City of Stuart

AGENDA

LOCAL PLANNING AGENCY
MARCH 13, 2025
AT 5:30 PM
COMMISSION CHAMBERS
121 SW FLAGLER AVE.
STUART, FLORIDA 34994

LOCAL PLANNING AGENCY

Chair - Kelly Laurine
Vice Chair - Deana Peterson
Board Member - Werner Bols
Board Member - Margaret Bromfield
Board Member - Ryan Strom
Board Member - Lance Vogl
Board Member - Vacant
Ex Officio Board Member - Mark Sechrist

ADMINISTRATIVE

Development Director - Jodi Nentwick-Kugler
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 02/06/2025 LPA MINUTES

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

COMMENTS BY BOARD MEMBERS (Non-Agenda Items)

ACTION ITEMS

2. EDEN/MAR STUART SMALL-SCALE COMPREHENSIVE PLAN FUTURE LAND USE MAP AMENDMENT (LEGISLATIVE) (RC):

ORDINANCE No. 2535-2025; AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, FOR A SMALL-SCALE COMPREHENSIVE PLAN FUTURE LAND USE MAP AMENDMENT AS DEFINED IN F.S.§163.3187; AMENDING THE COMPREHENSIVE PLAN FUTURE LAND USE MAP FOR AN APPROXIMATE 22.76-ACRE PARCEL FROM COMMERCIAL TO THE NEIGHBORHOOD SPECIAL DISTRICT FUTURE LAND USE DESIGNATION; AMENDING THE FUTURE LAND USE MAP; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

3. EDEN/MAR STUART MAJOR AMENDMENT TO THE COMMERCIAL PLANNED UNIT DEVELOPMENT (QUASI-JUDICIAL) (RC):

ORDINANCE No. 2536-2025; AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, FOR A MAJOR CPUD AMENDMENT TO THE 12.31-ACRE MAR-STUART (MARKET PLACE) COMMERCIAL PLANNED UNIT DEVELOPMENT (CPUD) LOCATED ON THE WEST SIDE OF SE FEDERAL HIGHWAY, TO INCORPORATE A 22.76-ACRE PARCEL WITHIN THE OVERALL MAR-STUART CPUD FOR A TOTAL LAND AREA OF 35.07-ACRES; PROVIDING FOR CONDITIONS OF APPROVAL; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

STAFF UPDATE

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
Local Planning Agency

Meeting Date: 3/13/2025 **Prepared by:** Nina Mullin

Title of Item:
APPROVAL OF 02/06/2025 LPA MINUTES

Summary Explanation/Background Information on Agenda Request:
None.

Funding Source:
None.

Recommended Action:
Approve Item.

ATTACHMENTS:
1. APPROVAL OF 02/06/2025 LPA Minutes

MINUTES
LOCAL PLANNING AGENCY OF THE CITY OF STUART
FEBRUARY 6, 2025
AT 5:30 PM
COMMISSION CHAMBERS
121 SW FLAGLER AVE.
STUART, FLORIDA 34994

LOCAL PLANNING AGENCY

Chair - Kelly Laurine
Vice Chair - Deana Peterson
Board Member - Werner Bols
Board Member - Margaret Bromfield
Board Member - Ryan Strom
Board Member - Lance Vogl
Board Member - Vacant
Ex Officio Board Member - Mark Sechrist

ADMINISTRATIVE

Development Director - Jodi Kugler
Board Secretary - Susej T. Meleqi

CALL TO ORDER

5:30 PM

ROLL CALL

PRESENT: Chair Laurine, Vice Chair Peterson, Board Member Bols, Board Member Bromfield, Board Member Vogl, Board Member Strom

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA

5:31 PM MOTION: Approve.
MOVED BY: Werner Bols
SECONDED BY: Margaret Bromfield
Motion approved unanimously.

APPROVAL OF MINUTES

1. APPROVAL OF 01/16/2025 LPA MINUTES

5:31 PM MOTION: Approve.
MOVED BY: Margaret Bromfield
SECONDED BY: Deana Peterson
Motion approved unanimously.

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

1. James Christie - Port St. Lucie; Advised the board of a plan submitted via email right before the meeting and asked them to review it.

   Chair Laurine read the summary statement of the email that James Christie referred to.

COMMENTS BY BOARD MEMBERS (Non-Agenda Items)

Board Member Broomfield

- Commented that the board represents the community and voters and should never let our ideologies or philosophies go ahead of humanity.

Chair Laurine

- Suggested the presentation be presented in full and then the board make their comments.

ACTION ITEMS

2. ZONING IN PROGRESS LAND DEVELOPMENT CODE TEXT AMENDMENTS IMPLEMENTATION (QUASI-JUDICIAL) (RC):

ORDINANCE No. 2539-2025; AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, AMENDING AND RESTATING THE CITY'S LAND DEVELOPMENT CODE CHAPTER II ZONING DISTRICTS USES ALLOWED, DENSITY, INTENSITY, CHAPTER III SPECIAL ZONING CODES, CHAPTER V RESOURCE PROTECTION RELATED DEVELOPMENT STANDARDS, AND CHAPTER VI ON-SITE AND OFF-SITE DEVELOPMENT STANDARDS WHICH WERE DETERMINED DURING THE "ZONING IN PROGRESS" UNDER SECTION 1.04.04, CITY OF STUART'S LAND DEVELOPMENT CODE; PROVIDING FOR CONFLICT; PROVIDING FOR CODIFICATION; PROVIDING FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

Chair Laurine read the Ordinance into record. Acknowledged she met with Developer Marcela Camblor prior to meeting. Requested confirmation that the board had been given all documents regarding this item.

