0.00	0.01
25YR-72HR	75.5018	3.10	12224	0.00	0.21
25YR-72HR	76.0030	3.07	12210	0.00	0.21
25YR-72HR	76.5049	3.04	12195	0.00	0.27
25YR-72HR	77.0001	3.01	12181	0.00	0.20
25YR-72HR	77.5049	2.98	12157	0.00	0.05
25YR-72HR	78.0044	2.95	12130	0.00	0.08
25YR-72HR	78.5031	2.92	12103	0.00	0.20
25YR-72HR	79.0000	2.89	12076	0.00	0.20
25YR-72HR	79.5047	2.86	12048	0.00	0.19

10 year - 72 hour

All Elevations in NAVD88

Sim	Relative Time [hrs]	Stage [ft]	Surface Area [ft2]	Total Inflow Rate [cfs]	Total Outflow Rate [cfs]
10YR-72HR	0.0000	1.86	10757	0.00	0.00
10YR-72HR	0.5050	1.71	10344	0.05	0.45
10YR-72HR	1.0024	1.66	10190	0.06	0.31
10YR-72HR	1.5003	1.62	10079	0.06	0.24
10YR-72HR	2.0045	1.59	9994	0.06	0.19
10YR-72HR	2.5013	1.56	9936	0.06	0.16
10YR-72HR	3.0032	1.55	9902	0.06	0.15
10YR-72HR	3.5003	1.54	9864	0.06	0.14
10YR-72HR	4.0021	1.53	9837	0.06	0.13
10YR-72HR	4.5047	1.52	9809	0.06	0.13
10YR-72HR	5.0024	1.51	9783	0.06	0.13
10YR-72HR	5.5048	1.50	9747	0.06	0.12
10YR-72HR	6.0048	1.49	9724	0.06	0.12
10YR-72HR	6.5018	1.48	9701	0.06	0.12
10YR-72HR	7.0004	1.47	9677	0.07	0.00
10YR-72HR	7.5048	1.46	9647	0.06	0.08
10YR-72HR	8.0091	1.45	9624	0.06	0.11
10YR-72HR	8.5056	1.45	9603	0.06	0.12
10YR-72HR	9.0057	1.44	9582	0.06	0.12
10YR-72HR	9.5033	1.43	9562	0.06	0.12
10YR-72HR	10.0076	1.42	9532	0.06	0.08
10YR-72HR	10.5020	1.41	9511	0.06	0.11
10YR-72HR	11.0053	1.40	9491	0.06	0.11
10YR-72HR	11.5004	1.40	9472	0.06	0.11
10YR-72HR	12.0094	1.39	9442	0.06	0.11
10YR-72HR	12.5055	1.38	9423	0.06	0.11
10YR-72HR	13.0027	1.37	9405	0.06	0.11
10YR-72HR	13.5021	1.37	9387	0.06	0.11
10YR-72HR	14.0017	1.36	9359	0.06	0.11
10YR-72HR	14.5012	1.35	9341	0.06	0.11
10YR-72HR	15.0022	1.34	9324	0.06	0.11
10YR-72HR	15.5014	1.34	9307	0.06	0.11
10YR-72HR	16.0018	1.33	9281	0.06	0.03
10YR-72HR	16.5066	1.32	9263	0.06	0.11
10YR-72HR	17.0016	1.32	9246	0.06	0.11

Sim	Relative Time [hrs]	Stage [ft]	Surface Area [ft2]	Total Inflow Rate [cfs]	Total Outflow Rate [cfs]
10YR-72HR	17.5028	1.31	9231	0.06	0.11
10YR-72HR	18.0028	1.30	9205	0.06	0.09
10YR-72HR	18.5036	1.30	9189	0.06	0.11
10YR-72HR	19.0052	1.29	9174	0.06	0.11
10YR-72HR	19.5028	1.29	9159	0.06	0.11
10YR-72HR	20.0013	1.28	9134	0.06	0.10
10YR-72HR	20.5027	1.27	9119	0.06	0.11
10YR-72HR	21.0004	1.27	9105	0.06	0.11
10YR-72HR	21.5017	1.26	9091	0.06	0.11
10YR-72HR	22.0003	1.25	9070	0.06	0.00
10YR-72HR	22.5065	1.25	9052	0.06	0.10
10YR-72HR	23.0044	1.24	9039	0.06	0.11
10YR-72HR	23.5004	1.24	9026	0.06	0.11
10YR-72HR	24.0014	1.23	9013	0.06	0.10
10YR-72HR	24.5080	1.23	8997	0.09	0.11
10YR-72HR	25.0009	1.23	8995	0.09	0.11
10YR-72HR	25.5000	1.23	8994	0.09	0.11
10YR-72HR	26.0029	1.22	8986	0.10	0.00
10YR-72HR	26.5058	1.22	8981	0.09	0.11
10YR-72HR	27.0032	1.22	8980	0.09	0.12
10YR-72HR	27.5015	1.22	8979	0.10	0.12
10YR-72HR	28.0104	1.22	8968	0.10	0.11
10YR-72HR	28.5027	1.22	8967	0.10	0.12
10YR-72HR	29.0037	1.22	8966	0.10	0.12
10YR-72HR	29.5012	1.22	8965	0.10	0.12
10YR-72HR	30.0007	1.21	8957	0.10	0.02
10YR-72HR	30.5041	1.21	8954	0.10	0.12
10YR-72HR	31.0026	1.21	8954	0.10	0.12
10YR-72HR	31.5034	1.21	8953	0.10	0.12
10YR-72HR	32.0036	1.21	8952	0.10	0.01
10YR-72HR	32.5055	1.21	8943	0.10	0.12
10YR-72HR	33.0057	1.21	8943	0.10	0.12
10YR-72HR	33.5022	1.21	8944	0.10	0.12
10YR-72HR	34.0015	1.21	8936	0.10	0.04
10YR-72HR	34.5028	1.20	8935	0.10	0.12

Sim	Relative Time [hrs]	Stage [ft]	Surface Area [ft2]	Total Inflow Rate [cfs]	Total Outflow Rate [cfs]
10YR-72HR	35.0004	1.20	8935	0.10	0.12
10YR-72HR	35.5026	1.20	8931	0.12	0.00
10YR-72HR	36.0010	1.20	8927	0.10	0.12
10YR-72HR	36.5038	1.20	8928	0.10	0.12
10YR-72HR	37.0004	1.20	8930	0.10	0.11
10YR-72HR	37.5039	1.20	8921	0.10	0.11
10YR-72HR	38.0076	1.20	8923	0.10	0.12
10YR-72HR	38.5039	1.20	8924	0.10	0.12
10YR-72HR	39.0078	1.20	8918	0.10	0.03
10YR-72HR	39.5047	1.20	8918	0.10	0.12
10YR-72HR	40.0053	1.20	8919	0.10	0.12
10YR-72HR	40.5004	1.20	8921	0.10	0.12
10YR-72HR	41.0034	1.20	8923	0.10	0.12
10YR-72HR	41.5016	1.20	8915	0.10	0.11
10YR-72HR	42.0049	1.20	8917	0.10	0.12
10YR-72HR	42.5068	1.20	8919	0.10	0.12
10YR-72HR	43.0011	1.20	8922	0.10	0.12
10YR-72HR	43.5015	1.20	8916	0.10	0.05
10YR-72HR	44.0057	1.20	8916	0.10	0.12
10YR-72HR	44.5045	1.20	8918	0.10	0.12
10YR-72HR	45.0018	1.20	8921	0.10	0.12
10YR-72HR	45.5011	1.20	8920	0.11	0.00
10YR-72HR	46.0045	1.20	8916	0.10	0.12
10YR-72HR	46.5016	1.20	8919	0.10	0.12
10YR-72HR	47.0015	1.20	8921	0.10	0.12
10YR-72HR	47.5094	1.20	8914	0.10	0.11
10YR-72HR	48.0010	1.20	8916	0.10	0.12
10YR-72HR	48.5020	1.20	8921	0.12	0.12
10YR-72HR	49.0039	1.20	8924	0.12	0.00
10YR-72HR	49.5031	1.20	8927	0.12	0.12
10YR-72HR	50.0016	1.20	8935	0.12	0.12
10YR-72HR	50.5034	1.21	8948	0.14	0.13
10YR-72HR	51.0088	1.21	8954	0.14	0.14
10YR-72HR	51.5010	1.21	8955	0.15	0.13
10YR-72HR	52.0070	1.21	8958	0.16	0.13

Sim	Relative Time [hrs]	Stage [ft]	Surface Area [ft2]	Total Inflow Rate [cfs]	Total Outflow Rate [cfs]
10YR-72HR	52.5025	1.22	8973	0.20	0.15
10YR-72HR	53.0043	1.23	8993	0.20	0.15
10YR-72HR	53.5034	1.24	9023	0.25	0.17
10YR-72HR	54.0020	1.25	9066	0.25	0.30
10YR-72HR	54.5011	1.27	9117	0.30	0.22
10YR-72HR	55.0077	1.29	9171	0.30	0.19
10YR-72HR	55.5026	1.31	9233	0.35	0.20
10YR-72HR	56.0031	1.34	9299	0.35	0.20
10YR-72HR	56.5026	1.36	9376	0.41	0.22
10YR-72HR	57.0064	1.40	9476	0.41	0.25
10YR-72HR	57.5042	1.43	9575	0.48	0.25
10YR-72HR	58.0010	1.48	9687	0.53	0.26
10YR-72HR	58.5011	1.52	9815	0.59	0.28
10YR-72HR	59.0048	1.59	10013	0.78	0.34
10YR-72HR	59.5013	1.70	10320	1.20	0.46
10YR-72HR	60.0001	2.34	11526	7.96	2.26
10YR-72HR	60.5001	2.79	11980	2.22	0.94
10YR-72HR	61.0006	2.89	12078	1.01	0.58
10YR-72HR	61.5031	2.94	12119	0.71	0.47
10YR-72HR	62.0034	2.96	12144	0.59	0.43
10YR-72HR	62.5027	2.98	12156	0.43	0.43
10YR-72HR	63.0014	2.98	12161	0.38	0.83
10YR-72HR	63.5018	2.99	12167	0.38	0.33
10YR-72HR	64.0012	3.00	12172	0.38	0.30
10YR-72HR	64.5016	2.99	12170	0.23	0.42
10YR-72HR	65.0004	2.98	12162	0.23	1.43
10YR-72HR	65.5011	2.98	12155	0.23	0.30
10YR-72HR	66.0048	2.97	12148	0.23	0.30
10YR-72HR	66.5022	2.96	12142	0.23	0.28
10YR-72HR	67.0049	2.95	12135	0.23	0.40
10YR-72HR	67.5026	2.95	12130	0.23	0.26
10YR-72HR	68.0019	2.94	12124	0.23	0.07
10YR-72HR	68.5061	2.93	12113	0.16	0.00
10YR-72HR	69.0031	2.92	12100	0.15	0.25
10YR-72HR	69.5014	2.90	12087	0.15	0.11

Sim	Relative Time [hrs]	Stage [ft]	Surface Area [ft2]	Total Inflow Rate [cfs]	Total Outflow Rate [cfs]
10YR-72HR	70.0019	2.89	12074	0.15	0.24
10YR-72HR	70.5020	2.88	12062	0.15	0.24
10YR-72HR	71.0041	2.86	12049	0.15	0.41
10YR-72HR	71.5022	2.85	12037	0.15	0.24
10YR-72HR	72.0008	2.84	12025	0.15	0.24
10YR-72HR	72.5033	2.81	12003	0.01	0.20
10YR-72HR	73.0027	2.78	11975	0.00	0.19
10YR-72HR	73.5027	2.75	11948	0.00	0.19
10YR-72HR	74.0021	2.73	11921	0.00	0.29
10YR-72HR	74.5048	2.70	11894	0.00	0.19
10YR-72HR	75.0030	2.67	11867	0.00	0.18
10YR-72HR	75.5046	2.64	11840	0.00	0.19
10YR-72HR	76.0011	2.62	11819	0.00	0.19
10YR-72HR	76.5065	2.60	11792	0.00	0.17
10YR-72HR	77.0022	2.57	11767	0.00	0.15
10YR-72HR	77.5016	2.55	11749	0.00	0.16
10YR-72HR	78.0031	2.53	11724	0.00	0.15
10YR-72HR	78.5025	2.51	11703	0.00	0.16
10YR-72HR	79.0030	2.48	11673	0.00	0.16
10YR-72HR	79.5050	2.46	11652	0.00	0.00

10 year - 24 hour

All Elevations in NAVD88

Sim	Relative Time [hrs]	Stage [ft]	Surface Area [ft2]	Total Inflow Rate [cfs]	Total Outflow Rate [cfs]
10YR-24HR	0.0000	1.86	10757	0.00	0.00
10YR-24HR	0.5050	1.72	10354	0.10	0.47
10YR-24HR	1.0017	1.67	10217	0.10	0.37
10YR-24HR	1.5063	1.64	10137	0.11	0.21
10YR-24HR	2.0021	1.62	10103	0.11	0.18
10YR-24HR	2.5012	1.62	10086	0.12	0.19
10YR-24HR	3.0046	1.61	10066	0.12	0.37
10YR-24HR	3.5055	1.61	10050	0.13	0.22
10YR-24HR	4.0045	1.59	10010	0.13	0.06
10YR-24HR	4.5003	1.60	10021	0.14	0.14
10YR-24HR	5.0013	1.59	10001	0.15	0.23
10YR-24HR	5.5032	1.58	9986	0.16	0.14
10YR-24HR	6.0076	1.59	9999	0.16	0.15
10YR-24HR	6.5027	1.58	9992	0.19	0.16
10YR-24HR	7.0030	1.58	9992	0.19	0.21
10YR-24HR	7.5064	1.59	10013	0.22	0.18
10YR-24HR	8.0004	1.60	10023	0.23	0.18
10YR-24HR	8.5003	1.60	10044	0.27	0.19
10YR-24HR	9.0025	1.61	10074	0.31	0.20
10YR-24HR	9.5009	1.63	10115	0.34	0.21
10YR-24HR	10.0037	1.65	10171	0.40	0.22
10YR-24HR	10.5081	1.69	10277	0.51	0.41
10YR-24HR	11.0050	1.73	10407	0.66	0.31
10YR-24HR	11.5027	1.81	10623	1.20	0.45
10YR-24HR	12.0004	2.27	11449	7.12	1.99
10YR-24HR	12.5000	2.77	11967	2.46	0.97
10YR-24HR	13.0014	2.88	12069	0.88	0.23
10YR-24HR	13.5002	2.92	12102	0.65	0.45
10YR-24HR	14.0026	2.94	12121	0.51	0.40
10YR-24HR	14.5013	2.95	12133	0.44	0.33
10YR-24HR	15.0017	2.96	12139	0.37	0.39
10YR-24HR	15.5014	2.96	12143	0.35	0.33
10YR-24HR	16.0015	2.96	12144	0.30	0.74
10YR-24HR	16.5002	2.96	12141	0.28	0.32
10YR-24HR	17.0039	2.96	12138	0.26	0.75

Sim	Relative Time [hrs]	Stage [ft]	Surface Area [ft2]	Total Inflow Rate [cfs]	Total Outflow Rate [cfs]
10YR-24HR	17.5002	2.95	12134	0.25	0.32
10YR-24HR	18.0022	2.95	12127	0.21	0.29
10YR-24HR	18.5042	2.94	12121	0.23	0.51
10YR-24HR	19.0032	2.93	12112	0.19	0.29
10YR-24HR	19.5038	2.92	12104	0.21	0.14
10YR-24HR	20.0021	2.91	12095	0.19	0.20
10YR-24HR	20.5022	2.90	12084	0.16	0.25
10YR-24HR	21.0039	2.89	12072	0.16	0.24
10YR-24HR	21.5051	2.87	12060	0.16	0.24
10YR-24HR	22.0016	2.86	12049	0.16	0.24
10YR-24HR	22.5007	2.85	12038	0.16	0.24
10YR-24HR	23.0001	2.84	12025	0.14	0.24
10YR-24HR	23.5036	2.82	12012	0.14	0.23
10YR-24HR	24.0010	2.81	11997	0.12	0.23
10YR-24HR	24.5031	2.78	11974	0.01	0.20
10YR-24HR	25.0006	2.75	11946	0.00	0.04
10YR-24HR	25.5027	2.73	11919	0.00	0.19
10YR-24HR	26.0051	2.70	11892	0.00	0.42
10YR-24HR	26.5022	2.68	11871	0.00	0.18
10YR-24HR	27.0048	2.65	11844	0.00	0.23
10YR-24HR	27.5041	2.63	11823	0.00	0.18
10YR-24HR	28.0012	2.61	11801	0.00	0.20
10YR-24HR	28.5075	2.58	11774	0.00	0.16
10YR-24HR	29.0078	2.55	11751	0.15	0.00
10YR-24HR	29.5019	2.52	11720	0.00	0.15
10YR-24HR	30.0020	2.50	11700	0.00	0.16

5 year - 24 hour

All Elevations in NAVD88

Sim	Relative Time [hrs]	Stage [ft]	Surface Area [ft2]	Total Inflow Rate [cfs]	Total Outflow Rate [cfs]
5YR-24HR	0.0000	1.86	10757	0.00	0.00
5YR-24HR	0.5050	1.71	10352	0.09	0.46
5YR-24HR	1.0064	1.66	10211	0.09	0.32
5YR-24HR	1.5037	1.63	10114	0.10	0.25
5YR-24HR	2.0022	1.61	10054	0.10	0.23
5YR-24HR	2.5053	1.60	10025	0.11	0.05
5YR-24HR	3.0027	1.59	10013	0.11	0.04
5YR-24HR	3.5015	1.59	9997	0.12	0.16
5YR-24HR	4.0065	1.58	9987	0.12	0.16
5YR-24HR	4.5005	1.58	9982	0.13	0.16
5YR-24HR	5.0013	1.58	9976	0.28	0.00
5YR-24HR	5.5013	1.58	9971	0.14	0.16
5YR-24HR	6.0038	1.58	9975	0.14	0.15
5YR-24HR	6.5039	1.58	9986	0.17	0.16
5YR-24HR	7.0017	1.58	9991	0.17	0.18
5YR-24HR	7.5060	1.58	9987	0.20	0.17
5YR-24HR	8.0076	1.58	9991	0.21	0.17
5YR-24HR	8.5002	1.58	9967	0.24	0.22
5YR-24HR	9.0020	1.58	9992	0.28	0.21
5YR-24HR	9.5101	1.60	10043	0.31	0.25
5YR-24HR	10.0037	1.62	10083	0.36	0.59
5YR-24HR	10.5026	1.65	10164	0.46	0.25
5YR-24HR	11.0026	1.69	10277	0.60	0.29
5YR-24HR	11.5022	1.75	10463	1.10	0.42
5YR-24HR	12.0004	2.17	11348	6.53	1.84
5YR-24HR	12.5019	2.65	11841	2.25	0.89
5YR-24HR	13.0000	2.74	11938	0.81	0.69
5YR-24HR	13.5025	2.78	11968	0.60	0.62
5YR-24HR	14.0015	2.79	11986	0.47	0.38
5YR-24HR	14.5002	2.81	11996	0.41	0.36
5YR-24HR	15.0002	2.81	12001	0.34	0.23
5YR-24HR	15.5021	2.81	12004	0.32	0.07
5YR-24HR	16.0012	2.81	12003	0.28	0.52
5YR-24HR	16.5025	2.81	12001	0.26	0.20
5YR-24HR	17.0016	2.81	11997	0.23	0.65

Sim	Relative Time [hrs]	Stage [ft]	Surface Area [ft2]	Total Inflow Rate [cfs]	Total Outflow Rate [cfs]
5YR-24HR	17.5014	2.80	11992	0.23	0.28
5YR-24HR	18.0008	2.79	11985	0.19	0.24
5YR-24HR	18.5030	2.79	11977	0.21	0.08
5YR-24HR	19.0015	2.78	11969	0.17	0.25
5YR-24HR	19.5020	2.77	11960	0.19	0.27
5YR-24HR	20.0017	2.76	11951	0.17	0.24
5YR-24HR	20.5023	2.75	11939	0.15	0.23
5YR-24HR	21.0007	2.73	11927	0.15	0.23
5YR-24HR	21.5027	2.72	11916	0.15	0.23
5YR-24HR	22.0057	2.71	11904	0.15	0.41
5YR-24HR	22.5045	2.70	11893	0.15	0.24
5YR-24HR	23.0028	2.68	11880	0.13	0.09
5YR-24HR	23.5016	2.67	11866	0.13	0.21
5YR-24HR	24.0063	2.66	11851	0.11	0.43
5YR-24HR	24.5001	2.63	11829	0.01	0.19
5YR-24HR	25.0028	2.61	11802	0.00	0.33
5YR-24HR	25.5047	2.58	11775	0.00	0.18
5YR-24HR	26.0011	2.55	11748	0.00	0.17
5YR-24HR	26.5007	2.54	11732	0.00	0.17
5YR-24HR	27.0026	2.51	11703	0.00	0.21
5YR-24HR	27.5066	2.48	11678	0.00	0.13
5YR-24HR	28.0004	2.47	11660	0.00	0.16
5YR-24HR	28.5026	2.44	11639	0.00	0.16
5YR-24HR	29.0081	2.42	11614	0.00	0.03
5YR-24HR	29.5018	2.40	11592	0.00	0.16
5YR-24HR	30.0020	2.38	11571	0.00	0.16

3 year - 24 hour

All Elevations in NAVD88

Sim	Relative Time [hrs]	Stage [ft]	Surface Area [ft2]	Total Inflow Rate [cfs]	Total Outflow Rate [cfs]
3YR-24HR	0.0000	1.86	10757	0.00	0.00
3YR-24HR	0.5050	1.71	10348	0.07	0.46
3YR-24HR	1.0044	1.66	10200	0.07	0.32
3YR-24HR	1.5076	1.62	10093	0.08	0.24
3YR-24HR	2.0083	1.59	10015	0.08	0.19
3YR-24HR	2.5058	1.58	9971	0.09	0.08
3YR-24HR	3.0053	1.58	9967	0.09	0.16
3YR-24HR	3.5029	1.56	9932	0.09	0.15
3YR-24HR	4.0012	1.56	9918	0.09	0.15
3YR-24HR	4.5024	1.55	9905	0.11	0.15
3YR-24HR	5.0065	1.55	9888	0.11	0.02
3YR-24HR	5.5066	1.54	9878	0.11	0.14
3YR-24HR	6.0057	1.54	9873	0.11	0.14
3YR-24HR	6.5027	1.54	9872	0.13	0.14
3YR-24HR	7.0052	1.54	9864	0.13	0.15
3YR-24HR	7.5043	1.54	9872	0.15	0.15
3YR-24HR	8.0022	1.54	9858	0.16	0.15
3YR-24HR	8.5047	1.54	9862	0.19	0.41
3YR-24HR	9.0069	1.54	9872	0.22	0.17
3YR-24HR	9.5057	1.55	9883	0.23	0.17
3YR-24HR	10.0012	1.55	9909	0.28	0.19
3YR-24HR	10.5016	1.57	9950	0.35	0.21
3YR-24HR	11.0032	1.60	10046	0.46	0.27
3YR-24HR	11.5042	1.65	10171	0.85	0.35
3YR-24HR	12.0004	1.98	11088	5.06	1.45
3YR-24HR	12.5012	2.35	11538	1.75	0.72
3YR-24HR	13.0026	2.43	11619	0.63	0.68
3YR-24HR	13.5030	2.45	11642	0.47	0.35
3YR-24HR	14.0025	2.46	11654	0.37	0.34
3YR-24HR	14.5016	2.47	11660	0.32	0.08
3YR-24HR	15.0025	2.47	11662	0.27	0.33
3YR-24HR	15.5005	2.47	11661	0.25	0.37
3YR-24HR	16.0031	2.46	11657	0.22	0.42
3YR-24HR	16.5036	2.46	11652	0.20	0.43
3YR-24HR	17.0049	2.45	11646	0.18	0.07

Sim	Relative Time [hrs]	Stage [ft]	Surface Area [ft2]	Total Inflow Rate [cfs]	Total Outflow Rate [cfs]
3YR-24HR	17.5015	2.45	11639	0.18	0.14
3YR-24HR	18.0053	2.44	11631	0.15	0.21
3YR-24HR	18.5062	2.43	11622	0.17	0.12
3YR-24HR	19.0060	2.42	11612	0.14	0.21
3YR-24HR	19.5002	2.41	11606	0.15	0.21
3YR-24HR	20.0010	2.40	11597	0.13	0.40
3YR-24HR	20.5025	2.40	11591	0.12	0.19
3YR-24HR	21.0015	2.39	11583	0.12	0.26
3YR-24HR	21.5030	2.38	11575	0.12	0.19
3YR-24HR	22.0007	2.38	11567	0.12	0.19
3YR-24HR	22.5016	2.37	11557	0.12	0.19
3YR-24HR	23.0015	2.36	11549	0.10	0.18
3YR-24HR	23.5019	2.34	11530	0.10	0.17
3YR-24HR	24.0022	2.34	11523	0.08	0.19
3YR-24HR	24.5066	2.32	11502	0.00	0.14
3YR-24HR	25.0012	2.29	11472	0.00	0.13
3YR-24HR	25.5007	2.26	11442	0.00	0.12
3YR-24HR	26.0010	2.23	11414	0.00	0.21
3YR-24HR	26.5004	2.21	11392	0.00	0.11
3YR-24HR	27.0010	2.19	11364	0.00	0.11
3YR-24HR	27.5029	2.17	11343	0.00	0.12
3YR-24HR	28.0001	2.16	11328	0.00	0.13
3YR-24HR	28.5010	2.14	11312	0.00	0.14
3YR-24HR	29.0088	2.12	11289	0.00	0.00
3YR-24HR	29.5034	2.11	11277	0.00	0.12
3YR-24HR	30.0030	2.10	11261	0.00	0.05

Appendix C

ICPR - Recovery Analysis

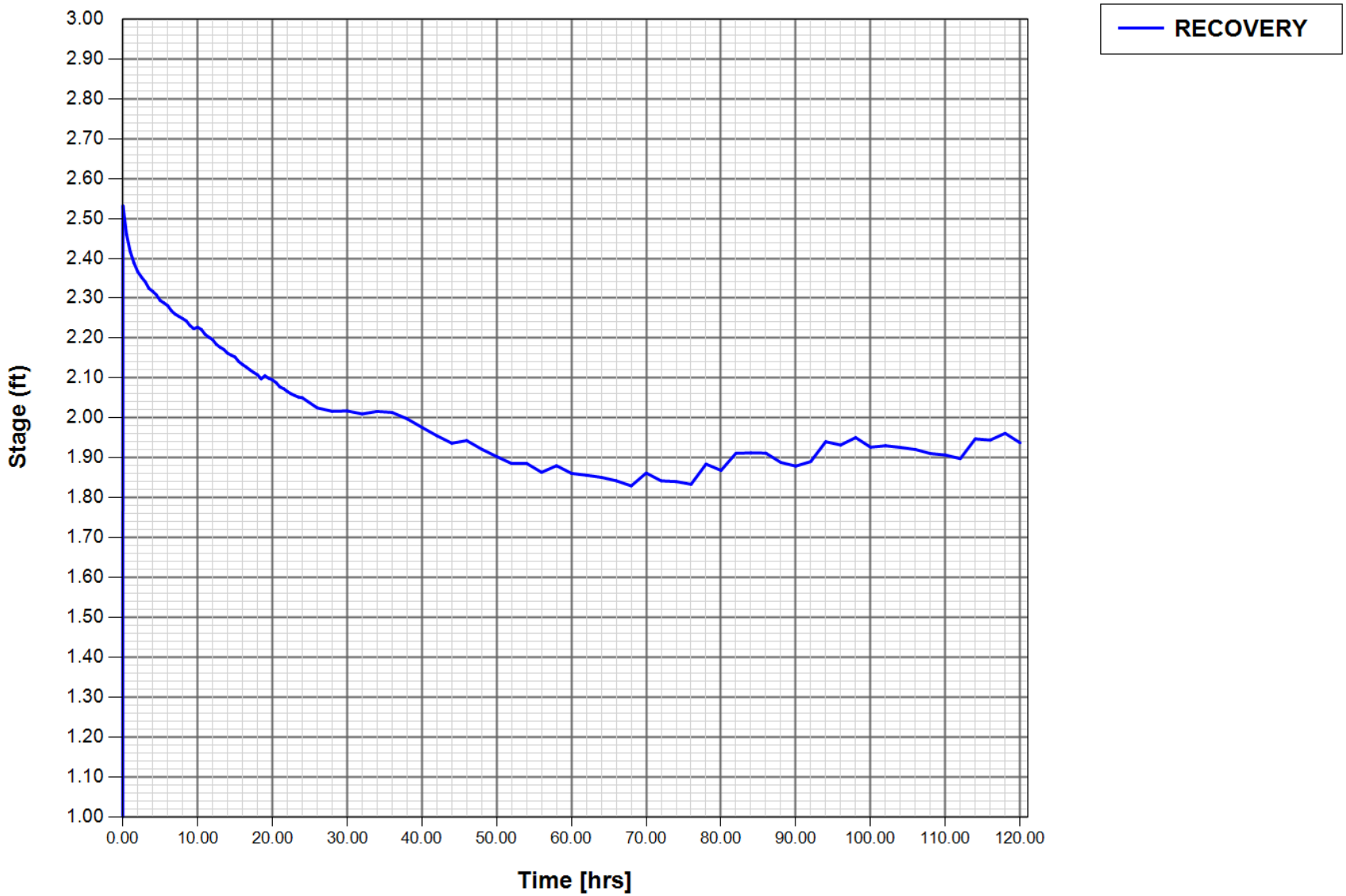
Node: Chambers w/ Soil Storage

Scenario: w/ Discharge
Type: Stage/Volume
Base Flow: 0.00 cfs
Initial Stage: 1.00 ft
Warning Stage: 9.00 ft