City Manager Mortell, suggested to move to table item if the request is to provide all documents pertaining to the item. The City Manager approached the podium and gave an

explanation of the procedures taken in the past and the procedure taken currently to establish the code. Briefed the board on some of the letters the Board was requesting. He suggested the board allow the presentation and will provide the letters upon request.

Jodi Kugler, Development Director, presented on item.

Public Comment:

1. Marcela Camblor - Stuart; Commented that the board should have three letters of objection from her attorney and gave a brief explanation of each letter.

City Manager Mortell gave an explanation of the Zoning in Progress (ZIP) changes that Ms. Camblor expressed were affecting her.

The Board discussion included Marcela Camblor's lots, restrictions on R-3 Multifamily, and concerns about East Stuart properties. Additional comments were on the increase in the parking ratios, shared parking, the change in floor area ratio, density and traffic.

City Manager Mortell provided information on maximum density and recommended the board speak to commissioners individually.

Per the boards request, Ms. Kulger clarified that the language will be modified for the accessory dwelling units and reviewed the purpose of the change.

7:23 PM Chair Laurine passed the gavel to Board Member Peterson.

7:23 PM MOTION: That we pass forward to the City Commission the comments that the East Stuart section of this should be taken into consideration and separated out at this point until they have an opportunity to meet and gain feedback from its residents.
7:33 PM AMENDED MOTION: Amend based on Mr. Bols statement (the plan in the email received today should be accessible to the Commissioners and should be looked over) to ask the City Commission for the East Stuart portion to either hold a meeting or take into consideration and discuss the plan that has been presented in the email today at 5:05 p.m. for the East Stuart community.
MOVED BY: Kelly Laurine
SECONDED BY: Lance Vogl
VOTE: 5/1 passed. 7:45 pm
YES: Kelly Laurine, Werner Bols, Margaret Bromfield, Ryan Strom, Lance Vogl
NO: Deana Peterson

7:46 PM gavel passed back to Chair Laurine.

Public Comment:

1. Marcela Camblor - Stuart; Commented that none of the items were presented in any of the Zoning in Progress meetings. Thanked the board for giving this community the opportunity to review this.

Discussion among the board members continued.

7:46 PM MOTION: For the Commission to not change the existing parking ratios and not eliminate the no-shared parking and recommend further analysis on the floor area ratio.
MOVED BY: Ryan Strom
SECONDED BY: Werner Bols
VOTE: 5/1 passed.
YES: Kelly Laurine, Werner Bols, Margaret Bromfield, Ryan Strom, Lance Vogl
NO: Deana Peterson

STAFF UPDATE

ADJOURNMENT

7:49 PM

_____ _____

Susej T. Meleqi, Board Secretary **Kelly Laurine, Chair**

Minutes to be approved at the LPA Meeting this 13th day of March, 2025.

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
Local Planning Agency

Meeting Date: 3/13/2025 **Prepared by:** Kristopher McCrain

Title of Item:
EDEN/MAR STUART SMALL-SCALE COMPREHENSIVE PLAN FUTURE LAND USE MAP AMENDMENT (LEGISLATIVE) (RC):

ORDINANCE No. 2535-2025; AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, FOR A SMALL-SCALE COMPREHENSIVE PLAN FUTURE LAND USE MAP AMENDMENT AS DEFINED IN F.S.§163.3187; AMENDING THE COMPREHENSIVE PLAN FUTURE LAND USE MAP FOR AN APPROXIMATE 22.76-ACRE PARCEL FROM COMMERCIAL TO THE NEIGHBORHOOD SPECIAL DISTRICT FUTURE LAND USE DESIGNATION; AMENDING THE FUTURE LAND USE MAP; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

Summary Explanation/Background Information on Agenda Request:
The applicant requests a Small-Scale Future Land Use Amendment from the Commercial Future Land Use to Neighborhood/Special District and proposes a maximum residential density of 10.9 dwelling units per acre for the 22.76-acre parcel of land.

A concurrent Major Amendment to the MAR-Stuart CPUD is also being requested to incorporate a 22.76-acre parcel (FKA: Marketplace of Stuart CPUD) within the existing 12.31-acre Mar-Stuart CPUD, as authorized by the City Commission via Ordinance No. 2244-2012, for an overall land area of 35.07-acres. The Special Neighborhood District is a compatible land use that provides no development by right. The future land use inventory demonstrates that the City of Stuart has excess commercial land and zero acres of Special Neighborhood District. The designation of Commercial provides certain development by right which includes a Floor Area Ratio of three (3.0 FAR) and a residential density of 10 units per acre. However, the State of Florida has pre-empted the City Comprehensive Plan, and therefore under State law a developer is entitled to build up to 30 units per acre on commercial without commission approval. The Special Neighborhood District Future Land Use does not fall under the Live Local Act and doesn't provide any development by right. In contrast, the Special Neighborhood District Future Land Use requires City Commission approval for any proposed future development.

Funding Source:
N/A

Recommended Action:
Provide comments and recommendations to the City Commission regarding the land use change pursuant to Florida Statute 163.3184.

ATTACHMENTS:
1. FLUMA Application
2. Draft Ordinance 2535-2025
3. LPA Staff Report
4. FLU Project Narrative & Justification Statement
5. Intensity and FAR Analysis
6. Traffic Impact Analysis

7. Martin County School District Impact Analysis
8. CPUD Master Site Plan
9. LPA Public Notice Packet

City of Stuart
121 SW Flagler Ave.
Stuart, FL 34994
development@ci.stuart.fl.us
(772) 288-5326

Received by: _____
Reviewed by: _____

RECEIVED
SEP 12 2022
By: _____

~~Large~~ Small Scale Comprehensive Plan Amendment Application

Project ID# Z22090006
(Staff Entry)

Pre-App Conference Date: 09/08/2022	Application Date:

SITE INFORMATION

Project Name: Eden Multifamily / MAR-Stuart	Parcel ID#: 38-38-41-025-000-00010-0
Site Address: SE FEDERAL HWY STUART FL	
Subdivision:	Lot(s):
Site Acreage: 35.07	Flood Zone/Base Flood Elevation:
Existing Zoning District / CRA Subdistrict (if applicable): CPUD	
Proposed Zoning District / CRA Subdistrict (if applicable):	
Current Comprehensive Plan Future Land Use Designation: General Commercial	
Proposed Comprehensive Plan Future Land Use Designation: Neighborhood / Special District	
Existing Land Use: Commercial	Proposed Land Use: Neighborhood / Special District
Proposed Square Footage (if applicable):	Proposed Density (if applicable): 10.9

PETITIONER INFORMATION

Property Owner: Mar-Stuart Retail II LLC	Phone Number / Email Address: 786-525-9623 / jose@jmadvisors.co
Property Owner's Mailing Address: 665 SW 8th St., Miami, FL 33180	
Applicant (if not Owner): Jose Martinez	Phone Number / Email Address: 786-525-9623 / jose@jmadvisors.co
Applicant's Mailing Address:	
Agent/Contact Person: HJA Design Studio - Michael Houston	Phone Number / Email Address: 772-678-7200 mhouston@hjadstudio.com
Agent's Mailing Address: 50 SE Ocean Blvd., Suite 101, Stuart, FL 34994	
Architect: MSA Architects	Engineer:
Planner:	Landscape Architect: HJA Design Studio

Statement of Ownership and Designation of Authorized Agent

(Please Print or Type)

Before me, the undersigned authority, personally appeared _____

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 _____ in the City of Stuart, FL.
3. That he/she has appointed _____ to act as an authorized agent on his/her behalf to accomplish the above project.

Name of Owner: Mario Murgado

Signature of Owner:

Mario Murgado, President & CEO
By: Name/Title

Street Address
665 SW 8th Street

City, State, Zip Code
Miami, FL 33130

P.O. Box

City, State, Zip Code

305-777-2990
Telephone Number

Fax Number

Mario@Murgado.com
Email Address:

STATE OF FLORIDA, COUNTY OF Miami Dade

Sworn and subscribed before me by means of ☑ physical presence or ☐ online notarization, this

12 day of September, 2022 By MARIO MURGADO.

Personally Known OR Produced Identification
Type of Identification Produced:

Notary Public

DIGNA GARCIA CAMEJO
Notary Public - State of Florida
Commission # HH 163901
My Comm. Expires Aug 10, 2025
Bonded through National Notary Assn.

My Commission expires:
Aug 10, 2025

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: Mario Murgado	City/State/Zip Code: Miami, FL 33130
Title: President & CEO	Telephone Number: 305-777-2990
Company: Stuart Marketplace	Facsimile Number:
Company Address: 665 SW 8th Street	Email Address (optional):

I hereby certify that all information contained herein is true and correct.

1. Signed this 12 day of September, 2022.

Signature of Property Owner, Lessee, Contract Purchaser or Applicant (circle one)

Application Requirements

$1864.00

Fee: ~~$2,130.00~~ *(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)*

Submittal Requirements: A completed application form, the payment of fees, and a justification for the proposed change and any other information required by the City Development Director.

- *(The data requirements for a site 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.

Justification: Please explain the need and justification of the change and the relationship of the proposed change to the goals, objectives and policies of the City of Stuart Comprehensive Plan and Land Development Code *(include additional pages if needed).*

Please see attached

(over)

HJA DESIGN STUDIO
LANDSCAPE ARCHITECTURE

July 29, 2020

City of Stuart
121 SW Flagler Avenue
Stuart, FL 34994

MAR-Stuart Retail II, LLC
Mario Murgado, Manager
525 Okeechobee Blvd., Suite 1650
West Palm Beach, FL 33401

RE: MAR Stuart –Major CPUD Amendment Application – PCN: 38-38-41-025-000-00010-0

Please be advised that MAR-Stuart Retail II, LLC, the contract purchaser of those certain parcels of real property as more particularly described in the abovementioned application, hereby authorizes HJA Design Studio, LLC and McCarthy, Summers, PA to act as its agent relative to the above referenced project and approval process.