Stage [ft]	Volume [ac-ft]	Volume [ft3]
0.00	0.00	0
1.00	0.11	4792
2.00	0.26	11326
3.00	0.48	20909
4.00	0.67	29185
5.00	0.91	39640
6.00	1.13	49223
7.00	1.64	71438
8.00	1.68	73181
9.00	2.60	113256
9.50	2.62	114127

Comment:

Stage [Node: Chambers w/ Soil Storage]

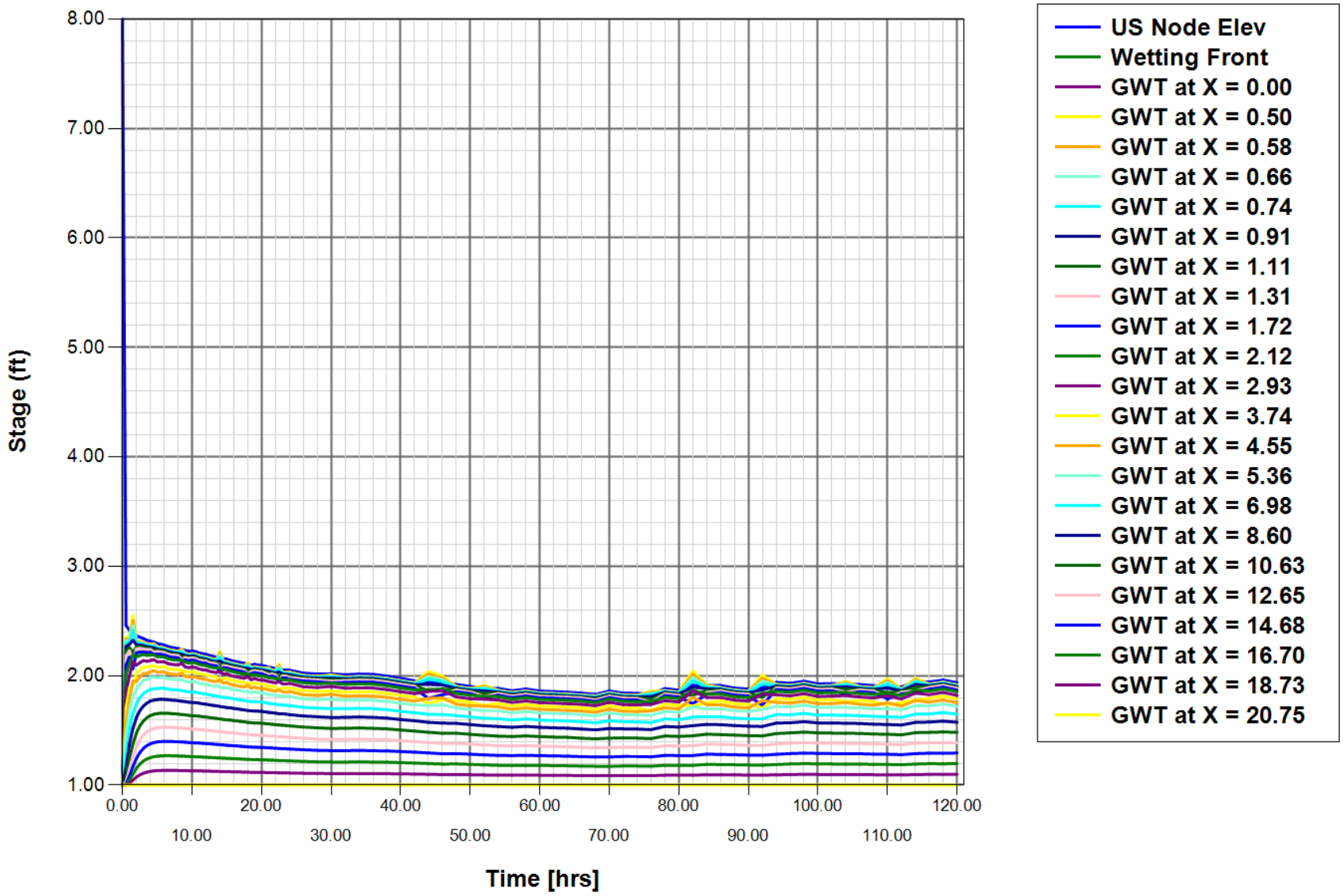


Percolation Link: PERC-1

Scenario:	w/ Discharge	Surface Area Option:	User Specified
From Node:	INLET	Bottom Elevation:	0.00 ft
To Node:	GROUNDWATER	Surface Area:	0.1337 ac
Link Count:	1	Vertical Flow Termination:	Horizontal Flow Algorithm
Flow Direction:	Both	Perimeter 1:	970.00 ft
Aquifer Base Elevation:	-7.00 ft	Perimeter 2:	970.00 ft
Water Table Elevation:	1.00 ft	Perimeter 3:	970.00 ft
Annual Recharge Rate:	0 ipy	Distance P1 to P2:	5.00 ft
Horizontal Conductivity:	20.000 fpd	Distance P2 to P3:	15.00 ft
Vertical Conductivity:	10.000 fpd	# of Cells P1 to P2:	5
Fillable Porosity:	0.330	# of Cells P2 to P3:	10
Layer Thickness:	0.00 ft		

Comment:

Perc Link: PERC-1 (Sim: RECOVERY) [PERC-1]



Appendix D

USDA Soils Report

United States Department of Agriculture

NRCS

Natural Resources Conservation Service

A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

Custom Soil Resource Report for Martin County, Florida



Contents

Preface.....2
How Soil Surveys Are Made.....5
Soil Map.....8
Soil Map.....9
Legend.....10
Map Unit Legend.....11
Map Unit Descriptions.....11
Martin County, Florida.....13
23—Urban land, 0 to 2 percent slopes.....13
99—Water.....15
References.....17

Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

Custom Soil Resource Report
Soil Map



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 1:20,000.

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: Martin County, Florida
Survey Area Data: Version 21, Sep 1, 2022

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

Date(s) aerial images were photographed: Jan 21, 2021—Feb 4, 2021

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
23	Urban land, 0 to 2 percent slopes	1.1	68.8%
99	Water	0.5	31.2%
Totals for Area of Interest		**1.7**	**100.0%**

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however,

onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

Martin County, Florida

23—Urban land, 0 to 2 percent slopes

Map Unit Setting

National map unit symbol: 2x9fc
Elevation: 0 to 200 feet
Mean annual precipitation: 40 to 68 inches
Mean annual air temperature: 68 to 79 degrees F
Frost-free period: 345 to 365 days
Farmland classification: Not prime farmland

Map Unit Composition

Urban land: 85 percent
Minor components: 15 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Urban Land

Setting

Landform: Flatwoods on marine terraces, rises on marine terraces, knolls on marine terraces, ridges on marine terraces, hills on marine terraces
Landform position (two-dimensional): Summit, backslope
Landform position (three-dimensional): Side slope, interfluve, riser, talf, rise
Down-slope shape: Linear, convex
Across-slope shape: Linear
Parent material: No parent material

Interpretive groups

Land capability classification (irrigated): None specified
Forage suitability group: Forage suitability group not assigned (G155XB999FL)
Other vegetative classification: Forage suitability group not assigned (G155XB999FL)
Hydric soil rating: Unranked

Minor Components

Matlacha

Percent of map unit: 3 percent
Landform: Flats on marine terraces
Landform position (three-dimensional): Tread, talf
Down-slope shape: Convex, linear
Across-slope shape: Linear
Other vegetative classification: Forage suitability group not assigned (G155XB999FL)
Hydric soil rating: No

St. augustine

Percent of map unit: 3 percent
Landform: Marine terraces
Landform position (three-dimensional): Tread, rise
Down-slope shape: Linear
Across-slope shape: Convex
Other vegetative classification: Forage suitability group not assigned (G155XB999FL)

Hydric soil rating: No

Apopka

Percent of map unit: 1 percent
Landform: Ridges on marine terraces, hills on marine terraces
Landform position (two-dimensional): Summit, backslope
Landform position (three-dimensional): Interfluve, side slope, riser
Down-slope shape: Convex
Across-slope shape: Linear
Other vegetative classification: Sandy soils on ridges and dunes of xeric uplands (G155XB111FL), Longleaf Pine-Turkey Oak Hills (R155XY002FL)
Hydric soil rating: No

Adamsville

Percent of map unit: 1 percent
Landform: Knolls on marine terraces, rises on marine terraces
Landform position (three-dimensional): Tread, rise
Down-slope shape: Convex
Across-slope shape: Linear
Other vegetative classification: Sandy soils on rises and knolls of mesic uplands (G155XB131FL), Upland Hardwood Hammock (R155XY008FL)
Hydric soil rating: No

Eaugallie

Percent of map unit: 1 percent
Landform: Flatwoods on marine terraces
Landform position (three-dimensional): Tread, talf
Down-slope shape: Convex
Across-slope shape: Linear
Other vegetative classification: Sandy soils on flats of mesic or hydric lowlands (G155XB141FL), South Florida Flatwoods (R155XY003FL)
Hydric soil rating: No

Pomello

Percent of map unit: 1 percent
Landform: Knolls on marine terraces, ridges on marine terraces
Landform position (two-dimensional): Summit, backslope
Landform position (three-dimensional): Side slope, interfluve, riser
Down-slope shape: Convex, linear
Across-slope shape: Linear
Other vegetative classification: Sandy soils on rises and knolls of mesic uplands (G155XB131FL), Sand Pine Scrub (R155XY001FL)
Hydric soil rating: No

Paola

Percent of map unit: 1 percent
Landform: Knolls on marine terraces, ridges on marine terraces
Landform position (two-dimensional): Summit, backslope
Landform position (three-dimensional): Side slope, interfluve, riser
Down-slope shape: Convex, linear
Across-slope shape: Linear
Other vegetative classification: Sandy soils on ridges and dunes of xeric uplands (G155XB111FL), Sand Pine Scrub (R155XY001FL)
Hydric soil rating: No

Cypress lake

Percent of map unit: 1 percent

Landform: Drainageways on marine terraces, flats on marine terraces
Landform position (three-dimensional): Tread, dip, talf
Down-slope shape: Linear, convex
Across-slope shape: Concave, linear
Other vegetative classification: Sandy over loamy soils on flats of hydric or mesic lowlands (G155XB241FL), South Florida Flatwoods (R155XY003FL)
Hydric soil rating: Yes

Immokalee

Percent of map unit: 1 percent
Landform: Flatwoods on marine terraces
Landform position (three-dimensional): Riser, talf
Down-slope shape: Linear
Across-slope shape: Linear
Other vegetative classification: Sandy soils on flats of mesic or hydric lowlands (G155XB141FL), South Florida Flatwoods (R155XY003FL)
Hydric soil rating: No

Brynwood

Percent of map unit: 1 percent
Landform: Flatwoods on marine terraces
Landform position (three-dimensional): Tread, talf
Down-slope shape: Linear
Across-slope shape: Linear
Other vegetative classification: Sandy soils on flats of mesic or hydric lowlands (G155XB141FL), South Florida Flatwoods (R155XY003FL)
Hydric soil rating: Yes

Myakka

Percent of map unit: 1 percent
Landform: Drainageways on flatwoods on marine terraces
Landform position (three-dimensional): Tread, talf, dip
Down-slope shape: Linear
Across-slope shape: Linear, concave
Other vegetative classification: Sandy soils on flats of mesic or hydric lowlands (G155XB141FL), South Florida Flatwoods (R155XY003FL)
Hydric soil rating: No

99—Water

Map Unit Composition

Water: 100 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Water

Interpretive groups

Land capability classification (irrigated): None specified
Forage suitability group: Forage suitability group not assigned (G156BC999FL)
Other vegetative classification: Forage suitability group not assigned (G156BC999FL)

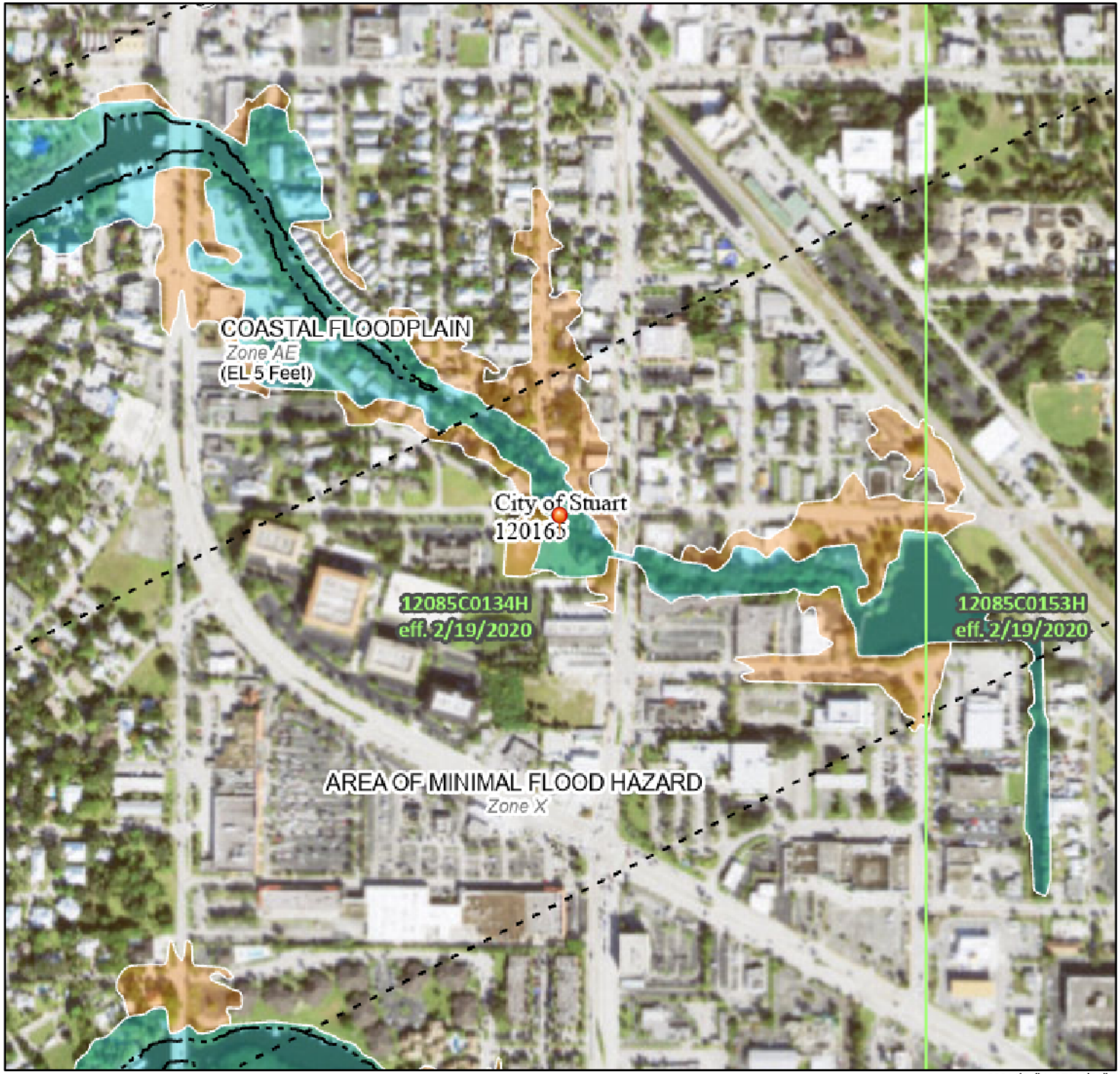
Appendix E

Fema Firmette

National Flood Hazard Layer FIRMette

FEMA

80°15'31"W 27°11'53"N



80°14'54"W 27°11'21"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

Basemap Imagery Source: USGS National Map 2023

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 Cross Sections with 1% Annual Chance
- 17.5 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

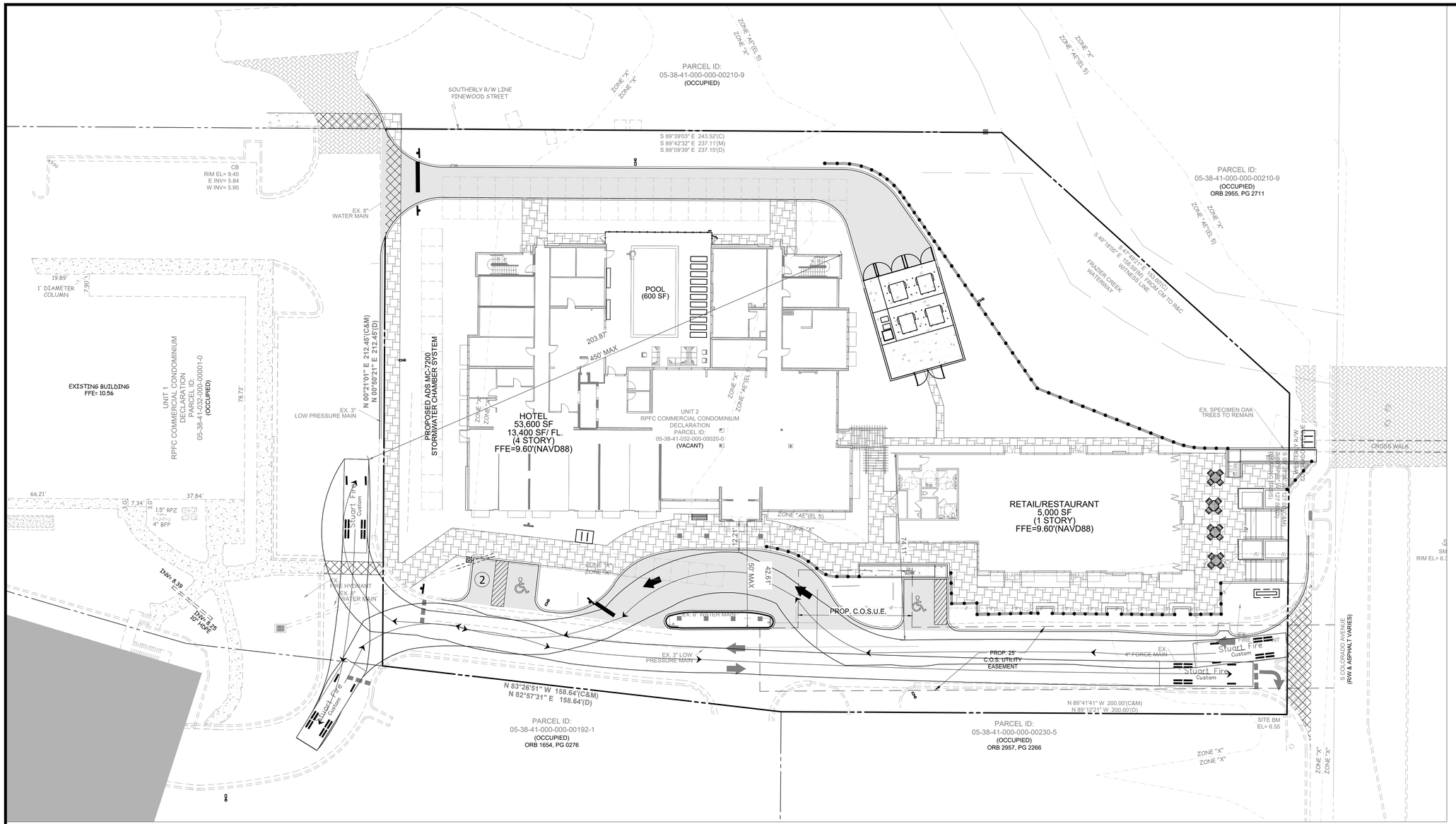
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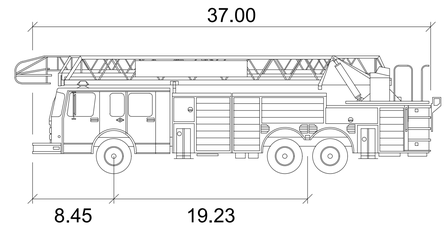
The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

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 9/7/2023 at 8:15 PM 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.





Stuart Fire

	feet
Width	: 9.60
Track	: 8.40
Lock to Lock Time	: 6.0
Steering Angle	: 39.3

Darren C Guettler
Digitally signed by Darren C Guettler
DN: C=US, E=darren.guettler@velcon-eng.com, O=Guettler, CN=Guettler, SN=Guettler, SERIALNUMBER=A01410C000001851FDC6C5E5C0003E00, G=Darren, C
Date: 2023.09.28 08:35:39-04'00'

ELECTRONICALLY SIGNED & SEALED
Darren C. Guettler, State of Florida
Professional Engineer, License No. 74637
This item has been electronically signed and sealed by Darren C. Guettler on the date indicated here using a SHA authentification code. Printed copies of this document are not considered signed and sealed and the SHA authentication code must be verified on any electronic copies.

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VELCON
ENGINEERING & SURVEYING, LLC.
1449 NW COMMERCE CENTRE DR
PORT ST. LUCIE, FL 34986
PHONE: (772) 879-0477
FBPE C.O.A. # 32222

REVISIONS:

BY:	DATE:	COMMENT:
--	-----	-----

NOT FOR CONSTRUCTION

PROJECT:
CREEKSIDE HOTEL/RETAIL

CLIENT:
RAJ PATEL
CITY OF STUART FLORIDA

DARREN GUETTLER LICENSE NO. 74637 STATE OF FLORIDA PROFESSIONAL ENGINEER

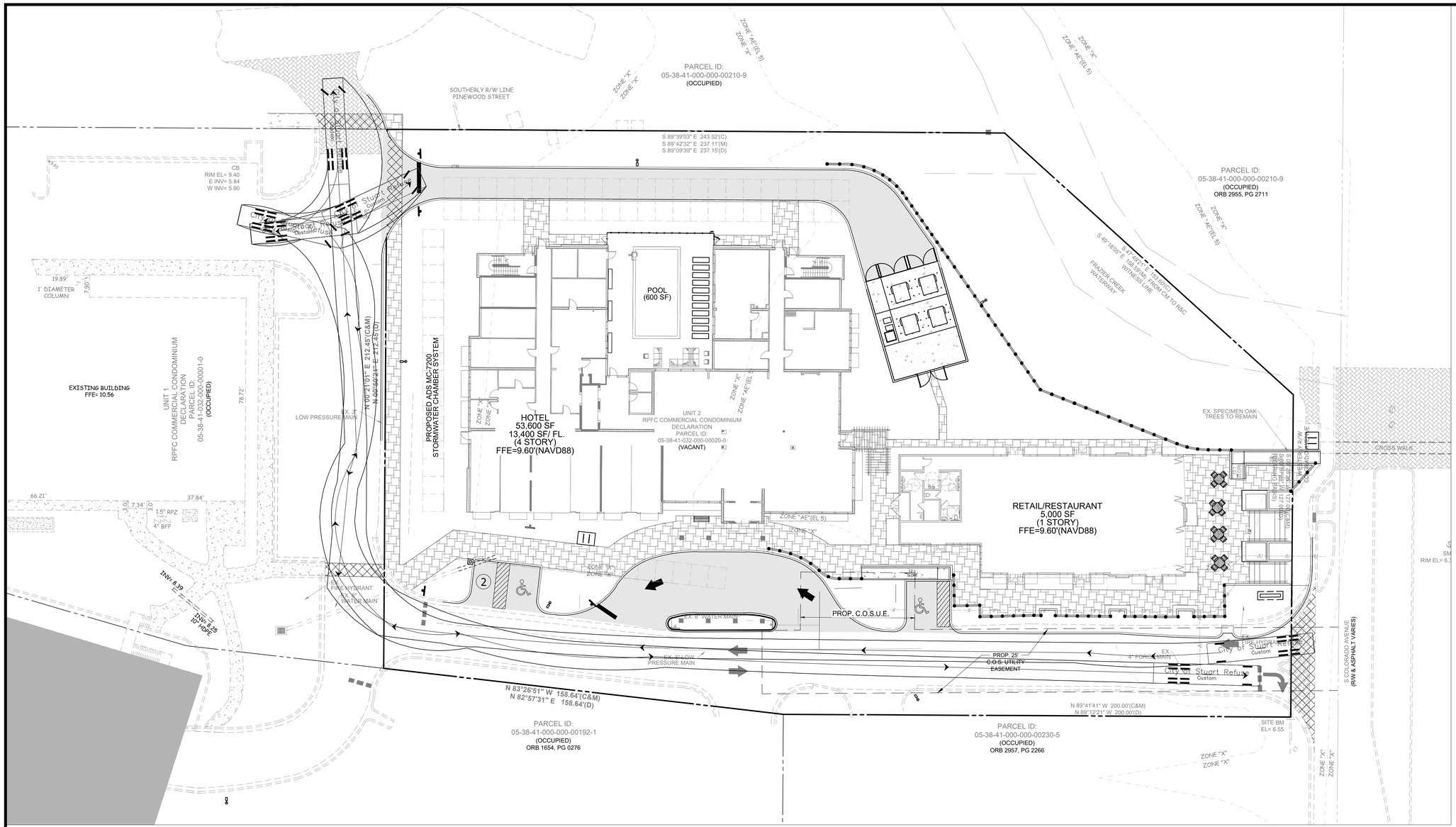
DARREN GUETTLER, PE
FLORIDA LICENSE No. 74637
9/28/23

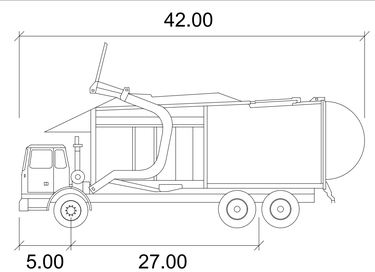
PROJECT No.:	22-1036
DRAWN BY:	LG
CHECKED BY:	JM
DATE:	04/20/2023
CAD I.D.:	AUTOTURN

SHEET TITLE:
FIRE TRUCK AUTOTURN EXHIBIT

SHEET NUMBER:
EX-1

Printed on Thursday, September 28, 2023, 6:23 PM by Jacob McClellan J:\PROJECTS\22-1036\CIVIL\AUTOTURN\-----\EX-AUTOTURN - FIRE





City of Stuart Refuse

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

Darren C Guettler
Digitally signed by Darren C Guettler
DN: CN=Darren C Guettler, O=Velcon, OU=Civil, 0.9.2342.19200300.100.1.1=10000000005, C=US
Date: 2023.09.28 16:35:34-04'00'

ELECTRONICALLY SIGNED & SEALED
Darren C. Guettler, State of Florida
Professional Engineer, License No. 74637
This item has been electronically signed and sealed by Darren C. Guettler on the date indicated here using a SHA authentification code. Printed copies of this document are not considered signed and sealed and the SHA authentication code must be verified on any electronic copies.

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PORT ST. LUCIE, FL 34986
PHONE: (772) 879-0477
FBPE C.O.A. # 32222

REVISIONS:

BY:	DATE:	COMMENT:
--	-----	-----

NOT FOR CONSTRUCTION

PROJECT:
CREEKSIDE
HOTEL/RETAIL

CLIENT:
RAJ
PATEL
CITY OF STUART
FLORIDA

DARREN GUETTLER, LICENSE NO. 74637, STATE OF FLORIDA, PROFESSIONAL ENGINEER

DARREN GUETTLER, PE
FLORIDA LICENSE No. 74637
9/28/23

PROJECT No.:	22-1036
DRAWN BY:	LG
CHECKED BY:	JM
DATE:	04/20/2023
CAD I.D.:	AUTOTURN

SHEET TITLE:
GARBAGE TRUCK AUTOTURN EXHIBIT

SHEET NUMBER:
EX-2

Printed on Thursday, September 28, 2023, 6:23 PM by Jacob McClellan J:\PROJECTS\22-1036 CREEKSIDE HOTEL\AUTOTURN\22-1036 AUTOTURN.dwg

STUART MAIN STREET
P.O. Box 3035
Stuart, FL 34995

Board of Directors

Joe Flanagan,
President

Jim Hatch,
Vice President

Brian Ake,
Treasurer

Mike McCarty,
Design Chair

Paul Nunley

Michelle P. Miller

Jim McCabe

Gloria Floyd

Director
Candace Callahan

September 16, 2023

Michael Mortell, City Manager
City of Stuart
121 SW Flagler Avenue
Stuart, FL 34994

RE: Creekside Hotel

Dear Mr. Mortell,

On behalf of the Stuart Main Street board, please consider this correspondence as our board's collective decision to support the above-referenced project. The addition of a hotel establishment is long overdue in downtown Stuart. It will provide the opportunity for visitors to experience everything our downtown has to offer and support the downtown businesses.