Sincerely,

Mario Murgado
MAR-Stuart Retail II, LLC

By: _____ Mario Murgado _____ President & CEO _____ 8/3/2020
Signature | Print Name | Title | Date

STATE OF FLORIDA
COUNTY OF MIAMI-DADE

The foregoing instrument was acknowledged before me this 3 day of AUGUST

2020 by _____, as _____, a _____ Limited Liability Company, on behalf of the company who is personally known to me.

(Notary Seal or Stamp)

DIGNA GARCIA CAMEJO
Notary Public - State of Florida
Commission # GG 061633
My Comm. Expires Jan 10, 2021
Bonded through National Notary Assn.

Signature _____
Notary Public-State of FLORIDA
Print Name DIGNA GARCIA CAMEJO

My Commission Expires 1-10-2021

HJA Design Studio
50 East Ocean Boulevard, Suite 101 Stuart, Florida USA 34994 T 772.678.7200 F 772.678.7201
www.hjadesignstudio.com

Basic Info

PIN	AIN	Situs Address	Website Updated
38-38-41-025-000-00010-0	1109784	SE FEDERAL HWY STUART FL	1/30/24

General Information

CHANGE MAILING ADDRESS SIGN UP FOR PROPERTY FRAUD ALERT

Property Owners
MAR-STUART RETAIL II LLC

Mailing Address
665 SW 8TH ST
MIAMI FL 33180

Tax District
STUART

Parcel ID
38-38-41-025-000-00010-0

Account Number
1109784

Property Address
SE FEDERAL HWY STUART FL

Legal Description
LOT 1 MARKETPLACE OF STUART, A CPUD (PB ...

Use Code/Property Class
1000 - 1000 Vacant Commercial

Neighborhood
50500 FED HWY INDIAN ST TO HOBE SOUND

Legal Acres
22.77

Ag Use Size (Acre\Sq Ft)
N/A

Current Value

Year	Land Value	Improvement Value	Market Value	Value Not Taxed	Assessed Value	Total County Exemptions	County Taxable Value
2023	$ 8,942,620	$ 0	$ 8,942,620	$ 0	$ 8,942,620	$ 0	$ 8,942,620

Market values shown on the website reflect market conditions as of January 1st, the statutory assessment date. We are prohibited by law from relying on sales that occur after the January 1 assessment date. Therefore, market values shown on the website do not reflect today's market conditions, but rather the market conditions last year. In addition, the statutes require the county Property Appraiser to deduct for typical costs of sale (which include expenses such as commissions, title insurance, appraisals, inspection fees, etc.) when arriving at market value for tax purposes. That is why the market value for tax purposes is different from what a property would sell for today.

Current Sale

Sale Date
8/3/21

Sale Price
$ 10,500,000

Grantor (Seller)
MARKET PLACE STUART LLC

Deed Type
Special Warranty Deed

Doc Num
2906543

Book & Page
3246 2837

Legal Description

LOT 1 MARKETPLACE OF STUART, A CPUD (PB 17 PG 18)

The legal description is intended for general information only. The Property Appraiser assumes no responsibility for the uses or interpretations of the legal description.

Sales History

PIN	AIN	Situs Address	Website Updated
38-38-41-025-000-00010-0	1109784	SE FEDERAL HWY STUART FL	1/30/24

Sale Date	Sale Price	Grantor (Seller)	Deed Type	Doc Num	Book & Page
8/3/21	$ 10,500,000	MARKET PLACE STUART LLC	Special Warranty Deed	2906543	3246 2837

This section is not intended to be a chain of title. Sales do not generally appear until approximately 1 to 3 weeks after the closing date. If a recent sale does not show up in this list, please allow more time for the sale record to be processed.

Recorded in Martin County, FL 8/5/2021 3:50 PM
Carolyn Timmann, Clerk of the Circuit Court & Comptroller
Rec Fees: $35.50Deed Tax: $73,500.00
CFN#2906543 BK 3246 PG 2837 PAGE 1 of 4

Prepared by:
Phillip S. Sosnow
Bilzin Sumberg Baena Price & Axelrod LLP
1450 Brickell Avenue, 23rd Floor
Miami, Florida 33131

After recording return to:
Melissa Munchick
Kurkin Forehand Brandes LLP
18851 NE 29th Avenue, Suite 303
Aventura, Florida 33180

Copy Copy Copy

Property Identification Number 38-38-41-025-000-00010-0

SPECIAL WARRANTY DEED

THIS INDENTURE is made this 3rd day of August, 2021, by **MARKET PLACE STUART LLC**, a Florida limited liability company (hereinafter called "**Grantor**"), whose address is 525 Okeechobee Blvd., Suite 1650, West Palm Beach, Florida 33401, to and in favor of **MAR-STUART RETAIL II, LLC**, a Florida limited liability company (hereinafter called "**Grantee**"), whose address is 665 SW 8th Street, Miami, Florida 33180.

WITNESSETH

The Grantor, for and in consideration of the sum of Ten Dollars ($10.00), to it in hand paid by the Grantee, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, has granted, bargained and sold and does hereby grant, bargain and sell to Grantee the following described real estate, situated, lying and being in the County of Martin, State of Florida, more particularly described on Exhibit A attached hereto and made a part hereof, together with all right, title and interest, if any, that Grantor may have in and to all rights, privileges and appurtenances pertaining thereto including all of Grantor's right, title and interest, if any, in and to all rights-of-way, open or proposed streets, alleys, easements, strips or gores of land adjacent thereto (herein collectively called the "**Real Property**").

SUBJECT TO covenants, conditions, terms, restrictions, rights of way and easements of record, all laws, ordinances, regulations, restrictions, prohibitions and other requirements imposed by governmental authority, including, but not limited to, all applicable building, zoning, land use and environmental ordinances and regulations and taxes and assessments for the year 2021 and subsequent years, but this reference shall not operate to reimpose same.

TO HAVE AND TO HOLD the aforesaid Real Property, together with all the improvements, licenses, tenements, hereditaments, easements and appurtenances thereto belonging or in anywise appertaining unto Grantee, its successors and assigns in fee simple forever.

And Grantor hereby covenants with Grantee that Grantor is lawfully seized in fee simple of the aforesaid Real Property; that Grantor has good right to sell and convey the same; that the same is unencumbered except for the Permitted Exceptions, to all of which this conveyance is

expressly made. Grantor hereby warrants the title to the aforesaid real estate and will defend same against the lawful claims of all persons claiming by, through or under Grantor, but no others.

(When used herein the terms "Grantor" and "Grantee" shall be construed to include, masculine, feminine, singular or plural as the context permits or requires, and shall include heirs, personal representatives, successors or assigns.)

[the remainder of the page is intentionally left blank]

Copy Copy Copy

IN WITNESS WHEREOF, the Grantor has caused this Indenture to be executed in its name and caused its seal to be affixed as of the day and year first above written.

Signed, sealed and delivered in the presence of:

Witness #1 signature

NICOLE BERLIN
Witness #1 print name

Witness #2 signature

Cody Shue
Witness #2 print name

GRANTOR:

MARKET PLACE STUART LLC, a Florida limited liability company

By: _____
Name: George W. Banks II
Title: Authorized Signatory

Copy Copy Copy Copy

STATE OF FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged to and before me on this 28 day of JUNE, 2021, by means of (select one): ☐ physical presence or ☐ online notarization, by George W. Banks II, as Authorized Signatory of **MARKET PLACE STUART LLC**, a Florida limited liability company on behalf of the company. Said person is either (select one): ☑ personally known to me, or ☐ who has produced a _____ as identification.

[Affix Notary Seal Below]

Sharon Beiner
Print Name of Notary Public: Sharon Beiner
Commission No.: HH086672
Commission Expires: 2/9/25

SHARON BEINER
Notary Public - State of Florida
Commission # HH 086672
My Comm. Expires Feb 9, 2025
Bonded through National Notary Assn.

MIAMI 8431187.1 79481/46434

EXHIBIT A TO SPECIAL WARRANTY DEED

The Land referred to herein below is situated in the County of Martin, State of Florida, and is described as follows:

Lot 1 of the PLAT OF MARKETPLACE OF STUART, a CPUD, according to the plat thereof recorded in Plat Book 17, Page 18, of the Public Records of Martin County, Florida.

Copy Copy Copy Copy

Detail by Entity Name

Florida Limited Liability Company
MAR-STUART RETAIL II, LLC

Filing Information

Document Number	L20000226241
FEI/EIN Number	N/A
Date Filed	07/29/2020
State	FL
Status	ACTIVE

Principal Address

665 SW 8TH STREET
MIAMI, FL 33130

Mailing Address

665 SW 8TH STREET
MIAMI, FL 33130

Registered Agent Name & Address

KURKIN, ALEX
C/O KURKIN FOREHAND BRANDES LLP
18851 NE 29TH AVENUE, SUITE 303
AVENTURA, FL 33180

Authorized Person(s) Detail

Name & Address

Title MGR

MURGADO, MARIO
665 SW 8TH STREET
MIAMI, FL 33130

Annual Reports

Report Year	Filed Date
2021	03/17/2021
2022	03/23/2022
2023	04/04/2023

Document Images

04/04/2023 -- ANNUAL REPORT	View image in PDF format
03/23/2022 -- ANNUAL REPORT	View image in PDF format
03/17/2021 -- ANNUAL REPORT	View image in PDF format
07/29/2020 -- Florida Limited Liability	View image in PDF format

Florida Department of State, Division of Corporations

BEFORE THE CITY COMMISSION

CITY OF STUART, FLORIDA

ORDINANCE NUMBER 2535-2025

* * * * *

AN ORDINANCE OF THE CITY OF COMMISSION OF THE CITY OF STUART, FOR A SMALL-SCALE COMPREHENSIVE PLAN FUTURE LAND USE MAP AMENDMENT AS DEFINED IN F.S. § 163.3187; AMENDING THE COMPREHENSIVE PLAN, FUTURE LAND USE MAP FOR AN APPROXIMATE 22.76-ACRE PARCEL FROM COMMERCIAL TO THE NEIGHBORHOOD SPECIAL DISTRICT FUTURE LAND USE DESIGNATION; AMENDING THE FUTURE LAND USE MAP; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