We support and encourage approval of the Creekside Hotel.

Sincerely,

Mike McCarty,
Design Committee Chair, Stuart Main Street

Office
201 SW Flagler Ave.
Stuart, FL 34994
772-286-2848

THE CREEK DISTRICT

of Arts & Entertainment

STUART, FLORIDA

September 15, 2023

Dear City of Stuart Commissioners:

I am writing on behalf of the Board of Directors of The Creek District of Arts and Entertainment, Inc., a not-for-profit organization created with the mission of establishing and promoting a vibrant arts and entertainment district in downtown Stuart, in support of the proposed plan for the Creekside Hotel and Retail shops project.

This past spring Raj Patel made a presentation to our Board outlining the scope and objectives of this project, and the entire Board quite quickly and enthusiastically endorsed what Raj and his team are trying to accomplish. We anticipate this hotel becoming an anchor for the south side of Colorado Avenue and for this section of the Creek District. They will bring a constantly changing mix of visitors who will be enticed to walk the District, visit the shops and eat in the many restaurants nearby. And with the existing tram service, it will only be a short ride to downtown. Currently, The Colorado Inn serves the north end of the street, and we feel this hotel, with its attendant shops and restaurant, will add beds and guests to the south side of our downtown business district that would benefit from more of both.

We encourage you to approve the proposed plans for the Creekside Hotel. They wish to become actively involved in the life of The Creek District and the larger community. We see nothing but upside to the businesses in the area, and to the artists and makers whom we represent.

Most sincerely,

Duncan Hurd, President
Board of Directors

The Creek District of Arts and Entertainment, Inc.
901 SE Johnson Avenue, Stuart, FL 34994

City of Stuart
Development Department
121 SW Flagler Avenue
Stuart, FL 34994
Ph. 772-288-5300
Fax 772-288-5388

AFFIDAVIT ATTESTING TO NOTIFICATION

DANIEL T. SORROW, being first duly sworn, depose(s) and say(s):

That (I am / we are) the owner(s) or petitioner(s) of the following described property which constitutes the location for which notification is required:

Parcel I.D.: 05-38-41-000-000-00230-5
TBD – S. Colorado Avenue, Stuart, FL, 34994
Major Urban Code Conditional Use (Project # Z23050005)
Major Development Plan (Project # Z23050006)

That a copy of the notice was sent by regular U.S. Mail on (10/19/23) to the property owners within 300 feet of the subject property; and`

That a list of the property owners and their addresses is on file with the City of Stuart; and

That a photograph showing the placement of the notification sign be made a part of this Affidavit; and

That notice was sent and property was posted 15+ days prior to the scheduled public hearing(s) for this item.

SIGNED (PROPERTY OWNER / AUTHORIZED AGENT)

SIGNED (PROPERTY OWNER / AUTHORIZED AGENT)

STATE OF FLORIDA, COUNTY OF PALM BEACH

Sworn and subscribed before me by means of X physical presence or ___ online notarization, this 20 day of OCTOBER, 2023 By DANIEL SORROW.

Personally Known OR Produced Identification

Type of Identification Produced:

Notary Public, State of FLORIDA

My Commission expires: 6/5/2027

(Notary Seal)

MARIANA ARIAS SANZ
Notary Public
State of Florida
Comm# HH406739
Expires 6/5/2027


NOTICE OF PUBLIC HEARING
MAJOR URBAN CODE CONDITIONAL USE (Z23050005)
& MAJOR DEVELOPMENT PLAN (Z23050006)
CREEKSIDE HOTEL & RETAIL
Parcel I.D.: 05-38-41-000-000-00230-5
The applicant is requesting a Major Urban Code Conditional Use & Major Development Plan approval to construct a 53,600 square foot four-story hotel (w/ 102-beds) & detached 5,000 square foot one-story building for future retail and/or restaurant use(s).
COMMUNITY REDEVELOPMENT BOARD
November 7, 2023 at 4:00 P.M.
CITY COMMISSION
TBD at later date
STUART CITY HALL 121 SW FLAGLER AVE 772-288-5326 8:30 AM-4:00PM
VISIT WWW.CITYOFSTUART.US FOR MORE INFORMATION


NOTICE OF PUBLIC HEARING

Notice to Surrounding Property Owners

Public Hearing:	Community Redevelopment Board (CRB)
Petitioner:	Ted Glasrud Associates FL, LLC
Parcel I.D. No.:	05-38-41-000-000-00230-5
Property Address:	TBD – S. Colorado Avenue, Stuart, Florida 34994
Petition(s):	Major Urban Code Conditional Use (Project # Z23050005) Major Development Plan (Project # Z23050006)
Proposed Request:	The applicant is requesting a Major Urban Code Conditional Use & Major Development Plan approval to construct a 53,600 ft^2 four-story hotel (w/ 102-beds) & detached 5,000 ft^2 one-story building for future retail and/or restaurant use(s).

Dear Property Owner:

Please be advised that the City of Stuart will conduct a public hearing before the Community Redevelopment Board *CRB) on **Tuesday, November 7, 2023, beginning at 4:00PM** to consider the above request.

The public hearing will take place in the Stuart City Hall Commission Chambers, located at 121 S. W. Flagler Avenue in Stuart, and via a Zoom link available prior to the meetings.

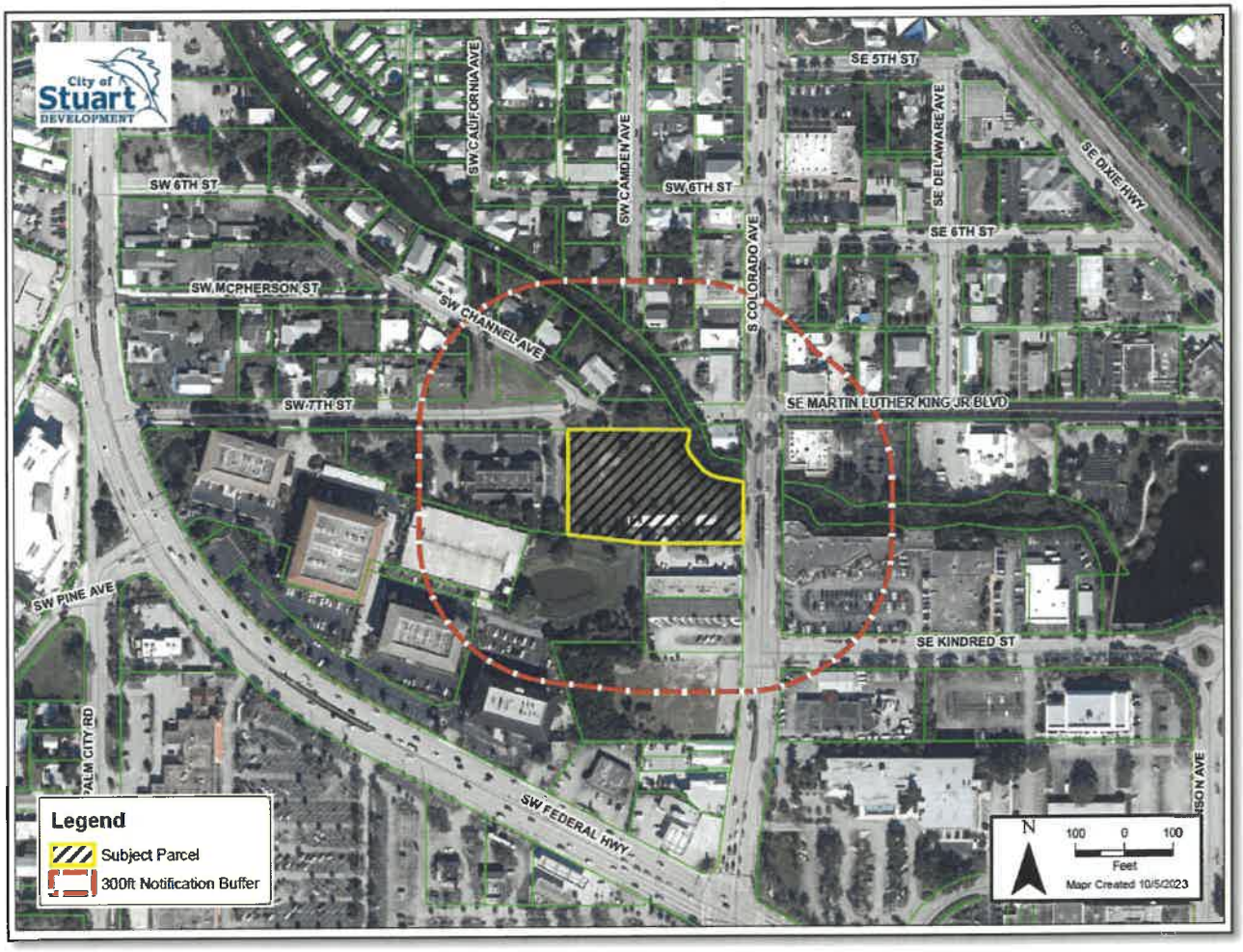
All interested parties and citizens may appear and be heard as to any and all matters pertinent to the request. A copy of the application is available for review at the City Development Department office located at 121 S.W. Flagler Avenue in Stuart. If you have any questions regarding this notice, please feel free to call Kris McCrain, Principal Planner at (772) 600-1268 or email at Kmccrain@ci.stuart.fl.us.

Sincerely,

Kris McCrain

Kris McCrain
Principal Planner

Location Map



McCrain, Kristopher

From: Pam Orr <pamorr77@gmail.com>
Sent: Tuesday, October 24, 2023 9:46 AM
To: McCrain, Kristopher
Subject: Re: Proposed Major Urban Code Condition Use & Major Development Plan

This message has originated from an **[EXTERNAL EMAIL ADDRESS]**. Please use proper judgment and caution when opening attachments, clicking links, or responding to this email. If it shows as being from someone within the City, please contact the City's Technology Services personnel.

Thank you, Kris!

Live simply, love generously, speak kindly, care deeply and
leave the rest to God!

Blessings!!

Pam Orr
Orr Realty & Rentals
772-807-2557 cell
Pam@pamorr.com

On Tue, Oct 24, 2023 at 9:34 AM McCrain, Kristopher <kmccrain@ci.stuart.fl.us> wrote:

> Hello Pam,
>
> This email is in regard to the public notice you've received for the upcoming November 7, 2023 public hearing before the Community Redevelopment Board (CRB).
>
> Unfortunately, the agenda has not yet been published for this meeting; however, the agenda is typically published on the City of Stuart's website the week prior to the meeting. I've attached a link to the City's website for easy access. (Agendas & Minutes | Stuart, FL (cityofstuart.us))
>
> Please find the following attached supporting documents:
>
> - Site Plan

- Landscape Plan
- Project Narrative
- 3d Site Renderings
- Retail Elevations
- Hotel Elevations (North & West)
- Hotel Elevations (South & East)
- Proposed Materials & Public Art Exhibit

If you have any questions or concerns, please feel free to contact me at any time.

Have a great day,

Kristopher McCrain | Development Department

Principal Planner | City of Stuart

121 SW Flagler Ave | Stuart | Fl | 34994

772-600-1268

From: Pam Orr <pamorr77@gmail.com>
Sent: Monday, October 23, 2023 7:46 PM
To: McCrain, Kristopher <kmccrain@ci.stuart.fl.us>
Cc: roustabout1@bellsouth.net; Gandhi-Savdas, Pinal <pgandhi@ci.stuart.fl.us>
Subject: Proposed Major Urban Code Condition Use & Major Development Plan

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Hi Kris:

I live at 433 SW McPherson Street and recently received the Notice to Surrounding Property Owners regarding a hearing before the CRB for a Proposed Major Urban Code Condition Use & Major Development Plan approval to construct a 4-story, 53,200 square foot hotel. I would like to request a copy of the agenda and supporting documents which I will be happy to share with the surrounding neighbors. Please feel free to give me a call with any other information or insights you may have. We appreciate your assistance.

Thank you!

Live simply, love generously, speak kindly, care deeply and
leave the rest to God!

Blessings!!

Pam Orr

Orr Realty & Rentals

772-807-2557 cell
Pam@pamorr.com

McCrain, Kristopher

From: Ma Pa <maulishp2202@gmail.com>
Sent: Thursday, October 26, 2023 3:33 PM
To: McCrain, Kristopher
Subject: CRB public hearing for Parcel # 05-38-41-000-000-00230-5

This message has originated from an **[EXTERNAL EMAIL ADDRESS]**. Please use proper judgment and caution when opening attachments, clicking links, or responding to this email. If it shows as being from someone within the City, please contact the City's Technology Services personnel.

Good afternoon Mr. McCrain.

Reference to the above parcel, I would like to raise some questions since I may not be able to attend the hearing on Nov. 7,2023.

As per the proposed request, they are planning to develop a 102 bed hotel plus retail/restaurant space.
I have lived in the area and currently have a business for more than 22 years. During all this time I have noticed enough conjunction already. The adjacent small retail plaza businesses and employees (previously used to be Good Year Tire place) are already fighting for parking spaces and also using some part of the above parcel plus lots of time there are vehicles parked on the street itself almost every day. I am not sure what will happen to the street as well as the surrounding neighbourhood, if the proposed development is allowed. At each turn (near this parcel) between Colorado, 7 th Street, Channel Ave and US 1, it is already very dangerous for vehicles as well as walking traffic. The quiet neighbourhood is already suffering from the traffic passing through between Colorado Ave & US 1. More traffic is not advisable due to the safety concern.
Also, the above parcel is currently a retention area and if allowed to develop, naturally, they will raise their ground and because of that, excess water from the surrounding areas will also flow towards the low lying neighbourhood, that can create a flooding situation for the neighbourhood in future as well. This will be another biggest concern.
For above reasons it is my request not to allow this large development on this parcel.

Thank you
Sincerely

Virus-free.www.avast.com

McCrain, Kristopher

From: Ashley Frechette <frech728@gmail.com>
Sent: Monday, October 30, 2023 2:56 PM
To: McCrain, Kristopher
Cc: Nentwick, Jodi
Subject: Creekside Hotel and Retail

This message has originated from an [EXTERNAL EMAIL ADDRESS]. Please use proper judgment and caution when opening attachments, clicking links, or responding to this email. If it shows as being from someone within the City, please contact the City's Technology Services personnel.

Dear Mr. McCrain and Ms. Nentwick,

I hope this email finds you well. I am writing to express my strong support for the proposed construction of Creekside Hotel and Retail. I believe that this development will bring numerous benefits to our community and local economy.

First and foremost, a new hotel will create job opportunities for our residents, from construction workers to hotel staff. This will help reduce unemployment and boost our local economy. Additionally, it will attract tourists and business travelers, increasing revenue for local businesses such as restaurants, shops, and entertainment venues.

Furthermore, a modern hotel facility would enhance our city's image and make it more appealing as a destination for travelers. It would provide a comfortable and convenient place for both tourists and visiting professionals, contributing to a positive first impression of our city.

The presence of a hotel can also be advantageous for hosting conferences, seminars, and other events, attracting more business and networking opportunities to our area. This is particularly significant as it can encourage knowledge exchange and economic growth.

I understand that there may be concerns about the environmental impact and zoning regulations, and I encourage thorough consideration of these factors during the planning and construction phases to ensure a sustainable and responsible development.

In conclusion, I firmly believe that the construction of a new hotel will have a positive impact on our community and our local economy. I urge you to support this project and work towards its successful realization.

Thank you for your attention and for your commitment to our city's development.

Sincerely,

Ashley Frechette
772-359-7668

Sent from my iPhone

McCrain, Kristopher

From: Kelly Bledsoe <KBledsoe15@outlook.com>
Sent: Monday, October 30, 2023 3:00 PM
To: kmccrain@co.stuart.fl.us
Cc: Nentwick, Jodi
Subject: New Hotel in Stuart

Dear Mr. McCrain,

I am reaching out to you as a resident of Stuart in strong support for the construction of a new Marriott hotel in downtown. A new hotel would stimulate our local economy by creating job opportunities. It would not only generate employment during the construction phase but also offer permanent positions for local residents once the hotel is operational. This is essential in enhancing the livelihood of our community.

The presence of a hotel can attract both tourists and business travelers to our city. It would serve as a place of accommodation for visitors, thereby increasing tourism-related revenue and boosting our city's reputation as a travel destination. This, in turn, would drive business for our local restaurants, shops, and other businesses.

I have many out of state family members looking for a nice place to stay close to downtown however options are lacking.

Thank you for your time and I look forward to seeing this new addition to the city.

Kelly Bledsoe
Stuart Resident

McCrain, Kristopher

From: Nicole Mullings <nickimullings@gmail.com>
Sent: Tuesday, October 31, 2023 11:44 AM
To: McCrain, Kristopher
Subject: City Commission Public Hearing for Parcel # 05-38-41-000-000-00230-5

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October 31,2023

City of Stuart
121 SW Flagler Ave,
Stuart, FL 34994

Re: Letter in Favor of Creekside Hotel and Retail Shops on Colorado Ave.

Dear Sir/Madam,
A notice board was recently installed in the vicinity of Frazier Creek to inform the Public-at-Large about the City Commission's Public Hearing for the Creekside Hotel and Development. I have been an employee in the area for 10 years and I work in close proximity, and I would like to tell you how overjoyed I am to see this necessary project and expansion of innovation in the area, which will provide accommodation for guests to rest and recharge, conference rooms for ceremonies and meetings and meeting places.
I know many will have objections, because they believe the hotel will be an interference to the "Small Town Model", but this construction is on the outer periphery and would not interfere with the small-town concept and design. The city of Stuart has won dozens of awards, *including Esquire's "Charming American Towns," Coastal Living's "Happiest Seaside Town" and was also ranked as one of the best places to retire"* so no one would want to take away from that, we want to enhance the city, with development, with innovation and technology to cater to all ages.
I have the opportunity of meeting and conversing with residents of Stuart daily from my desk and there are mixed feelings about any development. Some complain development is going to increase the flow of traffic, some complain it's going to take away from the small town model, some complain that they hate it when the snow birds come, some hate Costco, (*however they would be first in line when Costco's doors open*) some hate Cleveland Clinic some hate all the new condos on Route 1, we cannot lose sight of the vision to insert some innovation as it is a necessary step for development and the residents will thank you, if not now later.
I would like to encourage the City officials to move in favor of the project as we are lacking in this capacity in this area. The hotels, motels, inns and places of accommodations and lodgings are older and ill-kept. The simple fact is that bringing a hotel into our community will keep travelers in our community. Small towns across the country are home to great tourist attractions, fantastic sporting and social events

and many local companies that have regional and even national recognition. These places get visitors daily and when there is no place to stay, these visitors, stay 30 miles or more away, taking their monies with them.
I personally welcome this Innovation in our area and would like to encourage our City Officials to embrace this necessary development.
Sincerely,

N. Mullings-Squire

McCrain, Kristopher

From: Josh Steppling <jsteppling@yahoo.com>
Sent: Tuesday, October 31, 2023 1:55 PM
To: McCrain, Kristopher
Cc: Nentwick, Jodi
Subject: The Creekside Hotel and Retail Project

This message has originated from an **[EXTERNAL EMAIL ADDRESS]**. Please use proper judgment and caution when opening attachments, clicking links, or responding to this email. If it shows as being from someone within the City, please contact the City's Technology Services personnel.

Dear Mr. McCrain,

I am writing to express my strong support for the proposed Creekside Hotel and Retail Shops project, a development that promises to bring significant and lasting benefits to the City of Stuart.

As a proud small business owner and a lifelong resident of Martin County who has raised a family in the City of Stuart, I wholeheartedly endorse the project, and I urge you to consider granting its approval.

The vision presented by Raj Patel and his team holds the potential to be a cornerstone for the southern stretch of Colorado Avenue and a catalyst for the revitalization of the Creek District. This project will not only enhance the character of Stuart but will also offer visitors an unparalleled opportunity to experience its unique charm.

At present, the Colorado Inn predominantly serves the northern end of Colorado Avenue. The Creekside Hotel and Retail project will expand accommodation options and attract a greater number of guests to the southern section of our downtown business district. With the only other hotels in the vicinity being the Quality Inn and Best Western, both on US-1, the Creekside Hotel will provide a much welcomed option for visitors who want to be fully immersed in Stuart's culture and activities.

The introduction of a Stuart Tram Stop in front of the hotel is a welcome prospect, as it will foster connectivity and pedestrian traffic in this part of downtown. The planned local artist murals adorning the hotel's façade will proudly showcase the personality of Stuart that residents hold dear.

What truly sets this project apart in my eyes is the commitment of the Creekside Hotel team to become active participants in the life of The Creek District and the wider Stuart community. Their dedication to collaboration with local organizations, artists, and businesses seems to align well with the other small businesses and entities in the area.

Thank you for your diligent consideration of this matter. We look forward to the bright future that the Creekside Hotel and Retail Shops project promises to being to the heart of our city.

Sincerely,

Joshua Steppling

200 SW Atlanta Avenue
Stuart, Florida 34994
772.233.9850

DEBORAH L. PAPPALARDO
100 SW Albany Avenue
Stuart, FL 34994
dlpappalardo@gmail.com
585-813-1643

October 31, 2023

Dear City of Stuart Commissioners,

It is my pleasure to write this letter in support of the proposed plan for the Creekside Hotel and Retail Shops Project.

Not only will this project bring another much-needed hotel to the downtown area, but it will also bring a wide range of positive economic changes to our downtown area businesses.

I fully support this project and strongly encourage the City of Stuart Commissioners to approve these plans.

Regards,



McCrain, Kristopher

From: Chuck Shaffer <Chuck.Shaffer@seacoastbank.com>
Sent: Wednesday, November 1, 2023 8:55 AM
To: McCrain, Kristopher
Cc: Nentwick, Jodi
Subject: Raj hotel and retail project

This message has originated from an **[EXTERNAL EMAIL ADDRESS]**. Please use proper judgment and caution when opening attachments, clicking links, or responding to this email. If it shows as being from someone within the City, please contact the City's Technology Services personnel.

I just wanted to send a quick note to express support for the Raj hotel project. As you may know we are near launching a project to rebuild our main campus in Stuart, and having another hotel option nearby would be ideal. As we continue to grow, we often have vendors, customers, shareholders, and other stakeholders to our offices, and hotel space near downtown would be ideal. If you ever want to discuss, please reach out.

Thanks
Chuck

SeacoastBank 90 YEARS
Chuck Shaffer | *Chief Executive Officer*
815 Colorado Avenue Stuart, FL 34994
Chuck.Shaffer@SeacoastBank.com | **O:** 772.221.7003 | **T:** 800.706.9991

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McCrain, Kristopher

From: Zigrand,Jason <JASONZIGRAND@synovus.com>
Sent: Wednesday, November 1, 2023 10:13 AM
To: Nentwick, Jodi; McCrain, Kristopher
Subject: Creekside Hotel and Retail Shops project

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Dear Planning committee,

I just wanted to send a quick memo to express support for the downtown Retail/hotel project Raj Patel is working on. Raj being a long time Palm City Resident isn't a fly by night developer. Raj truly cares about the direction Martin grows as a community. As you may know we are located across the street from the project in Stuart, and having another hotel option nearby would be ideal. Currently Downtown lacks the great place to stay in the downtown area outside of the historic Colorado Inn. I'm a current MC resident and tax payer and have been since 1994. When I have family in town it would be great to have a facility the caliber Raj is looking to develop so close to our historic downtown where our visitors have the opportunity to walk and enjoy all of our restaurants, shops and waterfront beauty. With new patrons every day visiting our beautiful town it will only stimulate the downtown economy more. From a business standpoint being a 61+ Billion dollar company in the southeast it will also give our clients, vendors, and or internal employees visiting from our footprint outside or inside of FL easy access to their P.O.E or bank. Im looking forward to this project being approved and taking Downtown Stuart to the next level!

Warmest Regards,

Jason

Jason Zigrand
Retail Market Manager IV
Vice President
Stuart Branch
715 Colorado Ave, Stuart, FL 34994
(772) 287-1300 (Office)
(772) 287-1500 (Fax)
(772) 215-7183 (Cell)
NMLS 1131975

SYNOVUS
get there

November 1, 2023

Michael Gonzalez
Sales Manager, Business Services
15931 SW Warfield Blvd
Indiantown FL, 34956

RE: Creekside Hotel

To whom it may concern,

Please consider our letter of recommendation in support of the Creekside Hotel Project. We at BlueStream Fiber, are a local Internet and Phone provider covering all of Martin, St. Lucie, and Broward Counties. We have had a long-lasting relationship with Raj Patel and his current Hotel and Commercial Plaza locations in St. Lucie County. We are very fond of his will and drive to continue to provide incredible experiences for consumers, fellow businesses in the area, and most importantly the residents of the community. We feel confident that Mr. Patel will bring that same excitement to the Downtown Stuart area while still maintaining the dignity and upkeep that area deserves.

We support the approval of the Creekside Hotel.

If any questions or additional information is needed, please feel free to contact me at any time.

Best Regards,

Mike Gonzalez
Sales Manager, Business Services
mgonzalez@bluestreamfiber.com
772-626-4808

McCrain, Kristopher

From: Joe Catrambone <jcat@stuartmartinchamber.org>
Sent: Wednesday, November 1, 2023 10:55 AM
To: McCrain, Kristopher
Cc: Mortell, Michael; McDonald, Troy; Nentwick, Jodi
Subject: Creekside Hotel & Retail project

This message has originated from an **[EXTERNAL EMAIL ADDRESS]**. Please use proper judgment and caution when opening attachments, clicking links, or responding to this email. If it shows as being from someone within the City, please contact the City's Technology Services personnel.

Good morning,

The Creekside Hotel & Retail project will be coming before the CRB next Tuesday. They made a presentation at our April 2023 Local Government Affairs Committee meeting and were well received. The consensus was that it would be a wonderful addition to Stuart and Martin County.

Our policy is not to endorse specific projects, so rather than an "official" endorsement, please accept this e-mail as an FYI, with a resounding approval from our committee.

We appreciate your consideration.

Regards,

Joe

Joseph A. Catrambone

President/CEO
Celebrating our 93rd Year
Good for Business, Good for Residents, and Good for Visitors
Office 772-287-1088 ext. 108
Fax 772-220-3437
Stuart/Martin County Chamber of Commerce
www.stuartmartinchamber.org
jcat@stuartmartinchamber.org
Should you wish to be removed from our contact list, please return to me with the word REMOVE as the subject matter.

McCrain, Kristopher

From: MICHAEL STEPPLING <msteppling@comcast.net>
Sent: Thursday, November 2, 2023 9:22 AM
To: McCrain, Kristopher
Cc: jnentwich@ci.stuart.fl.us
Subject: Creekside Hotel and Retail Complex

This message has originated from an **[EXTERNAL EMAIL ADDRESS]**. Please use proper judgment and caution when opening attachments, clicking links, or responding to this email. If it shows as being from someone within the City, please contact the City's Technology Services personnel.

Dear Mr. McCrain,
Good Morning, the purpose of this letter is to show my support for the new Creekside Hotel and Retail Shops complex that my friend Raj Patel is building on Colorado Blvd.I have been a resident of Stuart, Martin County, Port St Lucie, and Palm City since 1980. I feel a strong attachment to Stuart and the unique downtown area that has developed. When friends and family visit, like most residents, its off to one of our restaurants to eat, walk the area, have ice cream for dessert, stop in the dirty hippy, listen to music while looking out over the St Lucie river. We all love and care for the special atmosphere that is Stuart.
The Creekside Hotel and Restaurant project will enhance that atmosphere and bring it to Colorado avenue. It is an extremely positive step for the city of Stuart!
I believe I am in a unique position to comment on another aspect of this project. I have know Raj since the early 2000's when I sold his brother and him a restaurant. Our friendship grew over time and we became business partners around 2010. I have followed Raj's dream of doing this hotel since inception. Stuart is in good hands with Raj being the developer. I have alway found him to be exceptionally capable in business, and with Raj, what you see is what you get. He is a straight up man and very honest. He is very motivated, his main goals in this project are to make money (like any person) and to create a monument that the city and his family can be proud of building! When he finishes the Creekside complex, we will all be proud of what it brings to our town.
Sincerely,
Mike Steppling
11/2/23

Leon P. Wilde, CPA, Inc.
dba Tax & Accounting Associates
969 S.E. Federal Highway, Suite 400
Stuart, FL 34994

Tele (772) 220-7658 **Fax (772) 220-7665**

October 31, 2023

City of Stuart
121 SW Flagler Avenue
Stuart, FL 34994

Dear City of Stuart Commissioners:

On behalf of my company, I'm writing this letter in support of the proposed plan for the Creekside Hotel and Retail shops project.

Raj Patel made a presentation of the project to our company. We believe a hotel in downtown Stuart along with more retail shops will help other local businesses prosper.

Therefore, my company supports the proposed plan for the Creekside Hotel and Retail shops project.

Sincerely,

L P Wilde CPA

Leon P Wilde, CPA

McCrain, Kristopher

From: Dan Steppling <dsteppling@gmail.com>
Sent: Thursday, November 2, 2023 3:48 PM
To: McCrain, Kristopher
Cc: Nentwick, Jodi
Subject: Creekside Hotel and Retail Project

This message has originated from an **[EXTERNAL EMAIL ADDRESS]**. Please use proper judgment and caution when opening attachments, clicking links, or responding to this email. If it shows as being from someone within the City, please contact the City's Technology Services personnel.

Dear Mr. McCrain,

I am writing to express my strong support for the proposed Creekside Hotel and Retail Shops project. As a resident of Martin County for my entire life, I believe this project will be a valuable addition to our community and bring much-needed economic benefits.

The Creekside project will create jobs, generate tax revenue, and attract new visitors to Stuart. The hotel will provide much-needed accommodations for tourists and business travelers, and the retail shops will offer a variety of goods and services that are currently not available in our community.

I urge you to approve the proposed Creekside Hotel and Retail Shops project. It is a well-designed project that will benefit our community in many ways.

Thank you for your time and consideration.

Sincerely,

Daniel Steppling

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
Community Redevelopment Board

Meeting Date: 11/7/2023 **Prepared by:** Jodi Nentwick

Title of Item:
101 S. COLORADO RESTAURANT - REZONE TO URBAN PLANNED UNIT DEVELOPMENT & SITE PLAN APPROVAL (RC):

ORDINANCE No. 2524-2023; REQUESTING APPROVAL OF AN URBAN PLANNED UNIT DEVELOPMENT TO PROVIDE RELIEF FROM VARIOUS PARKING REQUIREMENTS WITH CONCURRENT SITE PLAN APPROVAL TO CONSTRUCT A 150-SEAT WATERFRONT RESTAURANT WITHIN THE URBBAN CODE DISTRICT.

Summary Explanation/Background Information on Agenda Request:
Michael McCarty, McCarty & Associates Land Planning & Design, LLC., on behalf of 101 Colorado, LLC., is seeking approval for a rezone petition requesting approval to rezone the property from Urban Waterfront to Urban Planned Unit Development and a site plan for the development of a 150-seat waterfront restaurant.

The property has a Downtown Future Land Use designation and Urban Waterfront Zoning District designation and is situated within the Boundary of the City of Stuart's Community Redevelopment Area (CRA).

On October 21, 2023, the applicant provided notification letters to thirty-three owners of property located within 300 feet of the proposed petition. One (1) public notification sign detailing the Community Redevelopment Board *(CRB)* and City Commission Public Hearing was posted on the premises.

The 0.23-acre property was developed in 1995 and consists of an existing 931-square-foot single-family home with an attached 252-square-foot office.
The following relief is being sought through the Urban Planned Unit Development (UPUD) from the following criteria:

- Development Director to waive the fee into the PILOP program for the removal of one (1) on-street parking space along S. Colorado Avenue.
- To allow the existing curb cut along Colorado Avenue for adequate access to the dumpster and ADA spaces.
- Requesting parking exemption in exchange, the City shall receive riparian easements for the boardwalk along the rear of the building.
- On-site parking exceeds the required 500 feet distance of the principal use.

Funding Source:
N/A

Recommended Action:
Staff has reviewed the petition for an Urban Planned Unit Development and Site Plan and recommends the City's Community Redevelopment Board *(CRB)* forward a recommendation for approval to the City

Commission.

ATTACHMENTS:

1. CRB Staff Report - CRB
2. Public Notice Package - CRB
3. Project Narrative
4. UPUD Application
5. Warranty Deed
6. Legal Description
7. Site Plan
8. Traffic Review
9. Architectural Elevations
10. Survey

To:	Community Redevelopment Board *(CRB)*
From:	Jodi Nentwick-Kugler
Meeting Date:	Tuesday, November 7, 2023
Subject:	101 S. Colorado Avenue Restaurant *Rezone to Urban Planned Unit Development & Site Plan Approval (Project No.: Z2210006)*

GENERAL INFORMATION:

Applicant & Owners:	Aaron Schamback 101 Colorado, LLC 8 Bamboo Lane Jupiter, FL 33458
Agent of Record:	Michael McCarty McCarty & Associates Land Planning & Design, LLC 309 SE Osceola Street Stuart, FL 34994
Location:	101 S. Colorado Avenue, Stuart FL 34994
Parcel I.D.:	04-38-41-015-001-00090-8
Parcel Size:	+/-0.23-acres
Existing Land Use:	Downtown
Existing Zoning:	Urban Waterfront (UW)
Proposed Zoning:	*Urban Planned Unit Development (UPUD)*
Existing Use:	Office
Proposed Use:	*Waterfront Restaurant (150-seats)*
Overlay District:	Community Redevelopment Area (*CRA*)

A. Project Description

The applicant is seeking approval for a rezone petition From Urban Waterfront to Urban Planned Unit Development to provide relief from various parking requirements with a concurrent site plan for the development of a 150-seat waterfront restaurant.

The following relief is being sought through the Urban Planned Unit Development (UPUD) from the following criteria:

- Development Director to waive the fee into the PILOP program for the removal of one (1) on-street parking space along S. Colorado Avenue. *(LDC Section 6.01.19)*
- To allow the existing curb cut along Colorado Avenue for adequate access to the dumpster and ADA spaces. *(LDC Section 3.01.03.E.6)*
- Off-site valet parking lot exceeds the required 500 feet distance of the principal use and location. *(LDC Section 6.01.11.B.)*

Adjacent Land Use & Zoning:

Location		Zoning District	Future Land Use	Existing Land Use
Subject Property		Urban Waterfront	Downtown	Office use
Adjacent Parcels	**North**	Urban/Waterfront	Downtown	Owl House
	South	Urban Center	Downtown	Apartments Building
	East	St. Lucie River	St. Lucie River	St. Lucie River Waterway
	West	Urban Waterfront	Downtown	Colorado Hotel

B. Project Background

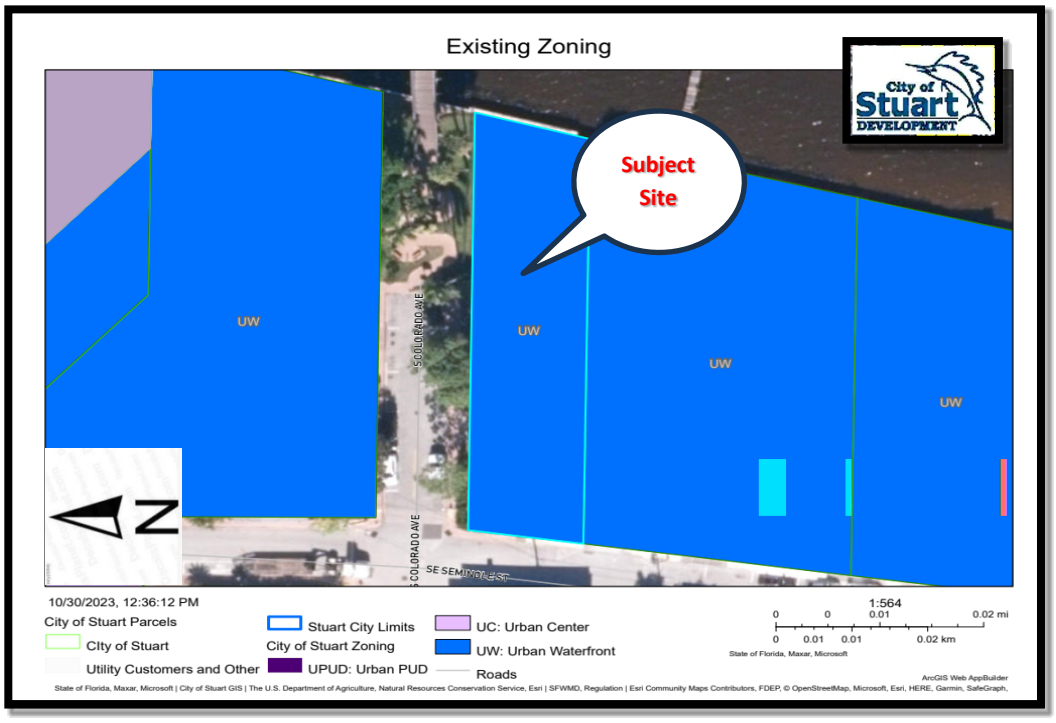
Currently, the property has a Downtown Future Land Use designation and Urban Waterfront Zoning District designation and is situated within the Boundary of the City of Stuart's Community Redevelopment Area (CRA).

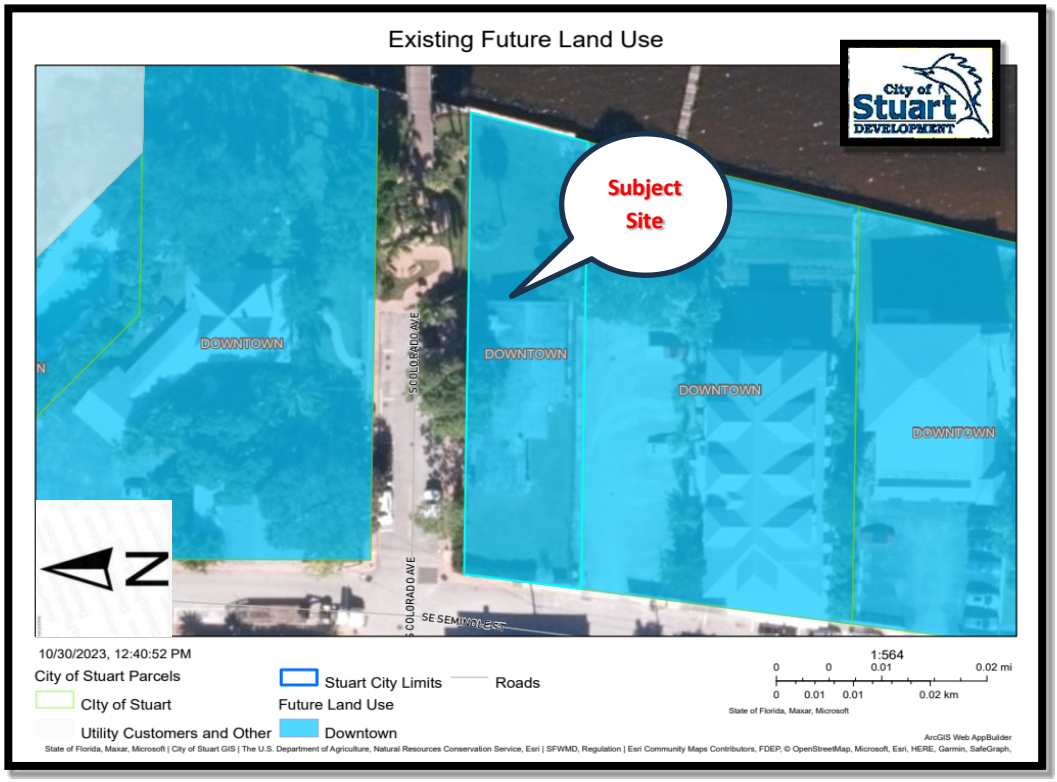
The 0.23-acre property was developed in 1995 and consists of an existing 931-square-foot single-family home with an attached 252-square-foot office.

Aerial



C. Existing/Proposed Zoning & Future Land Use Maps





D. Land Development Code Review (LDC)

Land Development Code Section 11.01.09.12. (f) identifies specific policy provisions required to be considered when assessing a request for an Urban Planning Unit Development petition. Staff prepared a review of the petition based on the criteria and provided a detailed analysis based on the specific and applicable criteria as follows.

Pursuant to the Land Development Code Section 11.01.09(G)(2) subsection **a through l**, the factors that the Community Redevelopment Board *(CRB)* and City Commission shall consider when making its determination are as follows:

a. The existing land use pattern;

b. The possible creation of an isolated district unrelated to adjacent and nearby districts;

c. The population density pattern of the area and possible increase of overtaxing of the load on public facilities such as schools, utilities, and streets;

d. The possible overloading of the city's sewage collection; treatment and disposal facilities.

e. The possible overloading of the city's drainage system;

f. The existing district boundaries in relation to existing conditions on the subject property;

g. The existence of changed or changing conditions that make the passage of the proposed rezoning necessary or appropriate;

h. The impact of the proposed rezoning upon the living conditions in the adjacent neighborhood;

i. The impact of the rezoning upon the flow of light and air to adjacent areas;

j. The impact of the proposed rezoning upon property values in the adjacent area;

k. The impact of the proposed rezoning improvement or development of adjacent property in accordance with existing regulations; and

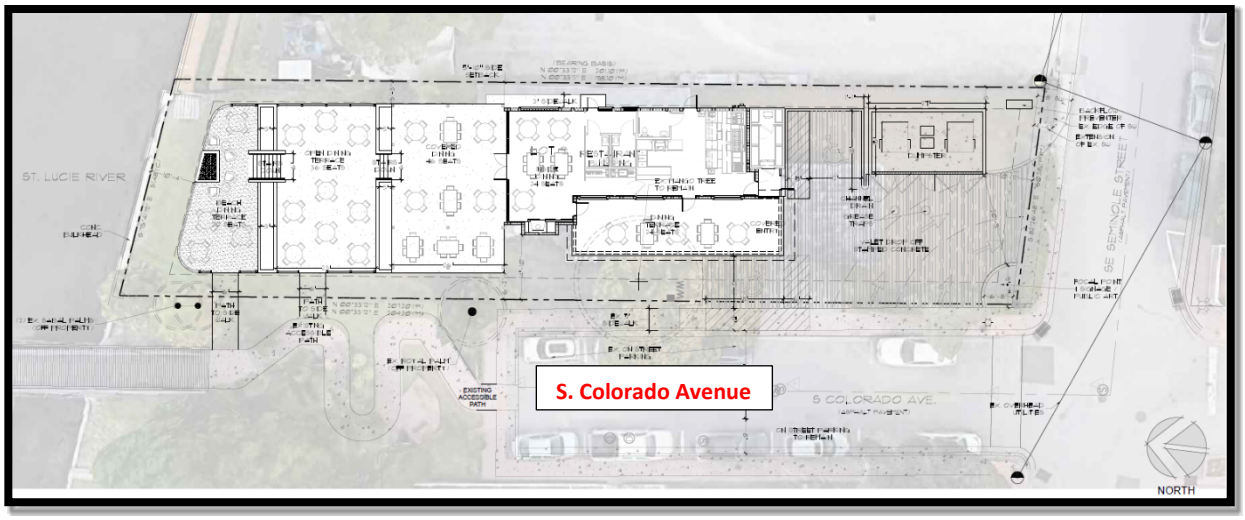
l. The existence of other adequate sites in the city for the proposed use in districts already permitting such use.

The applicant submitted a concurrent site plan subject to the provisions within Chapter III, Special Zoning Codes - Urban Code District, Section 3.01.00 of the Land Development Code.

The purpose of the Urban is to encourage redevelopment, historic restoration, and infill development, and generally to promote a sense of place within the Urban Code district, by providing standards and development incentives that are not otherwise available. This includes the promotion of traditional building types with arcades, balconies, railings, and porches and the enabling of social interaction on down streets. This Urban Code provides for mandated building alignments to define coherent street spaces, the location of outbuilding at the rear lots for affordable housing the visual protection of the streetscape from parking lots, and traditional, historically relevant, durable construction that is harmonious with the architectural heritage of downtown Stuart.

Section 3.01.03 – Urban standards and regulations for designated urban subdistricts. The standards and regulations of building place, building height, parking, architectural requirements, outbuildings, signage, and curb cuts for Urban Waterfront are as follows:

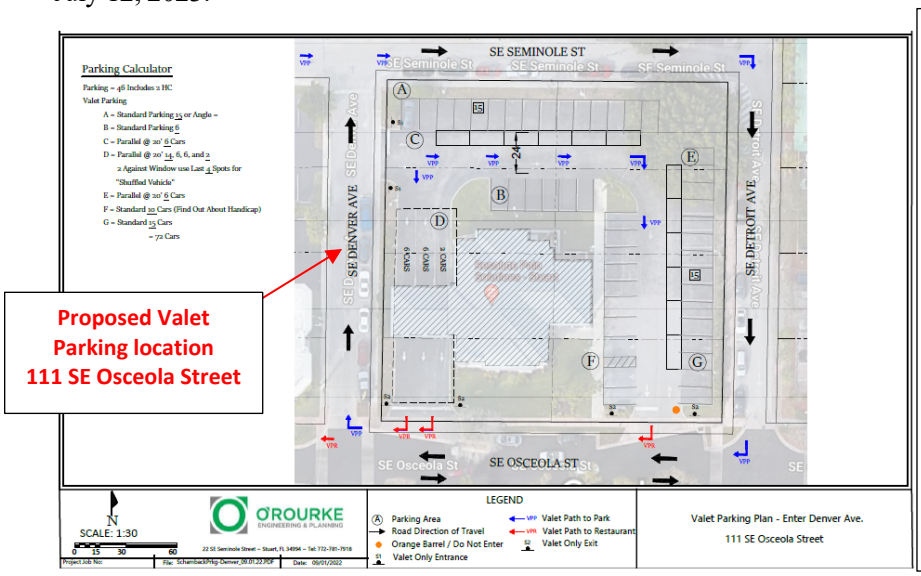
Proposed Site Plan:



1. ***Principal building placement. The frontage is along S. Colorado Avenue.***
2. ***Principal building height. The maximum height is 35 feet.***
3. ***Parking requirements.***

   The applicant is requesting a parking exemption for on-site parking. A parking analysis prepared by Susan O'Rourke, O'Rouke Engineering & Planning, dated September 9, 2022, indicates there is sufficient parking within the area to accommodate weekday demand. Peak weekend demand will be accommodated through a lease arrangement at 111 S. Osceola Avenue to operate the valet service and provide spaces on Friday and Saturday evenings. For the rest of the days, the available parking in the surrounding downtown area would be able to accommodate the proposed restaurant.

   The City traffic consultant, Kimley-Horn reviewed the parking analysis and provided a sufficient letter dated July 12, 2023.



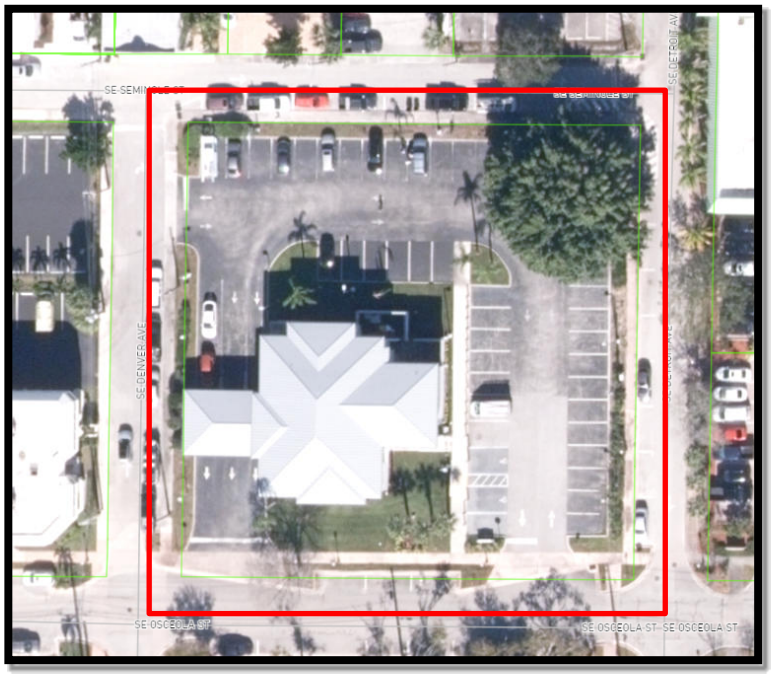
Off-Site Valet Parking Plan located at 111 SE Osceola Street

Proposed Valet Parking Lot:

The 0.87-acre property was constructed in 1985 and consists of an existing 8,232 square foot two (2) story professional office/medical building depicted in Exhibit 1.

Currently, the property has a Downtown Future Land Use designation and Urban Center Zoning District designation and is situated within the Boundary of the City of Stuart's Community Redevelopment Area (CRA).

Exhibit 1: The proposed offsite valet parking lot site located at 111 SE Osceola Street



4. ***Architectural requirements.*** **The applicant will be required to meet the architectural standards and regulations per LDC Section 3.01.04.**



South Elevation – Front along S. Colorado Avenue



East Elevation – Rear facing the St. Lucie River

5. **Outbuildings. The applicant is not proposing any outbuilding.**
6. **Curb cuts. The applicant is requesting a waiver for the existing curb cut along S. Colorado Avenue.**

E. Comprehensive Plan Review

The proposed petition for an Urban Planned Unit Development Use complies with the following Objectives and Policies of the City of Stuart Comprehensive Plan:

Chapter 1, Objective 1.A7. Future Land Use Categories: *The Future Land Use categories defined below provide general descriptions intended to encompass all present and future land uses in the City of Stuart. The "Table of Land Use Densities and Intensities" provides specific density and intensity measures that shall establish the maximum density and intensity allowed in each land use category. The Future Land Use Map establishes the optimum, overall distribution of land uses as well as can be established on a City-wide basis. Neither these policies nor the Future Land Use Map shall be construed to mean that every parcel in a designated area is suitable for the designated use. Other plan objectives and policies will be applied to ensure that any proposed development will be suitable for the particular site. Similarly, the Future Land Use Map does not assure the landowner the right to the most intense use allowable under the designated future land use category. The City shall have the discretion to decide that the permitted land use shall be more limited than the maximum allowable under the future land use category; provided that the City shall approve some development that is consistent with the City's plan.*

> ***Policy 1.A7.1.I. Downtown Redevelopment:*** *Land use only applies to land areas within the Stuart Community Redevelopment Area. General uses permitted include low-density residential, multi-family residential, office, commercial, recreation, lodging, public facilities, conservation, and mixed-use projects. Individual projects and sites may consist of single uses. However, a mix of residential uses and non-residential uses shall be required within this designation as a whole. Also, electric distribution substations are allowed.*

Objective 1.*A8. Land Development Regulations: Future growth, development, and redevelopment will be managed through the preparation, adoption, implementation, and enforcement of Land Development Regulations.*

Policy 1.A8.1.f. *Ensure safe and convenient on-site traffic flow and vehicle parking needs including shared-use parking where appropriate.*

Objective 1.B1. Compact urban form: *Discourage urban sprawl by facilitating urban redevelopment and infill development of properties and planning for urban infill and redevelopment of lands located within Stuart in order to achieve a compact urban form.*

Policy 1.B1.1. *The City shall continue to market itself as a hub for commercial, social, and institutional governmental activities in Martin County. Provide commercial opportunities within Stuart beyond the historical conditions in order to provide alternatives to urban sprawl.*

Objective 1.B2. Provisions of facilities and services: *The Future Land Use Element shall establish land uses which can be served by existing and planned facilities and services. The plan shall achieve and maintain the level-of-service (LOS) standards adopted in the Capital Facilities Element and shall provide sufficient land suitable for public facilities needed to support the projected level and pattern of development.*

Policy 1.B2.3. *Approvals necessary for utility facilities to serve a proposed new development or redevelopment must be issued at the same time as approvals for the development itself.*

Objective 1.B3. Desirable Pattern of Land Uses: *Promote and enhance a pattern of land uses that are convenient to City residents, businesses, and visitors; that avoid inappropriate or wasteful use of land; and that encourage efficient use of land, resources, and facilities. Future land uses shall be designated to support the existing or planned community character, thereby prohibiting the development or expansion of uses that are inconsistent with the community's character. Reduce blighted areas through redevelopment. Land development and use regulations shall include provisions to ensure consistency with this Comprehensive Plan.*

Policy 1.B3.2. *All development shall be compatible with and complementary to surrounding land uses and shall not unduly affect existing approved activities.*

Goal Statement 1.C – *The future land use goal for the Community Redevelopment Area (CRA) [is] to maintain and strengthen the beauty, economic viability, cultural resources, and social importance of the area. This shall be accomplished through mixed-use zoning, preservation of historic buildings, innovative zoning and land use regulations, demolition, reconstruction, or substantial renovation of existing buildings and infrastructure, enhancement of marine resources, and other measures to promote urban redevelopment.*

Objective 1.C3. Urban redevelopment: *Revitalize the designated Urban Redevelopment Area (URA)*

Policy 1.C3.3. *The City shall promote waterfront access through FLUE Objective 1.A2 and its associated policies in order to increase the attractiveness and desirability of the CRA for new development and redevelopment.*

Policy 1.C3.5. *The City shall promote compact urban form and discourage urban sprawl consistent with FLUE Objective B1 and Policy B1.1.*

Chapter 11, Economic Development Element Goal Statement – *The City will develop and maintain an economic environment that will encourage the creation, expansion, and retention of business within city limits while maintaining a high quality of life for its residents.*

Objective 11.A1. - Retain existing businesses and attracting new businesses. *Provide supporting services for the retention of existing businesses and attracting new businesses.*

Objective 11.A2. Economic development opportunities: *The City will seek to maintain a balance of man-made and natural environments as a means of attracting and maintaining target industries and retaining a healthy foundation for its economy.*

Policy 11.A2.3. *In order to enhance current investments in the City to maintain and improve existing structures, the City shall consider allowing modifications to standards for required off-street parking, based on the anticipated use of the facility, size of meeting or assembly areas, hours of use, anticipated effects of parking on*

adjacent businesses and surrounding community, access to public transportation and carpools, and other considerations of need and impact, as appropriate.

F. Public Notification – CRB

On October 21, 2023, the applicant provided notification letters to thirty-three owners of property located within 300 feet of the proposed petition. One (1) public notification sign detailing the Community Redevelopment Board *(CRB)* and City Commission Public Hearing was posted on the premises.

G. Staff Recommendation

Staff has reviewed the petition for an Urban Planned Unit Development and Site Plan and recommends the City's Community Redevelopment Board *(CRB)* forward a recommendation for approval to the City Commission.

1. Any modifications to the 101 S. Colorado Avenue Restaurant Site Plan that does not exceed 10% of the approved building footprint, building setbacks, gross square footage, building location, parking size, location and number of parking, drainage areas, and location may be approved by the City's Development Director, provided however, the Development Director may refer the matter to the City Commission for approval via a public hearing.
2. All applicable State or Federal permits must be obtained before the commencement of any development activities. Issuance of this development order/permit/approval by the City of Stuart does not in any way create any right on the part of an applicant to obtain a permit from a State or Federal agency and does not create any liability on the part of the City of Stuart for the issuance of this order/permit/approval 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.
3. Any existing mangroves shall be maintained and protected during construction and thereafter. Any trimming shall only be permitted by the Florida Department of Environmental Protection.
4. All development activities shall comply with the City's Concurrency Management System prior to the issuance of building permits.
5. Except as provided herein, all development shall comply with the City Land Development Code.
6. The site permit and dumpster permit, both require a separate building permit with the City of Stuart Building Department.
7. The applicant, developer, or successor shall provide a digital boundary survey and final civil/engineering plans to the City of Stuart Building Department upon the submittal of a site permit. Civil Plans shall be reviewed and approved by all applicable City departments prior to the issuance of a site permit.
8. Final development plans and construction drawings shall be reviewed and approved by all necessary City departments prior to the issuance of any site permit or building permit(s).
9. Required regulatory agency permits, pertaining to upland site improvement works, including but not limited to the South Florida Water Management District, Department of Environmental Protection, and Army Corp of Engineers, shall be obtained by the applicant, developer, or successor, and copies provided to the City of Stuart Development Department prior to the commencement of any upland site improvements and/or development activities.

10. Regulatory agency permits pertaining to improvements within the submerged lands and below the high-water line, including but not limited to the South Florida Water Management District, Department of Environmental Protection, and Army Corp of Engineers, shall be obtained by the applicant, developer, or successor, and copies provided to the City of Stuart Development Department prior to the commencement of any development activities taking place within said submerged lands and below the high-water line.
11. Any sidewalks or roads damaged during construction shall be repaired and/or replaced by the applicant, as per the City's specification.
12. On-site lighting shall not negatively impact or create a visual nuisance to adjacent properties.
13. All Landscape areas shall be provided with an irrigation system of sufficient capacity to maintain the landscaping in a healthy growing condition.
14. A Landscape Maintenance Agreement, executed in accordance with the City Land Development Regulations, shall be submitted for review and approval prior to the issuance of the Certificate of Completion.
15. Banners and any other sign or advertising device not in accordance with the City's Land Development Regulations are prohibited on the property.
16. All on-site signage, including monument signs, is to be approved by a separate permit and shall comply with the City of Stuart Land Development Code Section 6.11.00.
17. Any right-of-way improvements and parking within the right-of-way shall be maintained and operated by the applicant, developer, or successor, in perpetuity or until alternative maintenance arrangements are signed off by the City's Public Works director.
18. Applicant shall execute a riparian easement for the boardwalk in exchange for the parking waiver components for the development will be parking exempt.
19. All connections to the existing and future boardwalk shall remain open without fee to the public.
20. The applicant shall comply with all applicable Handicap Accessibility standards.
21. Prior to receiving a Certificate of Occupancy, the applicant, developer, or successor shall receive approval for the development's required public art, under Section 3.01.08.
22. No temporary or modular buildings are permitted on the property except for a permitted temporary construction trailer.
23. Billboards are prohibited on the property.
24. The following uses shall be permitted:
    a. Restaurant with seats, no drive-thru window

City of Stuart
Development Department
121 SW Flagler Avenue
Stuart, FL 34994
Ph. 772-288-5300
Fax 772-288-5388

AFFIDAVIT ATTESTING TO NOTIFICATION

Michael T. McCarty, being first duly sworn, depose(s) and say(s):

That (I am / we are) the owner(s) or petitioner(s) of the following described property which constitutes the location for which notification is required:

Project Number: Z22110006
Parcel I.D.: 04-38-41015-001-00090-8
101 S. Colorado Avenue, Stuart, FL, 34994

That a copy of the notice was sent by regular U.S. Mail on (10/23) to the property owners within 300 feet of the subject property; and

A list of the property owners and their addresses is on file with the City of Stuart; and

That a photograph showing the placement of the notification sign be made a part of this Affidavit; and

That notice was sent and the property was posted 15+ days prior to the scheduled public hearing(s) for this item.