* * * * *

WHEREAS, on December 11, 1989, the City of Stuart City Commission adopted Ordinance Number 1174-89, adopting a Comprehensive Growth Management Plan as mandated by the Local Government Comprehensive Planning and Land Development Regulation Act, Chapter 163, Part II, Florida State Statutes, also known as the City of Stuart Comprehensive Plan, that designated the Future Land Use of this property as Commercial; and

WHEREAS, the City is committed to planning and managing the growth of the City; and

WHEREAS, the City has the authority to amend its Comprehensive Plan pursuant to Chapter 163, Part II, Florida Statutes; and

WHEREAS, on September 12, 2022, a Small-Scale Comprehensive Plan Future Land Use Map Amendment application was submitted by Mario Murgado on behalf the owner, MAR-Stuart

Retail II, LLC. (hereinafter "Applicant"), to the City of Stuart to amend the Future Land Use designation from Commercial to Neighborhood Special District for the property that is legally described in **"Exhibit A"** (hereinafter "Subject Property") of this Ordinance and made a part hereof by reference; and

WHEREAS, on January 16, 2025, the Local Planning Agency held a properly noticed public hearing to consider the Small-Scale Comprehensive Plan Future Land Use Map Amendment petition from Commercial to Neighborhood Special District and voted to forward a recommendation of ***approval/denial*** to the City Commission; and

WHEREAS, on ***(Insert Future Public Hearing Date)***, the City Commission held the first properly noticed public hearing to consider the Small-Scale Comprehensive Plan Future Land Use Map Amendment petition from Commercial to Neighborhood Special District; and

WHEREAS, on ***(Insert Future Public Hearing Date)***, the City Commission held the second properly noticed public hearing to consider the Small-Scale Comprehensive Plan Future Land Use Map Amendment petition from Commercial to Neighborhood Special District; and

WHEREAS, in the exercise of its authority, the City Commission has determined it is necessary and desirable to adopt this proposed amendment to the Comprehensive Plan to preserve and enhance present advantages, encourage the most appropriate use of land, water and resources consistent with the public interest, overcome present deficiencies, and deal effectively with future problems which may result from the use and development of land within the City.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA THAT:

SECTION 1: The matters set forth in the foregoing recitals are hereby ratified and incorporated by reference as if fully set forth herein.

SECTION 2: A Small-Scale Revision to the Future Land Use Map of the City by changing the Future Land Use Map of the Subject Property from Commercial to Neighborhood Special District is hereby adopted.

SECTION 3: The Future Land Use Map of the City of Stuart is hereby amended and shall be conformed to be consistent with Exhibit "B" to this Ordinance as set forth by this Comprehensive Plan Amendment.

SECTION 4: The effective date of this small-scale comprehensive plan amendment shall be as proscribed by Florida Statutes § 163.3187 and City of Stuart's Land Development Code § 11.01.07.

SECTION 5: This Ordinance shall become effective upon adoption.

SECTION 6: All Ordinances or parts of Ordinances in conflict with this Ordinance or any part thereof is hereby repealed to the extent of such conflict.

SECTION 7: If any provision of this Ordinance or the application thereof to any person or circumstance is held invalid, the invalidity shall not affect other provisions or applications which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are declared severable.

PASSED on first reading the ___ day of _____ 2025.

Commissioner _____ offered the foregoing Ordinance and moved its adoption. The motion was seconded by Commissioner _____ and upon being put to a roll call vote, the vote was as follows:

CAMPBELL RICH, MAYOR

YES	NO	ABSENT	ABSTAIN

CHRISTOPHER COLLINS, VICE MAYOR				
EULA R. CLARKE, COMMISSIONER				
LAURA GIOBBI, COMMISSIONER				
SEAN REED, COMMISSIONER				

ADOPTED on second and final reading this ____ day of _____ 2025.

ATTEST:

_____ _____

MARY R. KINDEL
CITY CLERK

CAMPBELL RICH
MAYOR

APPROVED AS TO FORM
AND CORRECTNESS:

_____

LEE J. BAGGETT, ESQ.
CITY ATTORNEY

EXHIBIT "A" – LEGAL DESCRIPTION

NORTH PARCEL – Marketplace of Stuart CPUD (22.76-acre):

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF MARTIN, STATE OF FLORIDA, AND IS DESCRIBED AS FOLLOWS:

LOT 1 OF THE PLAT OF MARKETPLACE OF STUART, A CPUD, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 17, PAGE 18, OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA.