SIGNED (PROPERTY OWNER / AUTHORIZED AGENT)

SIGNED (PROPERTY OWNER / AUTHORIZED AGENT)

STATE OF FLORIDA, COUNTY OF St Lucie
Sworn and subscribed before me by means of ☒ physical presence or ☐ online notarization, this 30th day of October, 2023 By Michael McCarty
Personally Known OR Produced Identification

Type of Identification Produced:

Notary Public Signature

Notary Seal: DAWN V GILMORE
Notary Public-State of Florida
Commission # HH 56417
My Commission Expires
October 22, 2024

My Commission expires: 10/22/2024


ONE WAY
NOTICE OF PUBLIC HEARING
URBAN PLANNED UNIT DEVELOPMENT
PROJECT NUMBER: Z22110006
Parcel I.D.: 04-38-41-015-001-00090-8
Property Location: 101 S. Colorado Avenue
The applicant is requesting an Urban Planned Unit Development (UPUD) approval to construct a 3,112-square-foot one-story building for a 150-seat waterfront restaurant and a parking exemption to allow valet parking for 72 vehicles off-site located at 111 Osceola Street.
COMMUNITY REDEVELOPMENT BOARD
November 7, 2023 at 4:00 P.M.
CITY COMMISSION
November 27, 2023, at 5:30 P.M.
December 11, 2023, at 5:30 P.M.
STUART CITY HALL 121 SW FLAGLER AVE 772-288-5326 8:30 AM- 4:00 PM
VISIT WWW.CITYOFSTUART.US FOR MORE INFORMATION

NOTICE OF PUBLIC HEARING

URBAN PLANNED UNIT DEVELOPMENT
PROJECT NUMBER: Z22110006

Parcel I.D.: 04-38-41-015-001-00090-8
Property Location: 101 S. Colorado Avenue

The applicant is requesting an Urban Planned Unit Development (UPUD) approval to construct a 3,112-square-foot one-story building for a 150-seat waterfront restaurant and a parking exemption to allow valet parking for 72 vehicles off-site located at 111 Osceola Street.

COMMUNITY REDEVELOPMENT BOARD
November 7, 2023 at 4:00 P.M.

CITY COMMISSION
November 27, 2023, at 5:30 P.M.
December 11, 2023, at 5:30 P.M.

STUART CITY HALL 121 SW FLAGLER AVE 772-288-5326 8:30 AM- 4:00 PM
VISIT WWW.CITYOFSTUART.US FOR MORE INFORMATION

McCarty & Associates

Land Planning and Design LLC

www.McCartyLandPlanning.com

309 SE Osceola Ave, Suite 104

Stuart Fl 34994

772-341-9322

PROJECT NARRATIVE

The subject site address is 101 Colorado Ave in Stuart, FL. The property is comprised of +/- 0.23 acres and is identified by Parcel ID number 04-38-41-015-001-00090-8. Legal Description is attached as well for your information. The subject site is zoned UW (Urban Waterfront) within the City of Stuart CRA with Downtown Future Land Use designation. The property is currently being used for an office. The intention is to redevelop the property as a waterfront restaurant.

The applicant owns the property identified above which is located within the City of Stuart. Access to the property is served by Colorado Ave.

A UPUD or Urban Planned Unit Development application will be submitted to accommodate the proposed 1,319 square foot restaurant building along with 1,716 square feet in covered dining area/entry.

Project will be served by site grading that directs storm water to proposed drainage inlets located onsite. The proposed outfall with be the existing drainage structures located within the S.E. Seminole Street right-of-way.

City of Stuart utilities have an existing water meter on site along S. Colorado Ave., which will be used to serve the property. City of Stuart Utilities also have an existing gravity sewer main within the right-of-way of S. Colorado Ave., which will be used as well.

Utilities currently serve the site for its existing office use and have potable water and wastewater facilities on site and the available capacities to provide for the projected consumption generated by the site's new intended use as a waterfront restaurant.

The property will provide valet parking with 72 valet spaces, which will be located at 111 Osceola Street. A copy of the valet parking exhibit provided by Susan O'Rourke is attached for your review.

City of Stuart
121 SW Flagler Ave.
Stuart, FL 34994
development@ci.stuart.fl.us
(772) 288-5326

Received by: _____
Reviewed by: _____

Rezone Real Property Application

(including Planned Unit Developments)

Project ID#_____
(Staff Entry)

Pre-App Conference Date:	Application Date:
11/03/2022	11/17/2022

SITE INFORMATION

Project Name: 101 Colorado	Parcel ID#: 04-38-41-015-001-00090-8
Site Address: 101 S. Colorado Ave, Stuart, FL 34994	
Subdivision: Charles A Porter Addition	Lot(s): 9
Site Area/Acreage: 0.23	Flood Zone/Base Flood Elevation:
Existing Zoning District / CRA Subdistrict: UW (Urban Waterfront) / City of Stuart CRA	
Proposed Zoning District / CRA Subdistrict: UPUD (Urban Planned Unit Development)	
PUD Rezoning (Check the box below that applies):	
Rezoning to CPUD: ☐	Rezoning to UPUD: ✔
Rezoning to RPUD: ☐	Rezoning to UPUD <5 Bungalow Units: ☐
Rezoning to MXPUD: ☐	Rezoning to Public Service PSPUD: ☐
Rezoning to Industrial IPUD: ☐	Rezoning to Non-PUD District Rezoning: ☐
Current Comprehensive Plan Future Land Use Designation: Downtown	
Proposed Comprehensive Plan Future Land Use Designation (if applicable): N/A	
Existing Land Use: Office	Proposed Land Use: Restuarant
Proposed Square Footage (if applicable): Restaurant - 1,319SF & Covered dining & entry - 1,716SF	Proposed Density (if applicable):

PETITIONER INFORMATION

Property Owner: 101 Colorado LLC	Phone Number / Email Address:
Property Owner's Mailing Address: 8 Bamboo Lane, Jupiter, FL 33458	
Applicant (if not Owner): same as Property Owner	Phone Number / Email Address:
Applicant's Mailing Address: Same as Property Owner	
Agent/Contact Person: Mike McCarty, McCarty & Associates	Phone Number / Email Address: (772) 341-9322 / mike@mccartylandplanning.com
Agent's Mailing Address: 309 SE Osceola Street, Suite 104, Stuart, FL 34994	
Architect: Brent Wood	Engineer: Velcon Engineering & Surveying, LLC
Planner: Same as Agent	Landscape Architect: Same as Agent

Statement of Ownership and Designation of Authorized Agent

(Please Print or Type)

Before me, the undersigned authority, personally appeared Aaron Schamback

Who, being by me first duly sworn, on oath deposed and says:

1. That he/she is the fee simple title owner of the property described in the attached Legal Description.
2. That he/she is requesting approval of a UPUD (Urban Planned Unit Development) in the City of Stuart, FL.
3. That he/she has appointed Mike McCarty to act as an authorized agent on his/her behalf to accomplish the above project.

Name of Owner: Aaron Schamback

Signature of Owner: | By: Name/Title: President

8 Bamboo Lane | Jupiter, FL 33458

Street Address | City, State, Zip Code

P.O. Box | City, State, Zip Code

561-707-1970 | Fax Number

Telephone Number

schamback@me.com

Email Address:

STATE OF FLORIDA, COUNTY OF St. Lucie

Sworn and subscribed before me by means of ☑ physical presence or ☐ online notarization, this

19 day of April, 2022 By Ashley Werk.

Personally Known OR Produced Identification

Type of Identification Produced:

Ashley Werk

Notary Public

My Commission expires:

07/19/2024

Notary Public State of Florida
Ashley J Werk
My Commission HH 020433
Expires 07/19/2024

Financial Responsibility Form

(Please Print or Type)

The Undersigned, as the Property Owner, Lessee, Contract Purchaser, or Applicant (circle one), acknowledges responsibility for all City expenses associated with the referenced application (s) including time spent by the City's consultants and further acknowledges that payment of consultant fees will be made prior to the receipt of the consultant comments.

Name: Aaron Schamback	City/State/Zip Code: Jupiter, FL 33458
Title: President	Telephone Number: 561-707-1976
Company: 101 Colorado	Facsimile Number:
Company Address: 8 Bamboo Lane	Email Address (optional): schamback@me.com

I hereby certify that all information contained herein is true and correct.

1. Signed this 19 day of April, 2022.

Signature of Property Owner, Lessee, Contract Purchaser or Applicant (circle one)

Application Requirements

Fees *(check box)*: *This does not include fees that may be charged as a result of application review by the City's consultants or any required recording fees.*

Rezoning to CPUD	$3,638.00	☐	Rezoning to UPUD	$3,638.00	☑
Rezoning to RPUD	$3,638.00	☐	Rezoning to UPUD < 5 Bungalow Units	$1,523.00	☐
Rezoning to MXPUD	$3,638.00	☐	Rezoning to Public Service PSPUD	$3,638.00	☐
Rezoning to Industrial IPUD	$3,638.00	☐	Non-PUD District Rezoning	$1,065.00	☐

Submittal Requirements*:* A completed application form, the payment of fees, one (1) copy of all documents on a PDF formatted disc electronically signed and sealed, and a site plan. (Note: A concept plan may, at the discretion of the applicant, be submitted instead of a site plan. However, in doing so the applicant acknowledges that a site plan will need to be submitted for City Commission approval prior to making application for a development permit.) The data requirements for a site plan and a concept plan are available at the Development Department.

Approving Authority: The Development Director is required to prepare a staff report and recommendation concerning this application. The Local Planning Agency (LPA) is required to hold an advertised public hearing and formulate a recommendation to the City Commission. The City Commission is also required to hold an advertised public hearing after which it may approve, approve with conditions, or deny the application.

Written justification supporting the application and demonstrating how the application:

- Is consistent with the relevant components of the City of Stuart Comprehensive Plan including concurrency with adopted levels-of-service for utilities/facilities and compatibility with existing/planned uses and
- Complies with the relevant development standards of the City of Stuart Land Development Code *(include additional pages if needed).*

See attached narrative with all justifications.

(over)

Recorded in Martin County, FL 1/12/2021 8:19 AM
Carolyn Timmann, Clerk of the Circuit Court & Comptroller
Rec Fees: $18.50Deed Tax: $6,300.00
CFN#2861017 BK 3188 PG 2081 PAGE 1 of 2

Prepared by and return to:
David C. Tassell
Counselors Title Company, LLC
941 North Highway A1A
Jupiter, FL 33477
File Number: **3266.716**

[Space Above This Line For Recording Data]

Warranty Deed

This Warranty Deed made this **8th** day of **January, 2021** between **Bonnie K. Schamback, a single woman** whose post office address is **101 S. Colorado Avenue, Stuart, FL 34994**, grantor, and **101 Colorado, LLC, a Florida limited liability company** whose post office address is **8 Bamboo Lane, Jupiter, FL 33458**, 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 **Martin County, Florida** to-wit:

Lots 9, Block 1, Amended Plat of Charles A. Porter Addition, according to the map or plat thereof as recorded in Plat Book 2, Page 75, Public Records of Palm Beach (now Martin) County, Florida.

Parcel Identification Number: 04-38-41-015-001-00090.80000

Subject to taxes for 2021, and all subsequent years; covenants, conditions, restrictions, easements, reservations and limitations of record, if any.

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, 2020**.

Copy Copy Copy

DoubleTime®

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: Kadie Bayles

Witness Name: Carrie McCorkle

Bonnie K. Schamback

State of Florida
County of Palm Beach

The foregoing instrument was acknowledged before me by means of [X] physical presence or [_] online notarization, this 5 day of January, 2021 by Bonnie K. Schamback, who [_] is personally known or [X] has produced a driver's license as identification.

[Notary Seal]

Notary Public

Printed Name: _____

My Commission Expires: _____

MELISSA SNYDER
Commission # GG 965114
Expires March 29, 2024
Bonded Thru Troy Fain Insurance 800-385-7019

Copy Copy Copy

DoubleTime®

LEGAL DESCRIPTION:

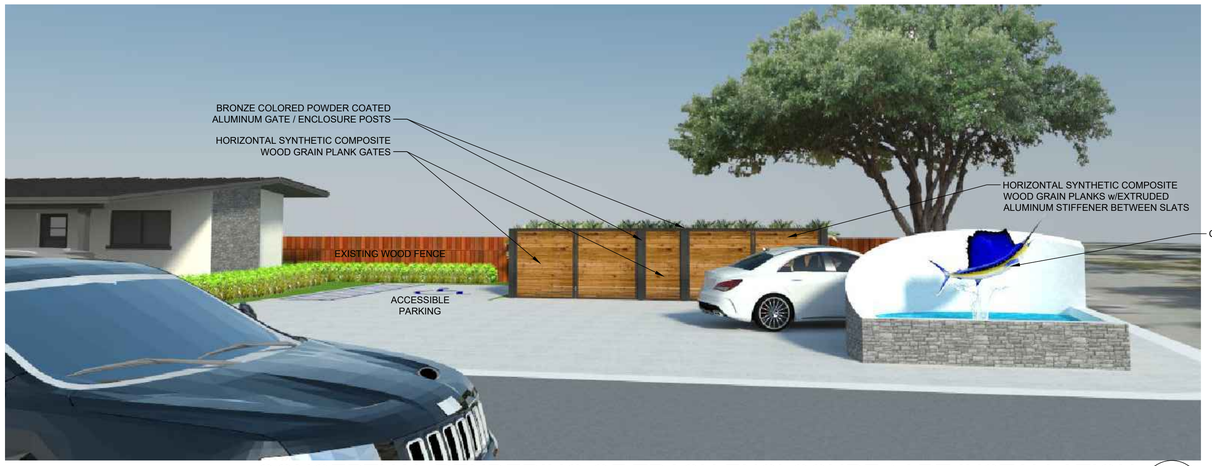
LOTS 9, BLOCK 1, AMENDED PLAT OF CHARLES A. PORTER ADDITION, ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 2, PAGE 75, PUBLIC RECORDS OF PALM BEACH (NOW MARTIN) COUNTY, FLORIDA.



CONCEPTUAL RENDERING OF TRASH ENCLOSURE / ART INSTALLATION

SCALE: N.T.S.

A
A-2.01



CONCEPTUAL RENDERING OF TRASH ENCLOSURE / ART INSTALLATION

SCALE: N.T.S.

B
A-2.01



CONCEPTUAL RENDERING OF TRASH ENCLOSURE / ART INSTALLATION

SCALE: N.T.S.

C
A-2.01

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09.09.2022 - CITY OF STUART REVIEW SET - NOT FOR CONSTRUCTION

Official Issue: - -

	Issue Description:	Date:
1	C.O. Stuart Comments	04.14.23
2		
3		
4		
5		
6		
7		
8		

Seal:

STATE OF FLORIDA · BRENT A. WOOD · AR84198 · 09-09-2022 · REGISTERED ARCHITECT

Architect:
BRENT A. WOOD
ARCHITECTURE LLC
BRENT A. WOOD, NCARB, AR84198
20 SE Ocean Boulevard, Stuart, FL 34994
Tel: 772.283.1617 / Fax:772.418.5861

Client:
NAI Southcoast
C/O: Mr. Nikolaus M. Schroth, CCIM
100 S.W. Albany Avenue, Ste. 200
STUART, FLORIDA 34994

Project Name:
101 S Colorado Restaurant
101 South Colorado Avenue
STUART, FLORIDA 34994

Drawing Name:
CONCEPTUAL RENDERINGS OF
TRASH ENCLOSURE / ART INSTALLATION

Sheet Number:
A-2.03

Project Number: 221056
Pcd Date: 07.26.2023
© 2022 Brent A. Wood

Location Map



Legal Description

LOT 9, BLOCK 1, PORTER'S ADDITION TO TOWN OF STUART, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 2, PAGE 71, PALM BEACH (NOW MARTIN) COUNTY, FLORIDA PUBLIC RECORDS.

Plant List

Key	Qty	Scientific Name	Common Name	Size	Spacing
TREES, PALMS, & CYCADS					
BS*	2	Bursera simaruba	Gumbo Limbo	20' x 12', 8" cal., specimen	AS
CN	6	Cocos nucifera 'Green Malayan'	Coconut Palm	6'- 8' GW, FF, full	AS
DC	9	Dypsis cabadae	Cabada Palm	8'-10' OA, full	AS
DS	2	Dioon spinulosum	Mexican Cycad	3' OA	AS
PS	10	Ptychosperma schefferi	Schefferi Palm	6'-8' OA, full clump	AS
PSB*	3	Pseudophoenix sargentii	Buccaneer Palm	5' OA, single	AS
TM*	2	Thrinax morrisii	Key Thatch Palm	5' OA, single	AS
TR*	4	Thrinax radiata	Florida Thatch Palm	6' OA, multi	AS
ZP*	25	Zamia pumila	Coontie	24"x 24"	30" OC
SHRUBS & GROUNDCOVERS					
AZ	10	Alpinia zerumbet 'Green'	Green Shell Ginger	7g, 24"x 30"	30" OC
AZV	6	Alpinia zerumbet 'Variegata'	Variegated Shell Ginger	7g, 24"x 30"	30" OC
BOA	30	Begonia odorata 'Alba'	White Angel Begonia	3g, 18"x 18"	24" OC
CF	5	Clusia flava aka guttifera	Small Leaf Clusia	4' OA, full to base	36" OC
EL*	97	Ernodea littoralis	Golden Beach Creeper	3g, 14"x 18"	24" OC
LM	40	Liriope muscari 'Super Blue'	Liriope	3g, 18"x 18"	24" OC
MD	6	Monstera deliciosa	Ceriman	7g, 30"x 30"	36" OC
NCR	42	Neomarica caerulea 'Regina'	Giant Apostle's Iris	3g, 30"x 24"	30" OC
PBM	111	Philodendron 'Burle Marx'	Burle Marx Philodendron	3g, 15"x 15"	24" OC
SB*	40	Spartina bakeri	Sand Cordgrass	3g, 36"x 30"	36" OC
SN	2	Strelitzia nicolai	White Bird of Paradise	10' OA, full clump	AS
SR	7	Strelitzia reginae	Orange Bird of Paradise	15g, 3'x 3', full clump	AS
TJ	5	Trachelospermum jasminoides	Confederate Jasmine	5' trellis, espalier to wall to promote 100% coverag	

*DENOTES FLORIDA NATIVE PLANT MATERIAL
ALL PLANT MATERIAL SHALL BE MINIMUM FLORIDA #1 GRADE PER THE FLORIDA GRADES & STADARDS FOR NURSERY PLANTS 2015 EDITION

Misc.	
CRUSHED GRANITE WITH WEED FABRIC (EST., SF)	125 SF

Xeriscape Table

(A total of 50 pts. are required)

3. 51% OR MORE OF THE GRASS AREAS ARE MADE UP OF A DROUGHT TOLERANT SPECIES FROM THE LIST.	10 pts.
4. 51% OR MORE OF THE REQUIRED SHRUBS ARE MADE UP OF DROUGHT TOLERANT SPECIES FROM THE LIST.	10 pts.
5. 51% OR MORE OF THE REQUIRED TREES ARE MADE UP OF DROUGHT TOLERANT SPECIES FROM THE LIST.	10 pts.
7. SOD AREA LESS THAN 50% OF LANDSCAPE AREA	10 pts.
8. UTILIZATION OF COMPACTED MULCH BEDS AT LEAST THREE INCHES DEEP IN ALL PLANTED AREAS EXCEPT GROUND COVER.	10 pts.
TOTAL PROVIDED POINTS	50 pts.

Site Data

PCN	04-38-41-015-001-00090-8
ZONING	UW - URBAN WATERFRONT
FUTURE LAND USE	DOWNTOWN
EXISTING LAND USE	OFFICE
PROPOSED USE	RESTAURANT

	SF	AC	%
TOTAL SITE AREA (PER SURVEY PROPERTY LINE)	10,208	0.23	100.0%
IMPERVIOUS AREA	**6,861**	**0.158**	**67.21%**
RESTAURANT BUILDING	1,461	0.03	14.3%
COVERED DINING & ENTRY	1,651	0.04	16.2%
PARKING / VUA	2,099	0.05	20.6%
CONCRETE WALKS, RAMPS, ETC...	1,650	0.04	16.2%
PERVIOUS AREA	**3,347**	**0.077**	**32.79%**
LANDSCAPE AREA	3,347	0.077	32.8%

PARKING	**REQ.**	**PROVIDED**
150 SEATS X (1 SPACE/ 4 SEATS) = (37.5) 38 SPACES	38	72 VALET SPACES

Landscape Data

COMMERCIAL DEVELOPMENT REQUIRED TREES	REQ.	PROV.
TREES (1 TREE / 2500 SF OF SITE DEVELOPMENT AREA FOR COMMERCIAL DEVELOPMENTS)	4	4 (3 CANOPY TREES, 3 PALMS CREDITED 3:1)
NATIVE VEGETATION REQUIREMENT	REQ.	PROV.
TOTAL NATIVE TREES	50%	50%

Landscape Notes

1. PLANT AND LANDSCAPE MATERIALS SHALL CONFORM TO THE STANDARDS FOR FLORIDA NO. 1, AS GIVEN IN THE GRADES AND STANDARDS FOR NURSERY PLANTS, PARTS I & II, AS PREPARED BY THE FLORIDA DEPT. OF AGRICULTURE AND CONSUMER SERVICES.

2. A 3" THICK LAYER OF ORGANIC NON-CYPRESS MULCH SHALL BE APPLIED TO ALL LANDSCAPE AND PLANTING AREAS.

3. ALL EXOTIC VEGETATION TO BE REMOVED FROM DEVELOPMENT AREA.

4. AN AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED THAT IS CAPABLE OF PROVIDING 100% COVERAGE TO ALL LANDSCAPE AND PLANTING AREAS AND HAVE AN AUTOMATIC MOISTURE SENSOR.

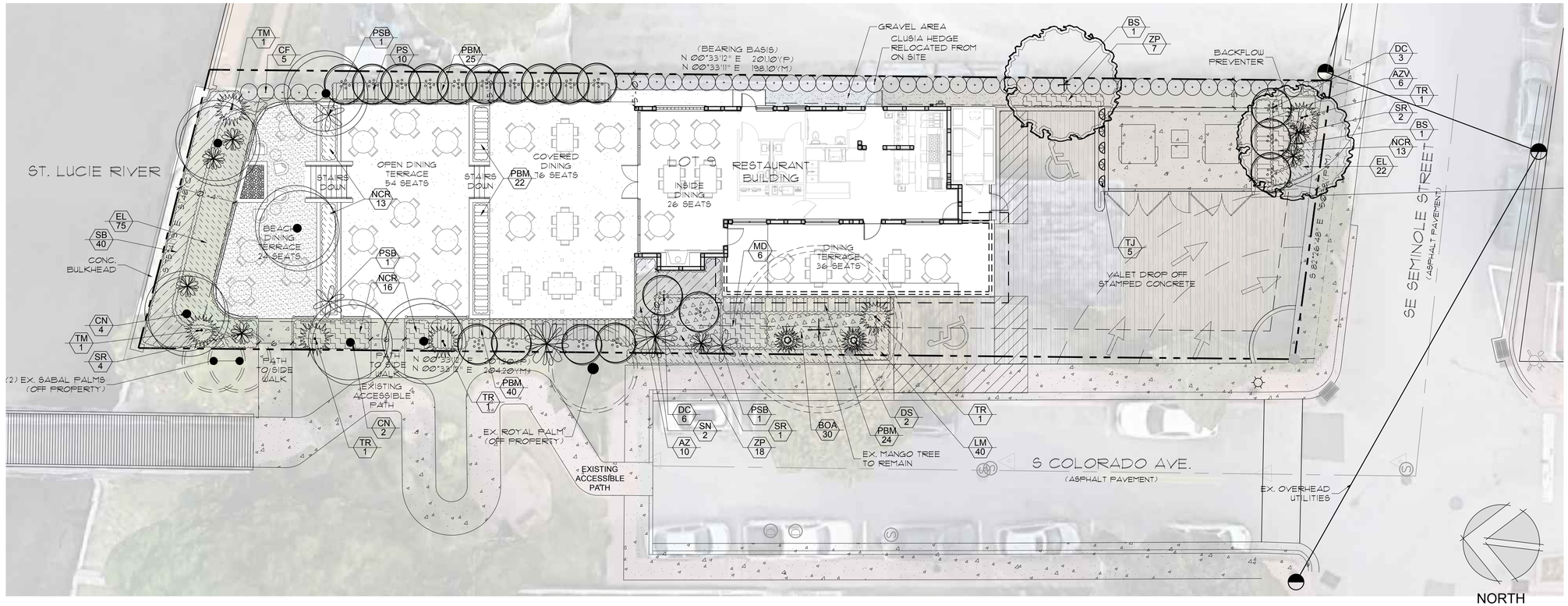
5. IRRIGATION SOURCE TO BE POTABLE WATER. IRRIGATION PLANS SHALL BE PROVIDED PRIOR TO ISSUANCE OF BUILDING PERMIT.

6. EXISTING TREES THAT ARE TO REMAIN SHALL BE BARRICADED ACCORDING TO CITY OF STUART ORDINANCES.

7. THIS PLAN HAS BEEN DESIGNED TO MEET WITH THE TREE PLANTING REQUIREMENTS CONTAINED WITHIN THE FPL DOCUMENT ENTITLED "PLANT THE RIGHT TREE IN THE RIGHT PLACE."

8. FOR EXISTING OR PROPOSED UTILITIES, NO TREE SHALL BE PLANTED WHERE IT COULD, AT MATURE HEIGHT, CONFLICT WITH OVERHEAD POWER LINES. LARGE TREES [HEIGHT AT MATURITY OF MORE THAN THIRTY (30) FEET] SHALL BE PLANTED NO CLOSER THAN A HORIZONTAL DISTANCE OF THIRTY (30) FEET FROM THE NEAREST OVERHEAD POWER LINE. MEDIUM HEIGHT TREE [HEIGHT AT MATURITY BETWEEN TWENTY (20) AND THIRTY (30) FEET] SHALL BE OFFSET AT LEAST TWENTY (20) FEET AND SMALL TREES [HEIGHT AT MATURITY OF LESS THAN (20) FEET] REQUIRE NO OFFSET.

9. NO TREE, SHRUBS, HEDGES OR VINES SHALL BE PLANTED WITHIN FIVE (5) FEET OF ANY EXISTING OR PROPOSED UTILITY POLE, GUY WIRE OR-PAD MOUNTED TRANSFORMER. PALMS SHOULD BE PLANTED AT A DISTANCE EQUAL TO OR GREATER THAN THE AVERAGE FRONT LENGTH PLUS TWO (2) FEET FROM POWER LINES.



McCarty & Associates
LAND PLANNING AND DESIGN
STUART • FT. PIERCE
772.341.9322
www.McCartyLandPlanning.com
Mike@McCartyLandPlanning.com

101 S. Colorado Ave. Restaurant

Stuart, Florida

Landscape Plan

REGISTERED LANDSCAPE ARCHITECT DANIEL MCRAE SUGG LA 6667190 STATE OF FLORIDA

Drawn By	DMS
Checked By	MM
Scale	1"=10'
	4/22/2022
	7/28/2022
	10/6/2022
	4/20/2023

L-1 of 2

Plant Specifications

SPECIES AND SIZE shall conform to those indicated on the drawings. Nomenclature shall conform to STANDARDIZED PLANT NAMES, current edition. All nursery stock shall be in accordance with Grades and Standards for Nursery Plants Parts I & II, latest edition published by the Florida Department of Agriculture and Consumer Services. All plants not otherwise specified as being Florida Fancy or Specimen, shall be Florida Grade Number 1 or better as determined by the Florida Division of Plant Industry. Specimen means an exceptionally heavy, symmetrical, tightly knit plant, so trained or favored in its development that first appearance is unquestionable and outstandingly superior in form, number of branches, compactness and symmetry.

GENERAL REQUIREMENTS

All plants shall be freshly dug, sound, healthy, vigorous, well branched, and free of disease and insect eggs and larvae, and shall have adequate root systems. Trees for planting rows shall be uniform in size and shape. All materials shall be subject to approval by the Landscape Architect. Where any requirements are omitted from the plant list, the plants furnished shall be normal for the variety. Plants shall be pruned prior to delivery only upon the approval of the Landscape Architect.