PARCEL I.D. No.: 38-38-41-025-000-00010-0

EXHIBIT "B" – LOCATION MAP

City of Stuart

To: Local Planning Agency *(LPA)*

Through: Jodi Kugler, Development Director

From: Kristopher McCrain, Principal Planner

Date: Thursday, March 13, 2025

Project Name: Eden MAR-Stuart CPUD *(FKA: Marketplace of Stuart CPUD)*

Application Type: Small-Scale Comprehensive Plan Future Land Use Map Amendment

Applicant/Owner: Mario Murgado, President & CEO
Mar-Stuart Rental, LLC
665 SW 8th Street, Miami, FL 33130

Agent of Record: Michael Houston & Todd A. Troxell, ASLA
HJA Design Studio
50 SE Ocean Boulevard, Suite 101, Stuart, FL 34994

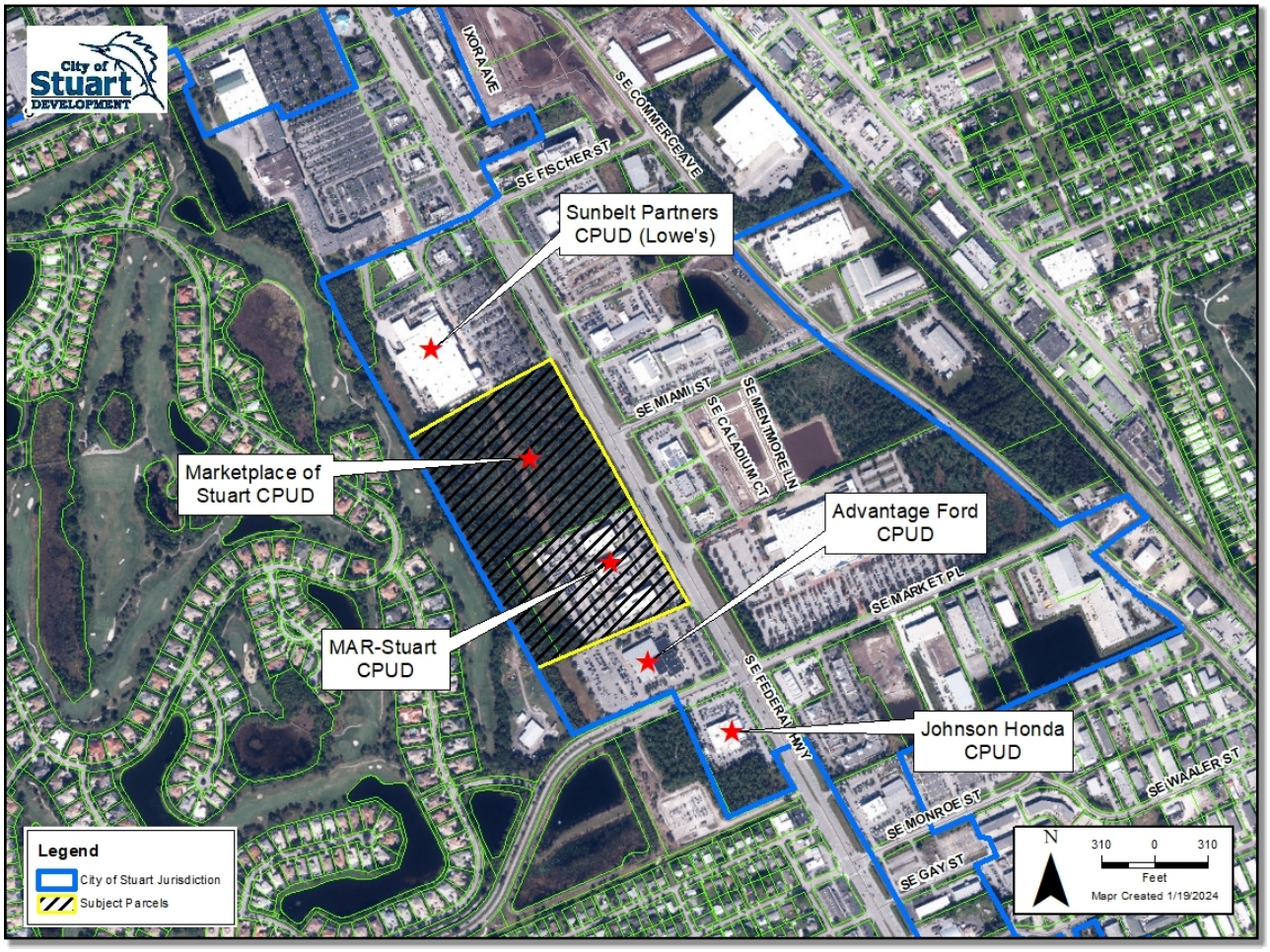
GENERAL INFORMATION	MARKETPLACE CPUD *(North Parcel)*	MAR-STUART CPUD *(South Parcel)*
Location Address:	TBD – SE Federal Highway, Stuart FL 34997	3970 SE Federal Highway, Stuart FL 34997
Parcel I.D. No.:	38-38-41-025-000-00010-0	38-38-41-025-000-00020-0
Parcel Size:	22.76-Acres	12.31-Acres
Existing Zoning:	Commercial Planned Unit Development *(CPUD)*	
Proposed Zoning:	Commercial Planned Unit Development *(CPUD)*	
Existing Land Use:	Commercial	
Proposed Land Use:	Neighborhood/Special District	Commercial
Existing Use:	Vacant/Undeveloped	Three *(3)* automotive dealerships
Proposed Use:	17,600 ft^2 commercial plaza, 2,500 ft^2 restaurant drive-through, and 2-four-story/1-three-story multi-family buildings *(249 units)*	Three *(3)* additional automotive dealerships *(6 total)*, 1 additional car wash

A. PROJECT DESCRIPTION

The petition intends to request a Small-Scale Future Land Use Amendment from the Commercial Future Land Use to Neighborhood/Special District, and a maximum residential density of 10.9 dwelling units per acre for the 22.76-acre parcel of land.

A concurrent Major Amendment to the MAR-Stuart CPUD is also being requested to incorporate a 22.76-acre parcel (FKA: Marketplace of Stuart CPUD) within the existing 12.31-acre Mar-Stuart CPUD, as authorized by the City Commission via Ordinance No. 2244-2012, for an overall land area of 35.07-acres. The Major CPUD Amendment will allow for the construction of three *(3)* additional automobile dealerships and supporting carwash, two *(2)* 8,800 ft^2 one-story commercial buildings, a 2,500 ft^2 one-story restaurant/drive-through, and two (2) four-story buildings and one (1) three-story building to accommodate 249 multi-family units with amenities including a 6,923 ft^2 clubhouse and pool/deck area, lake trail with benches, and community pocket park.

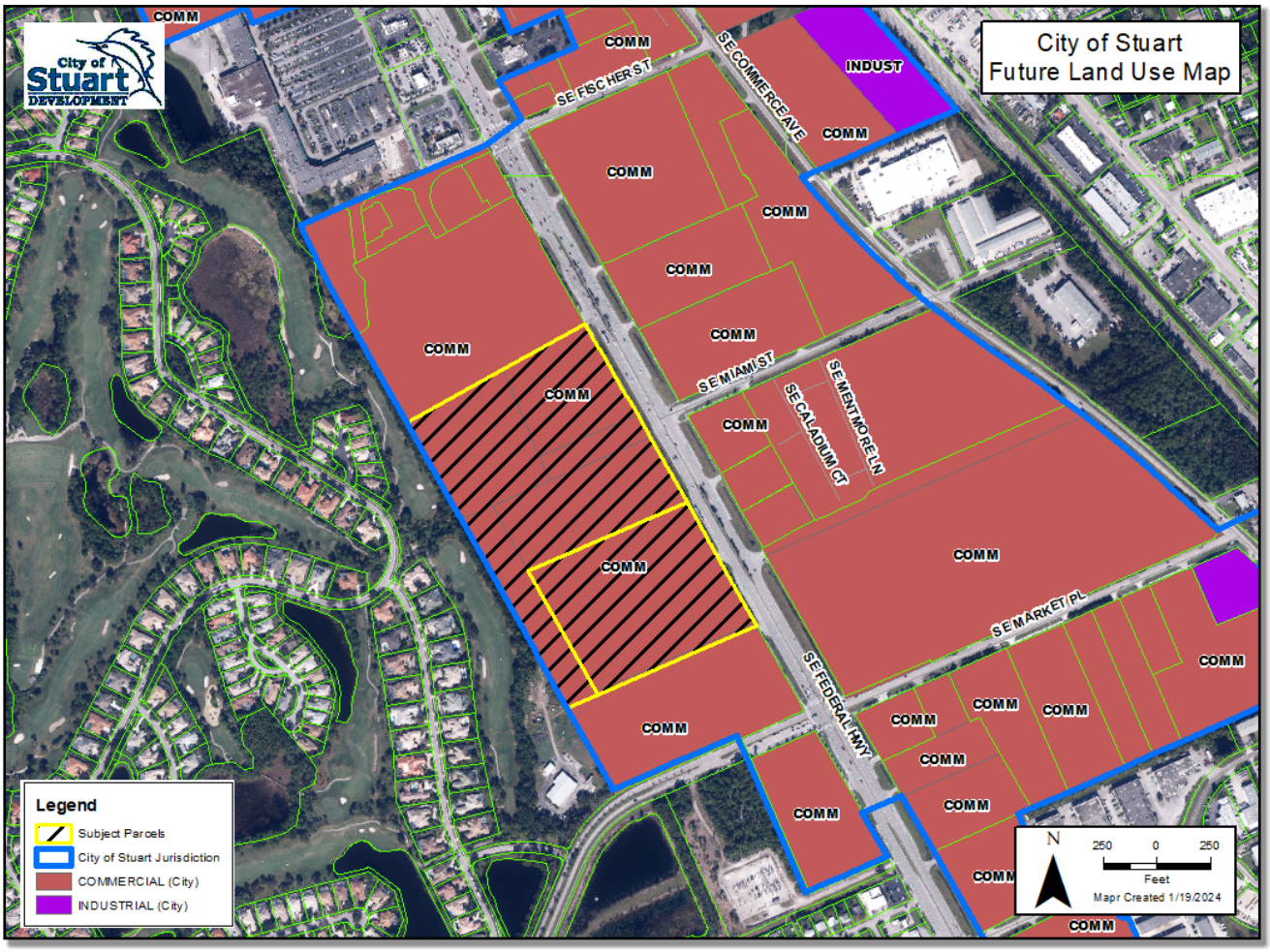
AERIAL LOCATION MAP