CONTAINER GROWN STOCK

All container grown material shall be healthy, vigorous, well rooted plants, and established in the container in which they are sold. The plants shall have tops which are good quality and in a healthy growing condition. An established container grown plant shall be grown in that container sufficiently long enough for the new fibrous roots to have developed so that the root mass will retain its shape and hold together when removed from the container. Plant root bound in containers are unacceptable.

MEASUREMENTS

Trees: Height shall be measured from ground to the average height of canopy. Spread shall be measured to the end of branching equally around the crown from the center of the trunk. Measurements are not to include any terminal growth. Single trunk trees shall be free of "V" crotches that could be points of weak limb structure or disease infestation.

Shrubs: Heights shall be measured from the ground to the average points where mature plant growth stops. Spread shall be measured to the end of branching equally around the shrub mass. Measurements are not to include any terminal growth.

Palms: Clear Trunk (C.T.), shall be measured from the ground at the time of installation to the point where the mature aged trunk joins the immature or green portion of the trunk or the head.

Overall Height (O.H.), shall be measured from the ground at the time of installation to a point three quarters the length of the unopened bud. Palms with marred or burned trunks will not be accepted.

SOIL

Planting soil for use in preparing backfill for plant pits shall be added at a rate of seventy-five (75%) percent to twenty-five (25%) percent existing soil. This soil mix shall be used in all plant pits except Sabal palms which shall be backfilled with clean sand. Planting soil shall be a fertile, friable natural topsoil or loamy character. It shall contain forty (40) to fifty (50) percent decomposed organic matter and shall be free from heavy clay, stones, lime, plants, roots or other foreign materials or noxious grasses (such as Bermuda or nut grass) and noxious weeds. It shall not contain toxic substances which may be harmful to plant growth.

COMMERCIAL FERTILIZER

Two fertilizer shall be used in all types of plantings, except palms. Granular fertilizer shall be uniform in composition, dry and free flowing. This fertilizer shall be delivered to the site in the original unopened bags, each bearing the Manufacturer's statement of analysis, and shall meet the following requirements: sixteen (16%) percent nitrogen, seven (7%) percent phosphorus, twelve (12%) percent potassium, plus iron. Tablet fertilizer ("Agriform" or equal) in 21 gram size shall meet the following requirements: twenty (20%) percent nitrogen, ten (10%) percent phosphorous, five (5%) percent potassium.

The two fertilizers will be applied at the following rates:

PLANT SIZE	16-7-12	"AGRIFORM" TABLET (21 Grams)
1 gal.	1/4 lb.	1
3 gal.	1/3 lb.	2
7-15 gal.	1/2 lb.	4
1"-6" caliper	2 lbs./1" caliper	2/1" caliper
6" and larger	3 lbs./1" caliper	2/1" caliper

"Florida East Coast Palm Special" will be applied to all palms at installation at a rate of 1/2 lb. per inch of trunk caliper unless otherwise specified.

MULCH

Mulch material shall be three (3) inches of shredded melaleuca mulch (sterilized and free of seeds) or approved equal, moistened at the time of application to prevent wind displacement.

SUBSTITUTIONS

No substitutions of plant material types or size will be allowed without written consent of the Landscape Architect. B&B material will not be accepted as substitute for container grown material unless previously approved. Alternate substitutions shall be indicated in bid.

Notes

- Prior to the installation of any plant material all existing and imported soils shall be tested and amended to meet the soil specifications and specific plant needs as shown on this plan.

- All plant material, unless specified as being Florida Fancy or Specimen, shall be Florida Grade Number 1 or better as determined by the Florida Division of Plant Industry.

- All plant materials and sod shall have an automatic irrigation system providing 100% coverage.

- Maintain positive drainage away from building.

- All plant material shall be planted, fertilized and mulched as per the Plant Details and Plant Specifications noted on this plan.

- Landscape Contractor shall research plans and contact appropriate agencies to determine location of utilities and obstructions prior to commencing work. Any utilities or unanticipated obstructions shall be reported immediately to the Landscape Architect.

- Landscape Contractor will be responsible for obtaining all necessary permits, licenses, inspections, and insurance as required by the State and local agencies.

-Quantities shown on plant list are for convenience only. If a discrepancy occurs between the plan and plant list the plan shall prevail.

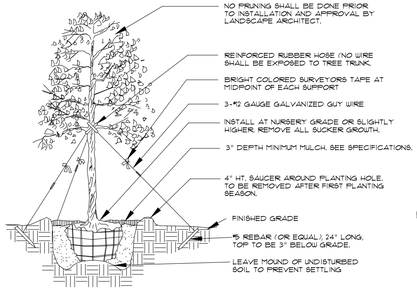
Plant List

Key	Qty	Scientific Name	Common Name	Size	Spacing
TREES, PALMS, & CYCADS					
BS*	2	Bursera simaruba	Gumbo Limbo	20' x 12', 8" cal., specimen	AS
CN	6	Cocos nucifera 'Green Malayan'	Coconut Palm	6'- 8' GW, FF, full	AS
DC	9	Dypsis cabadae	Cabada Palm	8'-10' OA, full	AS
DS	2	Dioon spinulosum	Mexican Cycad	3' OA	AS
PS	10	Ptychosperma schefferi	Schefferi Palm	6'-8' OA, full clump	AS
PSB*	3	Pseudophoenix sargentii	Buccaneer Palm	5' OA, single	AS
TM*	2	Thrinax morrisii	Key Thatch Palm	5' OA, single	AS
TR*	4	Thrinax radiata	Florida Thatch Palm	6' OA, multi	AS
ZP*	25	Zamia pumila	Coontie	24"x 24"	30" OC
SHRUBS & GROUNDCOVERS					
AZ	10	Alpinia zerumbet 'Green'	Green Shell Ginger	7g, 24"x 30"	30" OC
AZV	6	Alpinia zerumbet 'Variegata'	Variegated Shell Ginger	7g, 24"x 30"	30" OC
BOA	30	Begonia odorata 'Alba'	White Angel Begonia	3g, 18"x 18"	24" OC
CF	5	Clusia flava aka guttifera	Small Leaf Clusia	4' OA, full to base	36" OC
EL*	97	Emodea littoralis	Golden Beach Creeper	3g, 14"x 18"	24" OC
LM	40	Liriope muscari 'Super Blue'	Liriope	3g, 18"x 18"	24" OC
MD	6	Monstera deliciosa	Ceriman	7g, 30"x 30"	36" OC
NCR	42	Neomarica caerulea 'Regina'	Giant Apostle's Iris	3g, 30"x 24"	30" OC
PBM	111	Philodendron 'Burle Marx'	Burle Marx Philodendron	3g, 15"x 15"	24" OC
SB*	40	Spartina bakeri	Sand Cordgrass	3g, 36"x 30"	36" OC
SN	2	Strelitzia nicolai	White Bird of Paradise	10' OA, full clump	AS
SR	7	Strelitzia reginae	Orange Bird of Paradise	15g, 3'x 3', full clump	AS
TJ	5	Trachelospermum jasminoides	Confederate Jasmine	5' trellis, espalier to wall to promote 100% coverag	

*DENOTES FLORIDA NATIVE PLANT MATERIAL
ALL PLANT MATERIAL SHALL BE MINIMUM FLORIDA #1 GRADE PER THE FLORIDA GRADES & STADARDS FOR NURSERY PLANTS 2015 EDITION

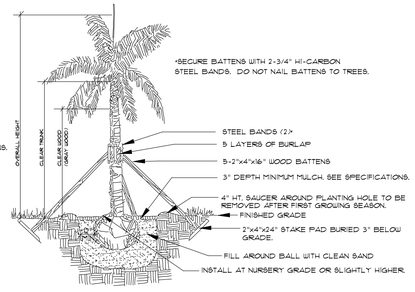
Misc.	
CRUSHED GRANITE WITH WEED FABRIC (EST. SF)	125 SF

Planting Details



Tree Planting

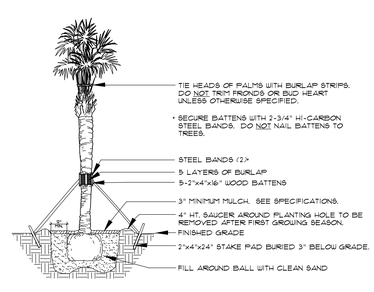
- SEE SPECIFICATIONS FOR BACKFILL MIXTURE AND FERTILIZATION
- BRACING - SPECIAL SITE CONDITIONS MAY REQUIRE MODIFICATION TO BRACING TECHNIQUE. LANDSCAPE CONTRACTOR WILL ADEQUATELY BRACE (OR WIRE) ALL TREES TO PREVENT EXCESSIVE MOVEMENT & MAINTAIN A VERTICAL POSITION.



Palm Planting

APPLIES TO: ROYAL PALMS, QUEEN PALMS, ALEXANDER PALMS, MANILA PALMS.

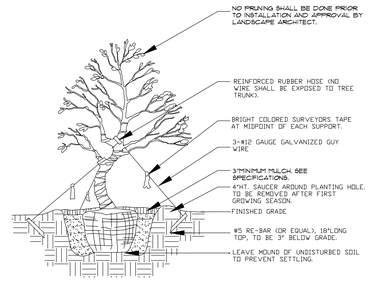
- SEE SPECIFICATIONS FOR BACKFILL MIXTURE AND FERTILIZATION
- BRACING: SPECIAL SITE CONDITIONS MAY REQUIRE MODIFICATION TO BRACING TECHNIQUE. LANDSCAPE CONTRACTOR WILL ADEQUATELY BRACE ALL PALMS TO PREVENT EXCESSIVE MOVEMENT AND MAINTAIN A VERTICAL POSITION.



Palm Planting

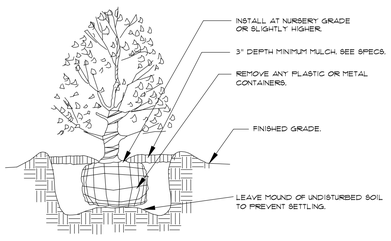
APPLIES TO: SABAL PALMS, WASHINGTON PALMS, CANARY ISLAND DATE PALMS, SENEGAL DATE PALMS

- SEE SPECIFICATIONS FOR BACKFILL MIXTURE AND FERTILIZATION



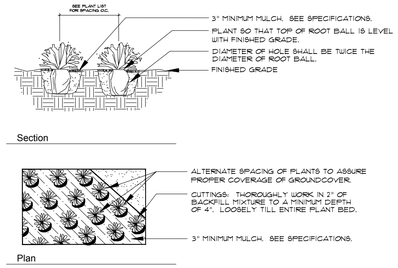
Irregular & Multi-Stem Tree Planting

FOR TREES 6'-14'HT.
NOTES:
SEE SPECIFICATIONS FOR BACKFILL MIXTURES AND FERTILIZATION.
BRACING-SPECIAL SITE CONDITIONS MAY REQUIRE MODIFICATION TO BRACING TECHNIQUE LANDSCAPE CONTRACTOR WILL ADEQUATELY BRACE (OR WIRE) ALL TREES TO PREVENT EXCESSIVE MOVEMENT AND MAINTAIN A VERTICAL POSITION.



Shrub Planting

- SEE SPECIFICATIONS FOR BACKFILL MIXTURE AND FERTILIZATION.



Groundcover Planting

- SEE SPECIFICATIONS FOR BACKFILL MIXTURE AND FERTILIZATION.

CALL 48 HOURS BEFORE YOU DIG IN FLORIDA
1-800-432-4770
IT'S THE LAW!
SUNSHINE STATE ONE CALL OF FLORIDA, INC.

McCARTY & ASSOCIATES
LAND PLANNING AND DESIGN
STUART • FT. PIERCE
772.341.9322
www.McCartyLandPlanning.com
Mike@McCartyLandPlanning.com

101 S. Colorado Ave. Restaurant

Stuart, Florida

Landscape Details

REGISTERED LANDSCAPE ARCHITECT DANIEL MCRAE SUGG LA 6667190 STATE OF FLORIDA

Drawn By	DMS
Checked By	MM
Scale	
Drawing Date	4/22/2022
	7/28/2022
	10/6/2022
	4/20/2023

L-2 of 2

Velcon Engineering & Surveying, LLC
1449 NW Commerce Center Dr., Port St. Lucie, FL, 34986
Ph: 772 / 879-0477

July 12th, 2022

City of Stuart
Planning & Zoning Department
121 SW Flagler Avenue
Stuart, FL 34994

Re: 101 S. Colorado Ave. Restaurant
Preliminary Drainage & Utilities Statement

Preliminary Drainage Statement

The proposed 0.23-acre site located on the corner of S.E. Seminole Street and S. Colorado Ave., entails the construction of a 1,319 S.F. restaurant, and 1,719 S.F. of outdoor dining with associated pavement and walkways. The project will be served by site grading that directs storm water to proposed drainage inlets located onsite. The proposed outfall will be the existing drainage structures located withing the S.E. Seminole Street right-of-way.

Preliminary Water & Sewer Utilities Statement

Potable Water

City of Stuart Utilities have an existing water meter on site along S. Colorado Ave. which will be used to serve the property.

Wastewater

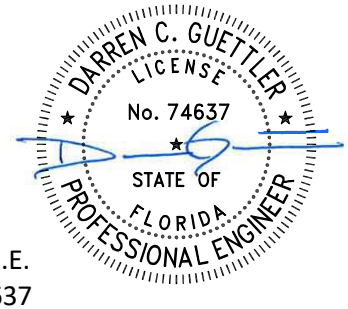
City of Stuart Utilities have an existing gravity sewer main within the right-of-way of S. Colorado Ave. which will be used to serve the property.

Conclusion

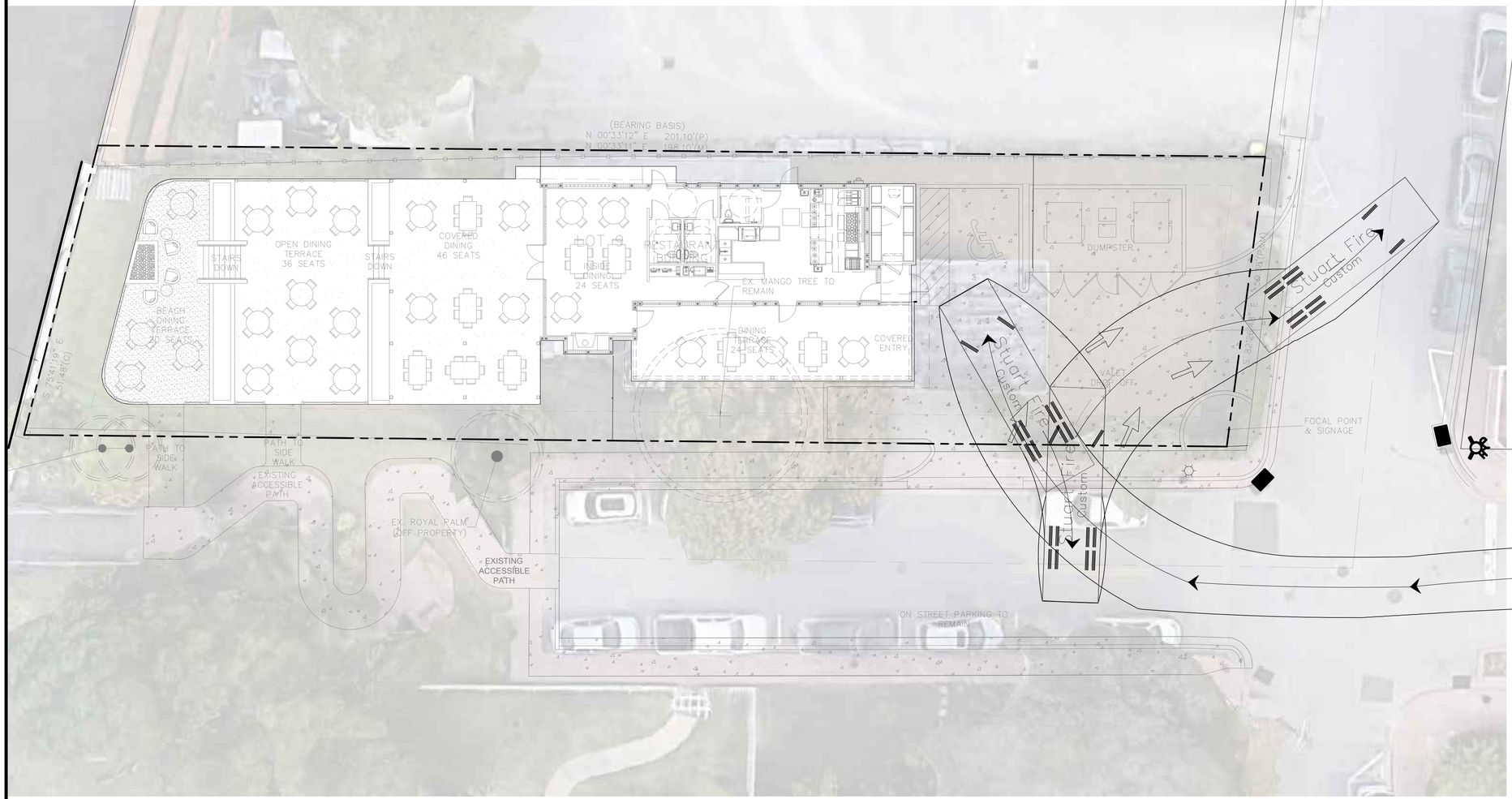
City of Stuart Utilities currently serve the site for its office use and have existing potable water and wastewater facilities on site and the available capacities to provide the projected consumption generated by the site's new land use.

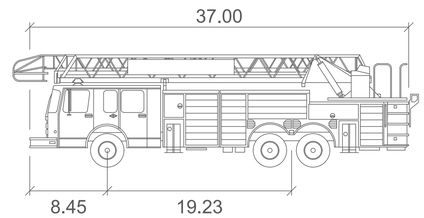
Should you have any questions, or require additional information on the above, please do not hesitate to contact me at (772) 879-0477.

Sincerely,



Darren Guettler, P.E.
FL License No. 74637





Stuart Fire

	feet
Width	: 9.60
Track	: 8.40
Lock to Lock Time	: 6.0
Steering Angle	: 39.3

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VELCON
ENGINEERING & SURVEYING, LLC.
590 NW PEACOCK BLVD, SUITE #8
PORT ST. LUCIE, FL 34986
PHONE: (772) 879-0477
FBPE C.O.A. # 32222

REVISIONS:

BY:	DATE:	COMMENT:

PROJECT:
101 S. COLORADO AVENUE
RESTAURANT

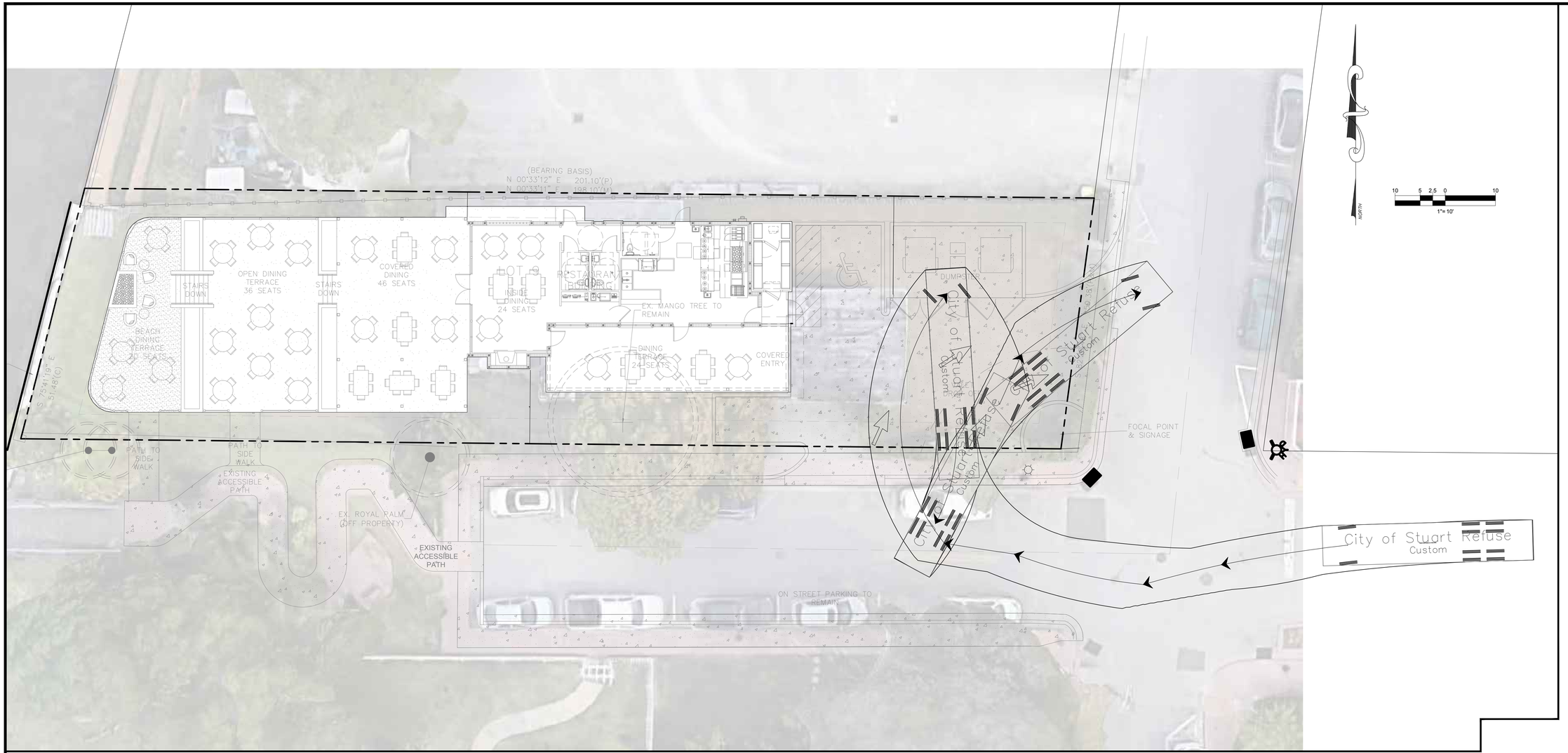
CLIENT:
NAI SOUTHCOAST

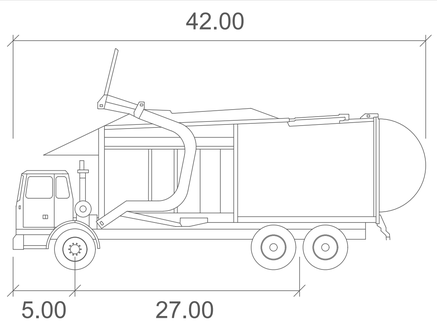
PROJECT No.: 22-1021
DRAWN BY: SG
CHECKED BY: DG
DATE: 10/21/2021
CAD I.D.: AUTOTURN EXHIBITS

SHEET TITLE:
FIRE TRUCK AUTOTURN EXHIBIT

SHEET NUMBER:
01

Printed on Tuesday, November 08, 2022, 3:40 PM by Shirley Gomez J:\PROJECTS\2022\22-1021 - 101 S COLORADO AVE RESTAURANT\CAD\AUTOTURN EXHIBITS\22-1021 - AUTOTURN EXHIBITS - CONCEPTUAL PLAN.





City of Stuart Refuse

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

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PHONE: (772) 879-0477
FBPE C.O.A. # 32222

REVISIONS:

BY:	DATE:	COMMENT:

PROJECT:
101 S. COLORADO AVENUE
RESTAURANT

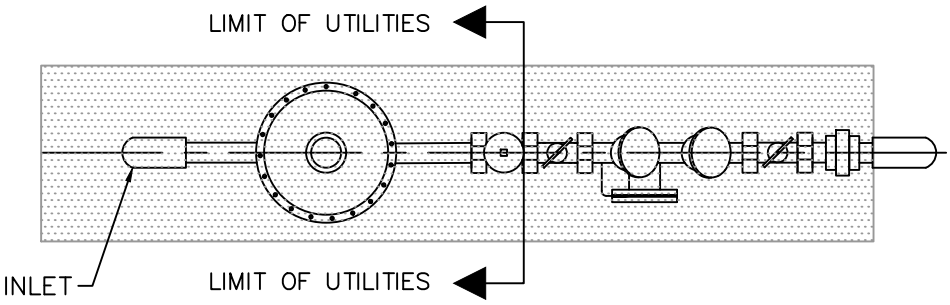
CLIENT:
NAI SOUTHCOAST

PROJECT No.: 22-1021
DRAWN BY: SG
CHECKED BY: DG
DATE: 10/21/2021
CAD I.D.: AUTOTURN EXHIBITS

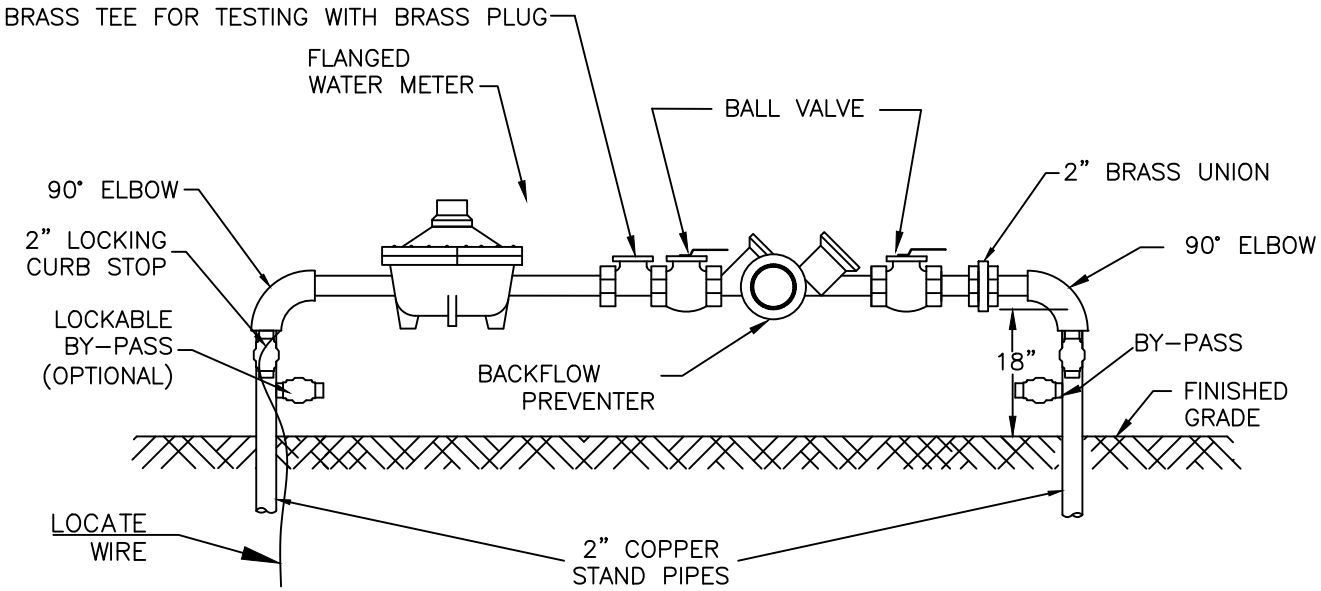
SHEET TITLE:
GARBAGE TRUCK AUTOTURN EXHIBIT

SHEET NUMBER:
01

Printed on Tuesday, November 08, 2022, 3:40 PM by Shirley Gomez J:\PROJECTS\2022\22-1021\CAD\AUTOTURN EXHIBITS\22-1021 AUTOTURN EXHIBITS-----LAYOUT: CONCEPTUAL PLAN (2)



PLAN VIEW



PROFILE VIEW

1",1.5" & 2" POTABLE / RECLAIMED WATER METER & BACKFLOW PREVENTION ASSEMBLY SERVICE (COMMERCIAL)

NOTES:

1. LANDSCAPING REQUIRED PER CITY OF STUART ORDINANCE. NO PLANTS OR TREES WITHIN 18" AROUND METER OR BACKFLOW. NO SOLDER JOINTS. MUST BE SCREENED, NO GROW IN PERIOD.
2. ASSEMBLY TO BE 18" FROM FINISH GRADE TO CENTERLINE OF THE 90° BEND.
3. RECLAIMED WATER METER ASSEMBLY MUST BE PAINTED PANTONE PURPLE 522.
4. NO SOLDER JOINTS.
5. NO TAPS OR CONNECTIONS ALLOWED BETWEEN METER AND BACKFLOW PREVENTION DEVICE
6. METERS 1.5" OR LARGER ARE TO BE PROVIDED BY THE DEVELOPER PER CITY'S APPROVED PRODUCTS LIST.

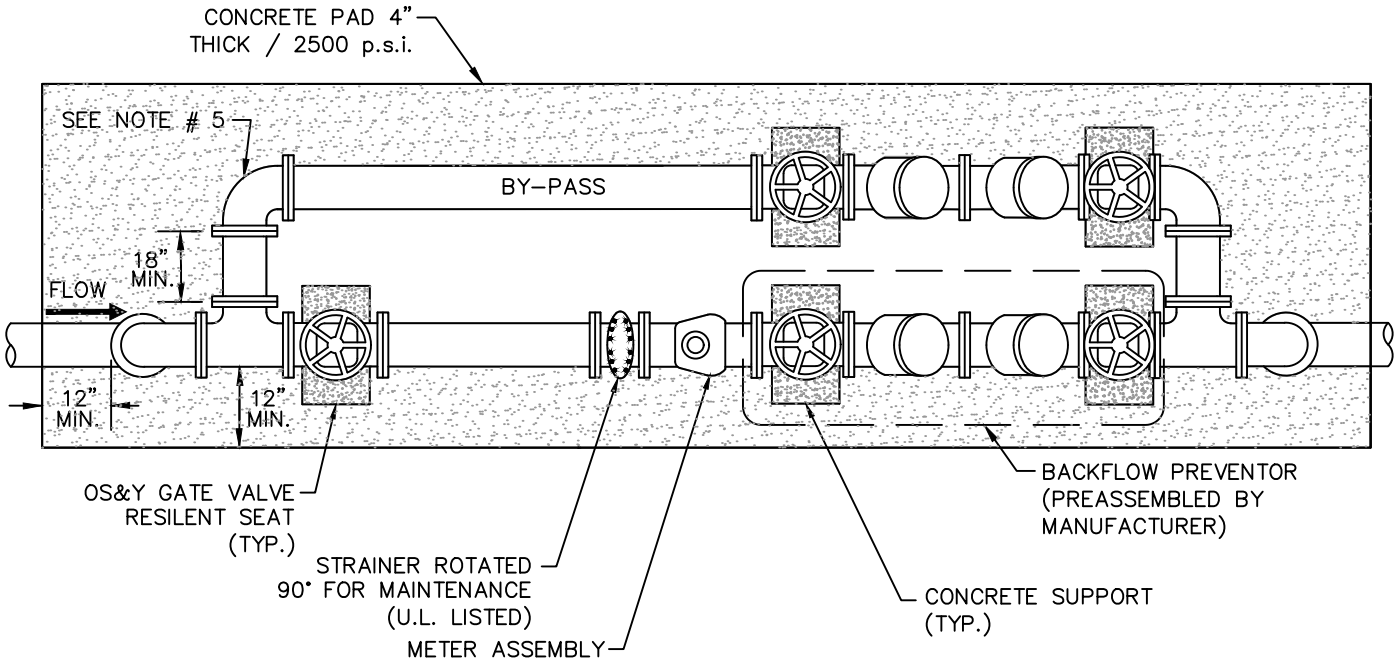
Stuart

STANDARD UTILITY DETAILS
City of Stuart
Utilities & Engineering Department

121 S.W. Flagler Avenue, Stuart, Florida 34994

BACKFLOW PREVENTION ASSEMBLY

DATE:	**OCTOBER 2021**	**SHEET NUMBER**
FILE NAME:	**2021 COS Std Details.dwg**	**31**



PLAN VIEW

NOTES:

1. ALL PIPE AND FITTINGS SHALL BE CLASS 53 DUCTILE IRON.
2. ALL UNDERGROUND FITTINGS SHALL BE RESTRAINED MECHANICAL JOINT TYPE & ALL ABOVE GROUND FITTINGS SHALL BE FLANGE JOINTS, FULL FACE NEOPRENE GASKETS WITH STAINLESS STEEL BOLTS.
3. METER BY-PASS TO BE HALF THE SIZE OF SERVICE SIDE ASSEMBLY (POTABLE WATER SERVICE ONLY).
4. METER BY-PASS TO BE SAME SIZE AS SUPPLY TO METER (POTABLE WATER SERVICE WITH FIRE SERVICE).
5. 12" MIN. / 16" MAX. CLEARANCE IS REQUIRED FROM THE TOP OF THE CONCRETE PAD TO THE BOTTOM OF THE RELIEF VALVE.
6. ASSEMBLY MUST BE SCREENED. LANDSCAPING MUST SCREEN AT PLANT HEIGHT, NO GROW IN PERIOD. A 18" CLEAR ZONE SHALL BE MAINTIANED AROUND ASSEMBLY.
7. ALL SPOOL PIECES TO BE AT LEAST 18" IN LENGTH.
8. PROVIDE CHAINS & LOCKS FOR THE VALVES AS REQUIRED BY THE UTILITY.
9. OS&Y GATE VALVES NEEDED IF SERVICES FIRE SYSTEM.

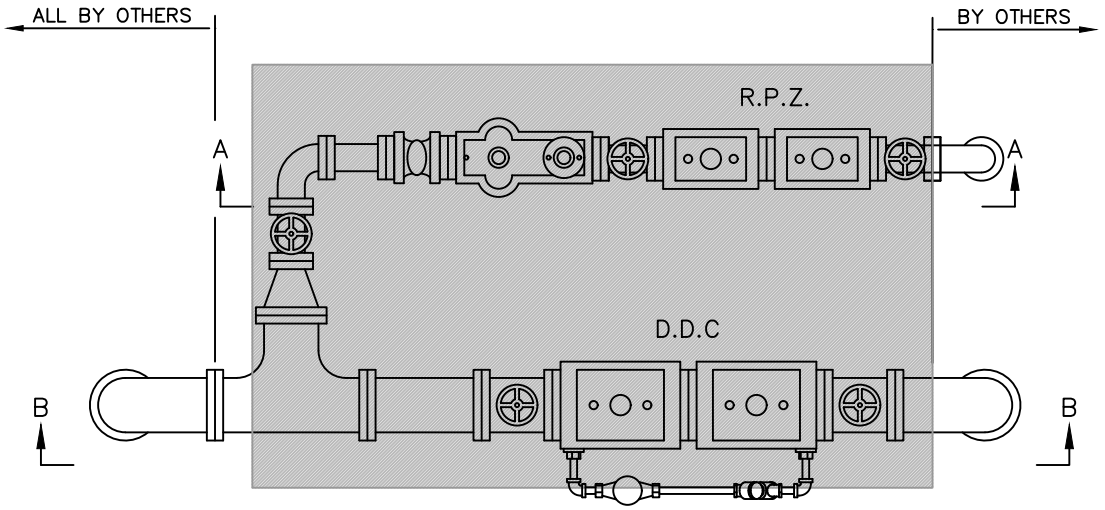
Stuart

STANDARD UTILITY DETAILS
City of Stuart
Utilities & Engineering Department

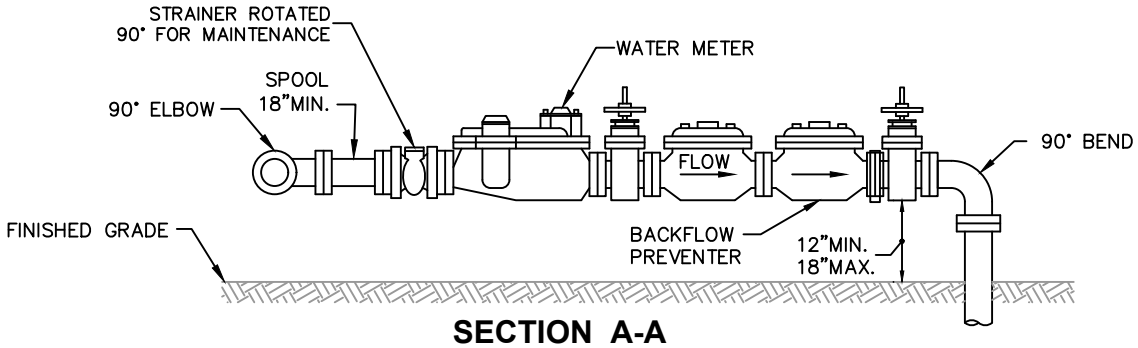
121 S.W. Flagler Avenue, Stuart, Florida 34994

BACKFLOW PREVENTION ASSEMBLY

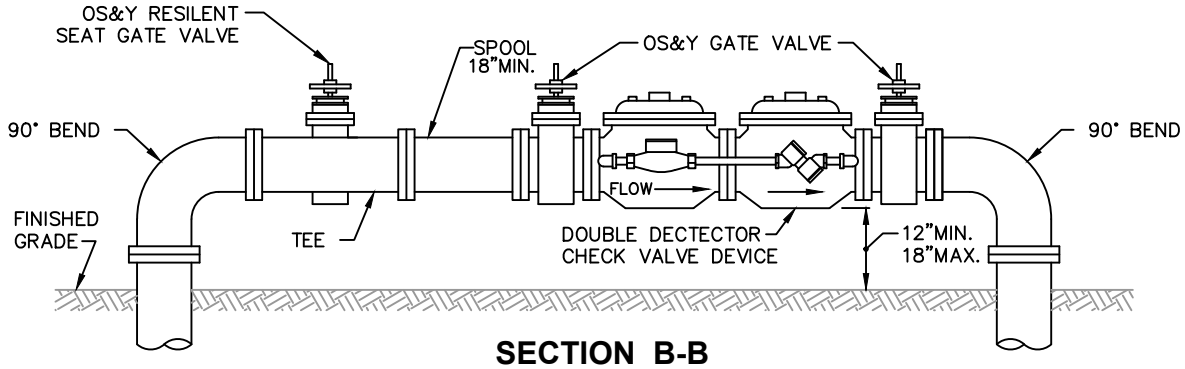
DATE:	**OCTOBER 2021**	**SHEET NUMBER**
FILE NAME:	**2021 COS Std Details.dwg**	**32**



PLAN VIEW



SECTION A-A
(DOMESTIC SUPPLY PORTION)



SECTION B-B
(FIRE SERVICE PORTION)

WATER METER / BACKFLOW PREVENTION ASSEMBLY - FIRE SERVICE w/ DOMESTIC SUPPLY

NOTES:

1. LANDSCAPING REQUIRED PER CITY OR COUNTY ORDINANCE. NO PLANTS OR TREES WITHIN 18" AROUND METER TO ALLOW MAINTENANCE WITHOUT DAMAGE TO PLANTS ETC.
2. NO SOLDER JOINTS.

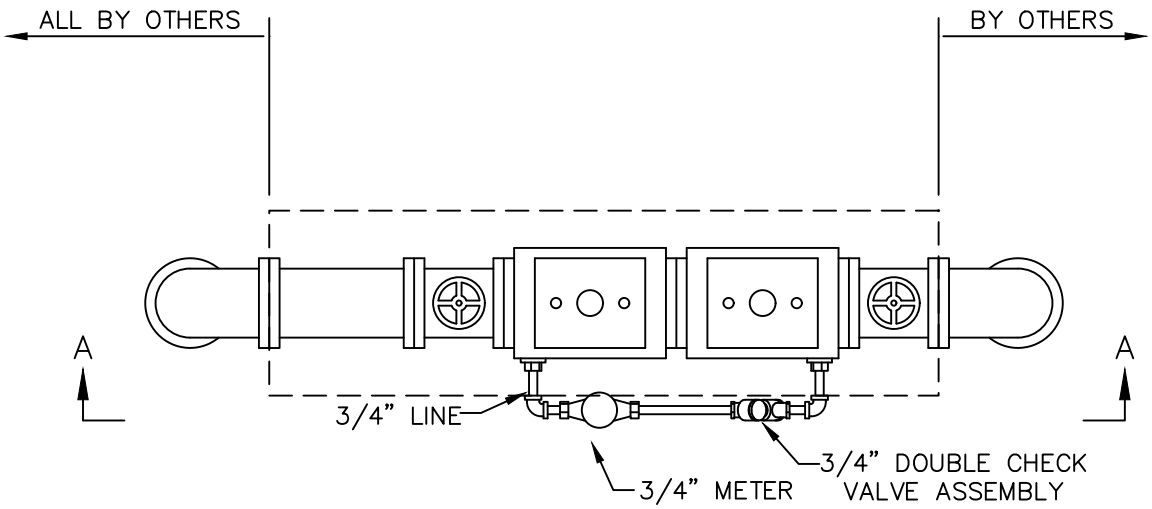
Stuart

STANDARD UTILITY DETAILS
City of Stuart
Utilities & Engineering Department

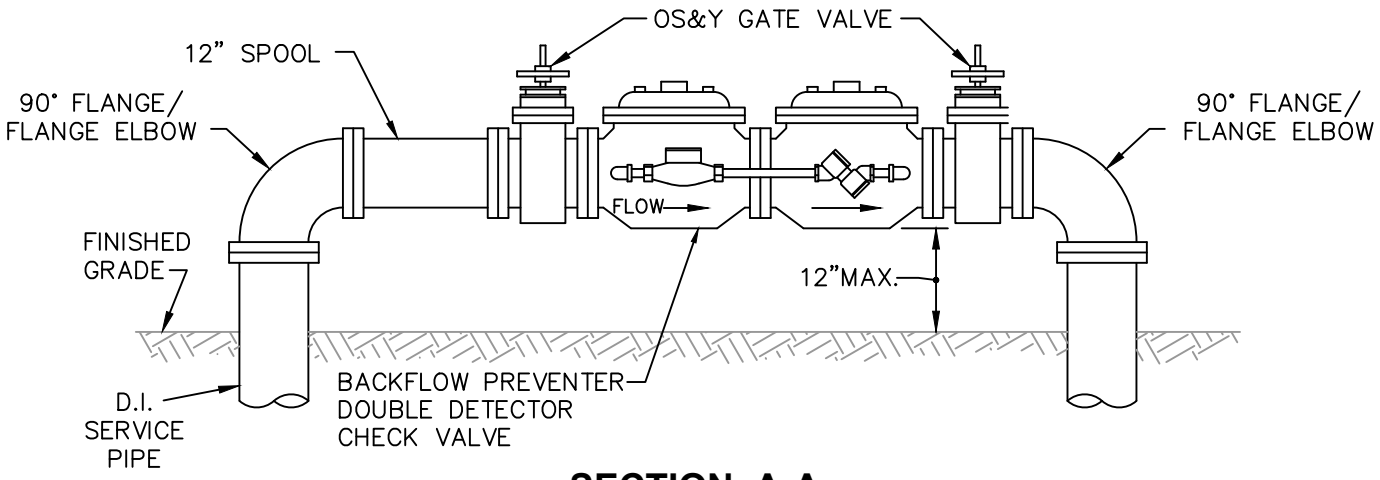
121 S.W. Flagler Avenue, Stuart, Florida 34994

BACKFLOW PREVENTION ASSEMBLY

DATE:	**OCTOBER 2021**	**SHEET NUMBER**
FILE NAME:	**2021 COS Std Details.dwg**	**33**



PLAN VIEW



SECTION A-A

DOUBLE CHECK VALVE
w/ DETECTOR CHECK ASSEMBLY / FIRE SERVICE

NOTE:

LANDSCAPING IS REQUIRED PER CITY OR COUNTY ORDINANCE. PLANTINGS MUST SCREEN AT PLANT HEIGHT,NO GROW IN PERIOD.

STANDARD UTILITY DETAILS **City of Stuart** **Utilities & Engineering Department** 121 S.W. Flagler Avenue, Stuart, Florida 34994	**BACKFLOW PREVENTION ASSEMBLY**	
	DATE: OCTOBER 2021 **FILE NAME:** 2021 COS Std Details.dwg	**SHEET NUMBER** **34**

Kimley»Horn

To: Jodi Nentwick-Kugler
Director of Development
City of Stuart

From: Alex Memering, P.E.
Kimley-Horn and Associates, Inc. ARM

Date: July 12, 2023

Re: **101 S. Colorado Ave. Restaurant**
Final Review of Parking Study

Kimley-Horn has reviewed the response to commented letter (dated May 22, 2023) prepared by O'Rourke Engineering & Planning related to the above-mentioned project. The proposed restaurant will be located on the east side of S Colorado Avenue, north of SE Seminole Street in the City of Stuart.

The weekday and weekend peak period parking demand for the proposed development was calculated by the applicant based upon City of Stuart Land Development Code Chapter 3.01.03.F.2. This calculation indicates that 38 parking spaces are required to allow for acceptable operations.

Weekday parking counts show a sufficient number of existing public parking spaces to accommodate restaurant operations upon buildout. The applicant states that a lease agreement has been made with property owners of 111 S Osceola Avenue to accommodate off-street parking and valet during Friday and Saturday evenings. This property will provide 46 spaces under self-parking conditions and 72 spaces under valet parking conditions. Considering this accommodation, the number of parking spaces will be sufficient during Friday and Saturday evenings upon buildout of the development.

We have no further questions for the applicant at this time. Thank you for the opportunity to assist the City of Stuart in reviewing this project. Please contact us if you have any questions or need additional information.

O'ROURKE
ENGINEERING & PLANNING

PARKING STUDY

FOR

101 S. COLORADO AVE. RESTAURANT

PREPARED BY

O'ROURKE ENGINEERING & PLANNING

22 SE SEMINOLE STREET

STUART, FL 34994

September 30, 2022

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: 9/30/2022 License #: 42684

O'ROURKE
ENGINEERING & PLANNING

September 9, 2022

Mr. Nik Schroth
100 S.W. Albany Avenue, Ste. 200
Stuart, FL 34994

Re: 101 S. Colorado Avenue Restaurant Parking

Dear Mr. Schroth:

O'Rourke Engineering & Planning has completed the parking analysis for the proposed restaurant to be located at 101 S. Colorado Avenue in Stuart, Florida. The steps in the analysis and the ensuing results are presented herein.

Please give me a call if you have any questions.

Respectfully,

O'ROURKE ENGINEERING & PLANNING

Susan E. O'Rourke, P.E.
President

22 SE Seminole Street | Stuart, FL 34994 | 772-781-7918 | SEORourke@comcast.net

INTRODUCTION

The proposed restaurant is located waterfront on Colorado Avenue's northern terminus. **Figure 1** illustrates the project location. The restaurant is proposed to have 150 seats with a mix of indoor and outdoor dining. This report outlines the potential demand for parking and the description of how that parking will be supplied through nearby parking and valet parking.

Project Demand – There will be 150 seats in the restaurant, and an estimated 12 employees on the highest shift. The city of Stuart code requires one parking space per 4 seats for restaurants withing the CRA. Therefore, the parking required is 38 spaces. The38 spaces required represents the spaces needed at the peak of the restaurant use. The Institute of Transportation Engineers provides an hourly distribution of the restaurant demand for parking. **Table 1** summarizes the parking demand by hour for a weekday and a weekend. As shown the peak will be in the evenings from 7 pm to 10 pm.

Attachment A includes the proposed site plan.

Project Supply – The project is located just beyond the downtown parking area in which the restaurants are not required to have off street parking. This project proposes to address the parking in the same manner by utilizing parking that is available within 500 to 1000 feet and to provide a valet service at the entrance to the site.

To that end, the parking demand and available parking in public spaces was counted within in a 1,000-foot radius around 101 Colorado Avenue on Wednesday, July 13, 2022; Friday, July 15, 2022; and Saturday July 16, 2022; from 10:00 am to 2:00 PM, and 5:00 PM to 11:00 PM. The hourly values were adjusted based on the seasonal factor of 1.16 The factors were applied to increase the counts to reflect the impact of the "season". **Table 2** summarizes the available parking by parking area. Only parking that is open to the public was included in the summary. **Figure 2** illustrates the parking areas considered in the study area. As shown, there will be ample parking remaining every hour to accommodate the restaurant parking on the weekday. However, on the weekend evenings, the parking is more constrained. The restaurant would need to provide valet parking with lease arrangement to accommodate up to the full 62 spaces. The study shows that Saturday evening there are 84 spaces available within the downtown and 26 spaces available on Friday evening.

Valet / Off-Site Parking

The parking for 101 Colorado will be at 111 S. Osceola Street via a valet service. Patrons will pull up to 101 S. Colorado to valet. There are 72 spaces available at 111 S. Osceola Street when in the valet pattern. Under self-park conditions, there are 46 parking spaces. **Figure 3** illustrates the parking layout during valet operations with vehicles entering off S.E. Denver Avenue.

Conclusion

The 101 S. Colorado Avenue restaurant has a peak demand of 38 parking spaces. There is sufficient parking within the area to accommodate weekday demand. Peak weekend demand will be accommodated through a lease arrangement at 111 S. Osceola Avenue to operate the valet service and to provide spaces on Friday and Saturday evenings. The rest of the days, the available parking in the surrounding downtown area would be able to accommodate the parking from the proposed restaurant.



O'ROURKE ENGINEERING & PLANNING

NTS

22 SE Seminole Street
Stuart, FL 34994

Job Number:

Date: 7.22.2022

Legend

= Project Location

Figure 1

Project Location

101 S. Colorado Ave. Restaurant

Table 1a: Colorado Restaurant Weekday Parking Needs

	Restaurant				Peak Demand
	%	Spaces	%	Employees	
100% Code		38.0		0.0	38
					Hourly Demand
6:00 am	0%	0.0	0%	0.0	0
7:00 am	0%	0.0	20%	0.0	0
8:00 am	0%	0.0	50%	0.0	0
9:00 am	0%	0.0	75%	0.0	0
10:00 am	15%	5.7	90%	0.0	6
11:00 am	40%	15.2	90%	0.0	15
12:00 noon	75%	28.5	90%	0.0	29
1:00 pm	75%	28.5	90%	0.0	29
2:00 pm	65%	24.7	90%	0.0	25
3:00 pm	40%	15.2	75%	0.0	15
4:00 pm	50%	19.0	75%	0.0	19
5:00 pm	75%	28.5	100%	0.0	29
6:00 pm	95%	36.1	100%	0.0	36
7:00 pm	100%	38.0	100%	0.0	38
8:00 pm	100%	38.0	100%	0.0	38
9:00 pm	100%	38.0	100%	0.0	38
10:00 pm	95%	36.1	100%	0.0	36
11:00 pm	75%	28.5	85%	0.0	29
12:00 mid	25%	9.5	35%	0.0	10
	100%				

Table 1b: Colorado Restaurant Weekend Parking Needs

	Restaurant				Total Spaces Single Use
	%	Spaces	%	Employees	
100% Code		38.0		0.0	38
					Hourly Demand
6:00 am	0%	0.0	0%	0.0	0
7:00 am	0%	0.0	20%	0.0	0
8:00 am	0%	0.0	30%	0.0	0
9:00 am	0%	0.0	60%	0.0	0
10:00 am	0%	0.0	75%	0.0	0
11:00 am	15%	5.7	75%	0.0	6
12:00 noon	50%	19.0	75%	0.0	19
1:00 pm	55%	20.9	75%	0.0	21
2:00 pm	45%	17.1	75%	0.0	17
3:00 pm	45%	17.1	75%	0.0	17
4:00 pm	45%	17.1	75%	0.0	17
5:00 pm	60%	22.8	100%	0.0	23
6:00 pm	90%	34.2	100%	0.0	34
7:00 pm	95%	36.1	100%	0.0	36
8:00 pm	100%	38.0	100%	0.0	38
9:00 pm	90%	34.2	100%	0.0	34
10:00 pm	90%	34.2	100%	0.0	34
11:00 pm	90%	34.2	85%	0.0	34
12:00 mid	50%	19.0	50%	0.0	19

Note: City of Stuart Parking Rates with ULI demand curves.

Table 2: Parking Survey

Wed: 7/13/22

Time of Day	Parking Area										
	1	2	3	4	5	6	7	8	Total	Adjusted	Balance of Available Spaces
Spaces	49	47	63	52	93	126	76	126	632	1.16	
11:00 AM	25	9	46	33	33	103	43	85	377	437	195
12:00 PM	35	9	49	20	34	89	69	99	404	469	163
1:00 PM	35	14	50	31	33	102	69	113	447	519	113
2:00 PM	34	10	52	23	33	94	69	118	433	502	130
5:00 PM	34	10	20	15	23	76	45	116	339	393	239
6:00 PM	37	15	30	4	7	79	72	114	358	415	217
7:00 PM	45	17	26	21	3	113	73	120	418	485	147
8:00 PM	45	18	3	12	4	97	60	117	356	413	219
9:00 PM	36	11	18	2	5	63	70	60	265	307	325
10:00 PM	21	6	8	2	4	27	32	31	131	152	480

Fri: 7/15/22

Time of Day	Parking Area										
	1	2	3	4	5	6	7	8	Total	Adjusted	Balance of Available Spaces
Spaces	49	47	63	52	93	126	76	126	632	1.16	
11:00 AM	21	8	45	22	42	91	52	103	384	445	187
12:00 PM	29	8	48	34	36	105	71	112	443	514	118
1:00 PM	44	7	47	43	32	114	76	122	485	563	69
2:00 PM	35	14	44	19	58	118	74	122	484	561	71
5:00 PM	43	19	28	10	26	113	75	114	428	496	136
6:00 PM	41	13	18	9	26	126	76	123	432	501	131
7:00 PM	47	27	40	8	28	123	73	124	470	545	87
8:00 PM	49	35	60	20	38	121	73	126	522	606	26
9:00 PM	44	32	48	15	44	113	70	124	490	568	64
10:00 PM	46	20	24	7	29	84	56	95	361	419	213

Sat: 7/16/22

Time of Day	Parking Area										
	1	2	3	4	5	6	7	8	Total	Adjusted	Balance of Available Spaces
Spaces	49	47	63	52	93	126	76	126	632	1.16	
11:00 AM	38	5	37	8	20	75	57	54	294	341	291
12:00 PM	45	6	37	12	23	91	70	59	343	398	234
1:00 PM	47	6	33	12	25	80	63	70	336	390	242
2:00 PM	45	11	11	10	23	86	63	83	332	385	247
5:00 PM	39	17	25	21	18	126	76	126	448	520	112
6:00 PM	40	23	45	20	29	125	75	126	483	560	72
7:00 PM	49	24	48	17	35	126	74	126	499	579	53
8:00 PM	48	29	49	8	30	111	76	121	472	548	84
9:00 PM	49	20	30	6	22	112	75	119	433	502	130
10:00 PM	44	17	23	5	20	85	73	106	373	433	199



O'ROURKE ENGINEERING & PLANNING

NTS

22 SE Seminole Street
Stuart, FL 34994

Job Number:

Date: 7.22.2022

Legend

= Project Location

Figure 2

Parking Location

101 S. Colorado Ave. Restaurant

Parking Calculator

Parking = 46 Includes 2 HC

Valet Parking

A = Standard Parking 15 or Angle =

B = Standard Parking 6

C = Parallel @ 20' 6 Cars

D = Parallel @ 20' 14, 6, 6, and 2

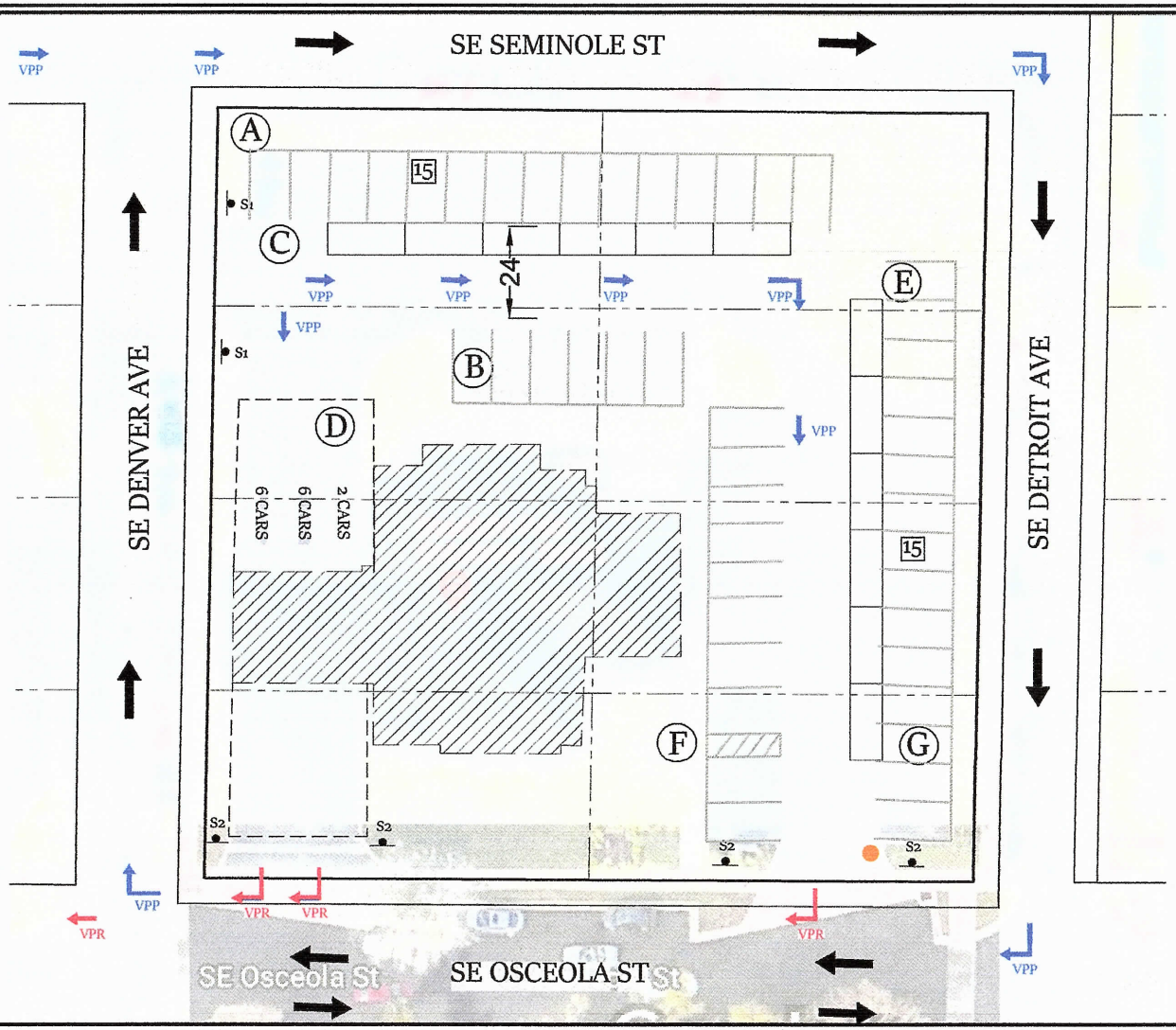
2 Against Window use Last 4 Spots for "Shuffled Vehicle"

E = Parallel @ 20' 6 Cars

F = Standard 10 Cars (Find Out About Handicap)

G = Standard 15 Cars

= 72 Cars



N

SCALE: 1:30

0 15 30 60

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street ~ Stuart, FL 34994 ~ Tel: 772-781-7918

Project Job No: | File: SchambackPrkg-Denver_09.01.22.PDF | Date: 09/01/2022

LEGEND

- (A) Parking Area
- Road Direction of Travel
- Orange Barrel / Do Not Enter
- S1 Valet Only Entrance
- VPP Valet Path to Park
- VPR Valet Path to Restaurant
- S2 Valet Only Exit

Figure 3

Valet Parking Plan - Enter Denver Ave.

111 SE Osceola Street

ATTACHMENT A

Site Plan

Location Map



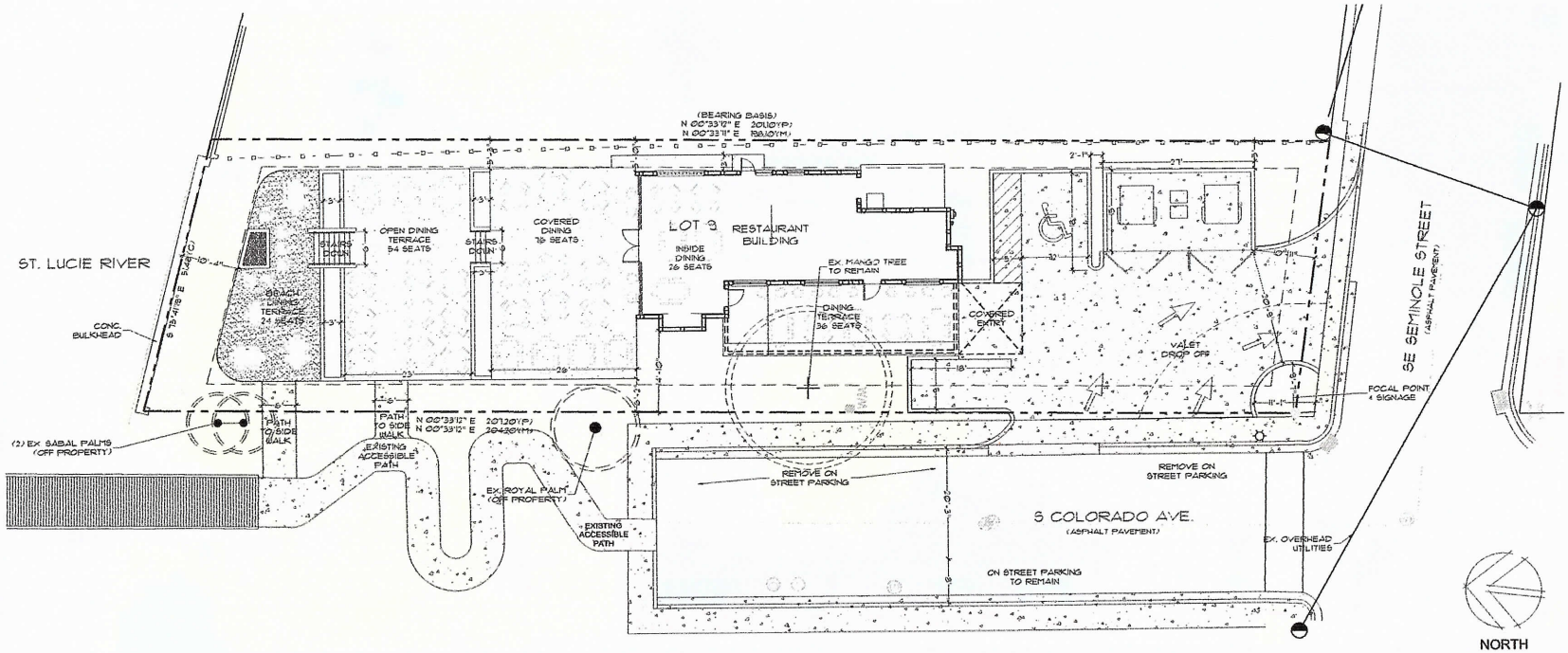
Site Data

PCN	06-38-41-015-001-00090-8
ZONING	UW - URBAN WATERFRONT
FUTURE LAND USE	DOWNTOWN
EXISTING LAND USE	OFFICE
PROPOSED USE	RESTAURANT

	SF	AC	%
TOTAL SITE AREA (PER SURVEY PROPERTY LINE)	10,208	0.23	100.0%
IMPERVIOUS AREA	6,655	0.153	65.20%
RESTAURANT BUILDING	1,319	0.03	12.9%
COVERED DINING & ENTRY	1,716	0.04	16.8%
PARKING / VUA	2,092	0.05	19.6%
CONCRETE WALKS, RAMPS, ETC.	1,619	0.04	15.9%
PERVIOUS AREA	3,553	0.082	34.80%
LANDSCAPE AREA	3,552	0.082	34.8%

Legal Description

LOT 9, BLOCK 1, PORTER'S ADDITION TO TOWN OF STUART, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 2, PAGE 71, PALM BEACH (NOW MARTIN) COUNTY, FLORIDA PUBLIC RECORDS.



McCarty & Associates
LAND PLANNING AND DESIGN
STUART • FT. PIERCE
772.341.9322
www.McCartyLandPlanning.com
Mike@McCartyLandPlanning.com

101 S. Colorado Ave. Restaurant

Stuart, Florida

Site Plan

A-1

Drawn By	DMS
Checked By	MM
Scale	1/16"=1'
Drawing Date	4/22/2022
	6/29/2022

S-1 of 1

ATTACHMENT B

FDOT Peak Season Factors

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8900 EAST- A1A TO US1

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

* PEAK SEASON

08-MAR-2022 12:36:27 830UPD 4_8900_PKSEASON.TXT

Parking Calculator

Parking = 46 Includes 2 HC

Valet Parking

A = Standard Parking 15 or Angle =

B = Standard Parking 6

C = Parallel @ 20' 6 Cars

D = Parallel @ 20' 14, 6, 6, and 2

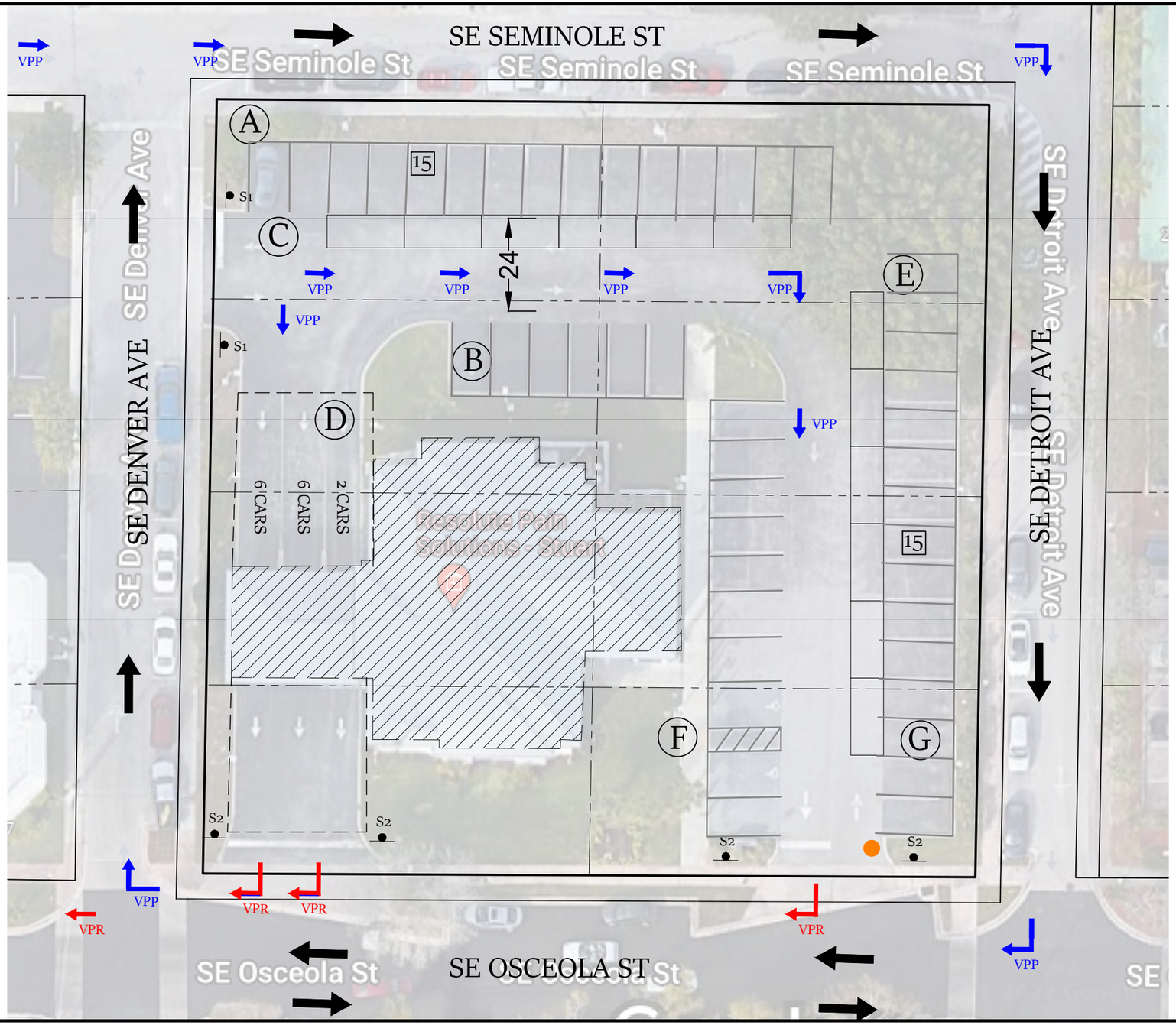
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= 72 Cars



N

SCALE: 1:30

0 15 30 60

O'ROURKE ENGINEERING & PLANNING

22 SE Seminole Street ~ Stuart, FL 34994 ~ Tel: 772-781-7918

Project Job No:

File: SchambackPrkg-Denver_09.01.22.PDF

Date: 09/01/2022

LEGEND

- Ⓐ Parking Area
- → Road Direction of Travel
- ● Orange Barrel / Do Not Enter
- S1 ● Valet Only Entrance
- VPP ← Valet Path to Park
- VPR ← Valet Path to Restaurant
- S2 ● Valet Only Exit

Valet Parking Plan - Enter Denver Ave.

111 SE Osceola Street

O'ROURKE
ENGINEERING & PLANNING

May 22, 2023

O'Rourke Engineering & Planning is in receipt of comments made by the City of Stuart related to the 101 Colorado Avenue Restaurant Parking Study. We have responded to comments. However, since a parking exemption is being applied, a revised report is not being submitted to avoid confusion. Our response is as follows.

1. Please revise the peak demand number of parking spaces required to also include the required parking spaces for the number of employees (during the highest shift) of the restaurant according to City of Stuart Land Development Code Sec. 6.01.13. 1.

Response: The applicable code is 3.01.03.F.2. which is 1 space per 4 seats and excludes the additional parking for employees.

2. Please clarify which ITE Land Use Code (LUC) is used for the estimation of parking demand as a LUC is not included in the Parking Study.

Response: The City of Stuart urban code was used to calculate the demands, not the ITE rates.

3. Please revise Table 1a and Table 1b to reflect the time-of-day distribution for parking demand for the appropriate LUC in the ITE Parking Generation Manual, 5th Edition.

Response: The time of day distribution was based on Urban Land Institute for casual/fine dining restaurant. The report erroneously stated ITE.The actual demand reflects the field conditions. However, these hourly demands will not be necessary since a parking exemption is being applied.

4. Please clarify why a seasonal factor was applied to the parking demand counts collected in July 2022.

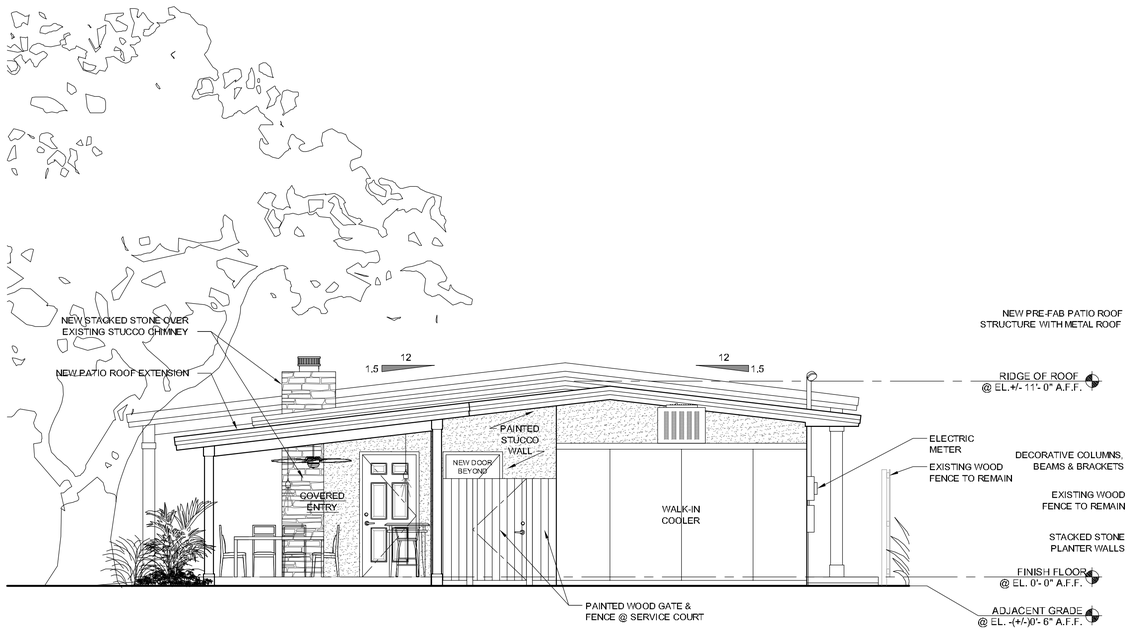
Response: The seasonal factor increased values to reflect that the season has a higher demand than the time period that was actually counted.

5. Please add labels to the main roadways shown in Figure 1 and Figure 2.

Response: Since the parking exemption is being applied, a revised report will not be resubmitted to avoid confusion.

6. Please justify the valet parking assumptions within the Parking Study as these calculations are not provided within the attachments.

Response: The valet analysis was based on the ITE hourly demand. Assumptions for processing times are based on prior experience and studies we have prepared for valet services.

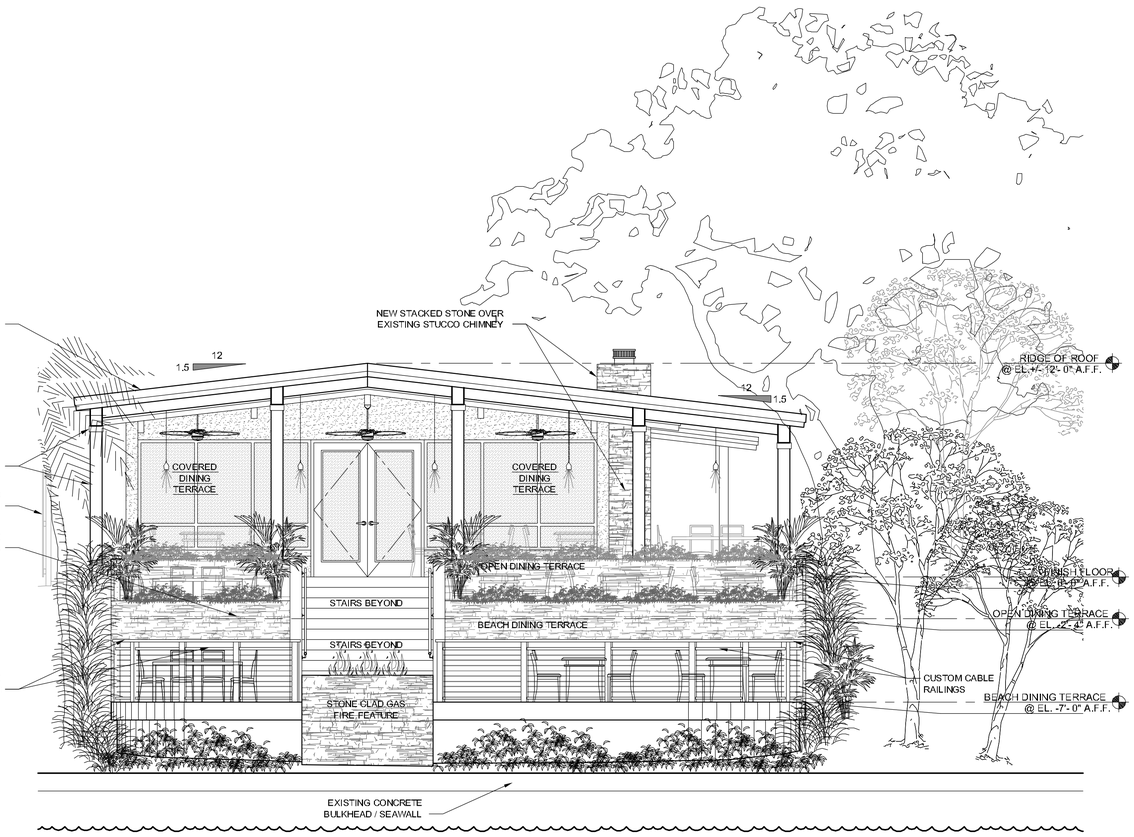


PROPOSED SOUTH BUILDING ELEVATION

B

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

A-2.02



PROPOSED NORTH BUILDING ELEVATION

C

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

A-2.02



PROPOSED EAST BUILDING ELEVATION

D

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

A-2.02

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Official Issue: -

Issue Description:	Date:
1.	
2.	
3.	
4.	
5.	
6.	
7.	
8.	

09.09.2022 - CITY OF STUART REVIEW SET - NOT FOR CONSTRUCTION

Seal:

Architect:

BRENT A. WOOD ARCHITECTURE LLC

BRENT A. WOOD, NCARB, AR94198
20 SE Ocean Boulevard - Stuart, FL 34994
Tel: 772.283.1617 Fax: 772.210.0004

Client:

NAI Southcoast
C/O: Mr. Nikolaus M. Schroth, CCIM

130 S.W. Albany Avenue, Ste. 200
STUART, FLORIDA 34994

Project Name:

101 S Colorado Restaurant

101 South Colorado Avenue
STUART, FLORIDA 34994

Drawing Name:

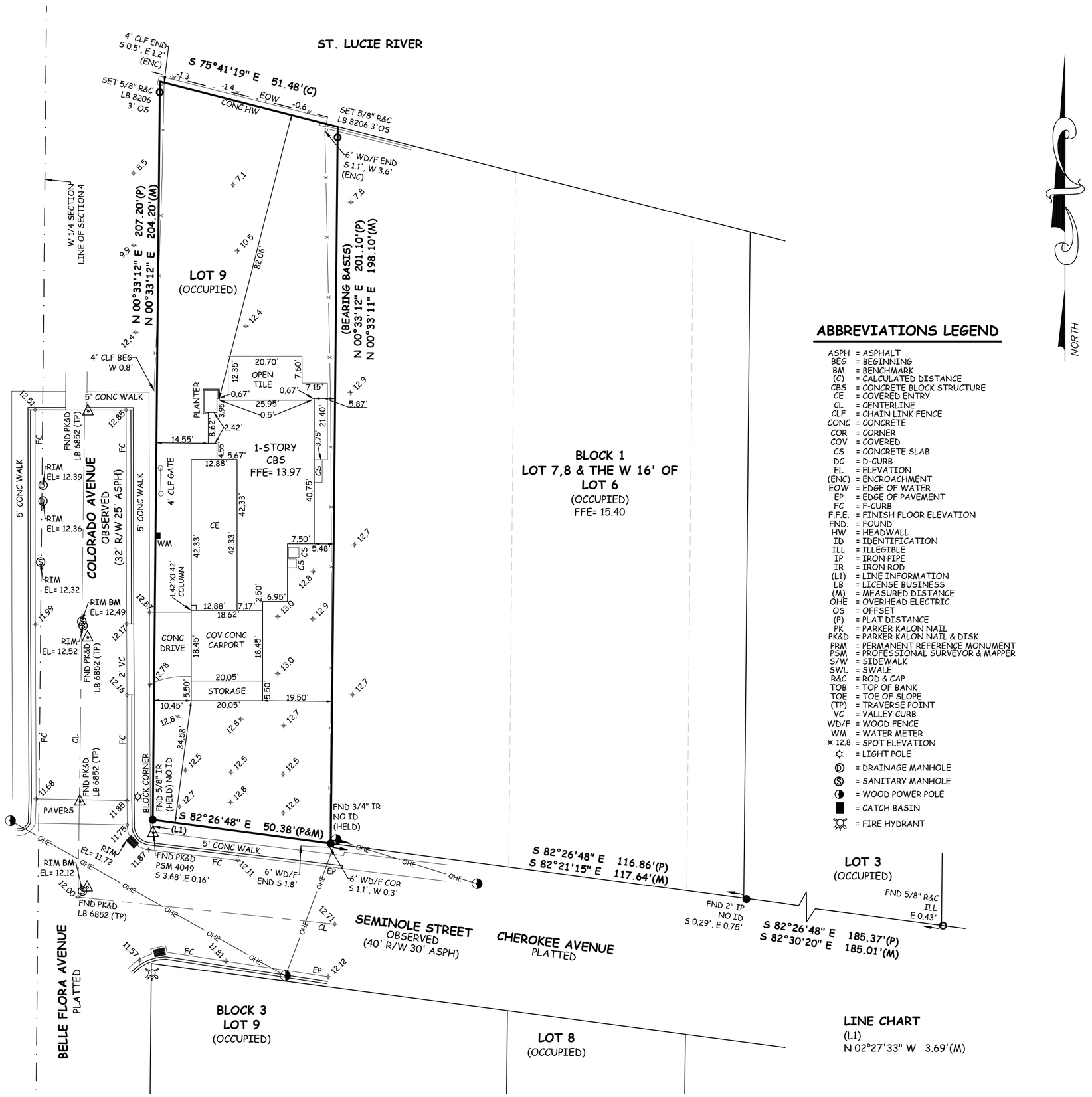
PROPOSED BUILDING ELEVATIONS

Sheet Number:

A-2.02

Project Number: 221056
Plot Date: 09/9/2022

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ABBREVIATIONS LEGEND

ASPH	= ASPHALT
BEG	= BEGINNING
BM	= BENCHMARK
(C)	= CALCULATED DISTANCE
CBS	= CONCRETE BLOCK STRUCTURE
CE	= COVERED ENTRY
CL	= CENTERLINE
CLF	= CHAIN LINK FENCE
CONC	= CONCRETE
COR	= CORNER
COV	= COVERED
CS	= CONCRETE SLAB
DC	= D-CURB
EL	= ELEVATION
(ENC)	= ENCROACHMENT
EOW	= EDGE OF WATER
EP	= EDGE OF PAVEMENT
FC	= F-CURB
F.F.E.	= FINISH FLOOR ELEVATION
FND.	= FOUND
HW	= HEADWALL
ID	= IDENTIFICATION
ILL	= ILLEGIBLE
IP	= IRON PIPE
IR	= IRON ROD
(LI)	= LINE INFORMATION
LB	= LICENSE BUSINESS
(M)	= MEASURED DISTANCE
OHE	= OVERHEAD ELECTRIC
OS	= OFFSET
(P)	= PLAT DISTANCE
PK	= PARKER KALON NAIL
PK&D	= PARKER KALON NAIL & DISK
PRM	= PERMANENT REFERENCE MONUMENT
PSM	= PROFESSIONAL SURVEYOR & MAPPER
S/W	= SIDEWALK
SWL	= SWALE
R&C	= ROD & CAP
TOB	= TOP OF BANK
TOE	= TOE OF SLOPE
(TP)	= TRAVERSE POINT
VC	= VALLEY CURB
WD/F	= WOOD FENCE
WM	= WATER METER
× 12.8	= SPOT ELEVATION
	= LIGHT POLE
	= DRAINAGE MANHOLE
	= SANITARY MANHOLE
	= WOOD POWER POLE
	= CATCH BASIN
	= FIRE HYDRANT

LINE CHART
(L1)
N 02°27'33" W 3.69'(M)

LEGAL DESCRIPTION: LOTS 9, BLOCK 1, AMENDED PLAT OF CHARLES A. PORTER ADDITION, ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 2, PAGE 75, PUBLIC RECORDS OF PALM BEACH (NOW MARTIN) COUNTY, FLORIDA.

ADDRESS: 101 S COLORADO AVE
STUART, FLORIDA 34994

NOTES:

SUBJECT TO ANY APPLICABLE EASEMENTS, RIGHTS-OF-WAY, OR OTHER RESTRICTIONS OF RECORD.

A SEARCH OF THE PUBLIC RECORDS HAS NOT BEEN MADE BY THIS OFFICE.

ELEVATIONS ARE IN FEET AND RELATED TO MARTIN COUNTY BENCHMARK "CONFUSION", HAVING A PUBLISHED ELEVATION OF 10.94 NAVD (NORTH AMERICAN VERTICAL DATUM). ALL OTHER ELEVATIONS ARE RELATIVE THERETO.

BEARINGS SHOWN HEREON ARE BASED UPON A PLATTED MERIDIAN, ALONG THE EAST PROPERTY LINE OF LOT 9, HAVING A PLATTED BEARING OF N 00°33'12" E. ALL OTHER BEARINGS ARE RELATIVE THERETO.

PROPERTY LIES IN F.I.R.M. ZONE "X", AS SHOWN ON PANEL 12085C0153, DATED 02/19/20. FLOOD ZONES ARE APPROXIMATE AS SCALED FROM FLOOD INSURANCE RATE MAPS.

IN ACCORDANCE WITH CHAPTER 5J-17.051, ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY, IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY.

UTILITIES SHOWN HEREON ARE VISIBLE ABOVE GROUND FEATURES. ADDITIONAL SUBSURFACE UTILITIES AND OR FEATURES MAY EXIST.

THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT SHOWN ON THIS SURVEY, THAT MAY BE FOUND IN THE PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

THE EXPECTED USE OF THE SURVEY AND MAP IS RESIDENTIAL.

ALL DISTANCES AND ELEVATIONS SHOWN ARE IN ACCORD WITH THE UNITED STATES STANDARD USING FEET.

ALL DIRECTIONAL MEASUREMENTS SHOWN ARE IN THE FORMAT OF DEGREES, MINUTES AND SECONDS.

LEGAL DESCRIPTION FROM WARRANTY DEED, AS RECORDED IN OFFICIAL RECORD BOOK 3188, PAGE 2081. PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA.

LOT CONTAINS 10,208 SQUARE FEET.

BOUNDARY & TOPOGRAPHIC SURVEY FIELD DATE: 02/18/22.

CERTIFIED TO: NAI SOUTHCOAST

Robert F Kemerson

Digitally signed by Robert F Kemerson
DN: c=US, o=Florida, dnQualifier=A01410C0000017A9B8FEFC00000A070, cn=Robert F Kemerson
Date: 2022.03.01 11:48:37 -05'00'

ROBERT F. KEMERSON
PROFESSIONAL SURVEYOR AND MAPPER
STATE OF FLORIDA (PSM)#6285

VELCON ENGINEERING & SURVEYING, LLC
CERTIFICATE OF AUTHORIZATION NO. LB 8206
1449 NW COMMERCE CENTRE DRIVE
PORT ST. LUCIE, FLORIDA 34986
PHONE (772) 879-0477
Web Site: www.velconfl.com
VELCON ENGINEERING & SURVEYING

BOUNDARY AND TOPOGRAPHIC SURVEY
PREPARED FOR
NIK SCHROTH

REVISIONS	DATE:	BY:

DRAWN BY: HN
APPROVED BY: R. KEMERSON
SCALE: 1" = 20'
DATE: 02/24/22
FIELD BOOK/PAGES: PLANS
JOB NUMBER: 22-2043
SHEET: 1 OF 1

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
Community Redevelopment Board

Meeting Date: 11/7/2023 **Prepared by:** Jodi Nentwick

Title of Item:
DEVELOPMENT PROJECT PRESENTATION

Summary Explanation/Background Information on Agenda Request:

Funding Source:

Recommended Action:

ATTACHMENTS: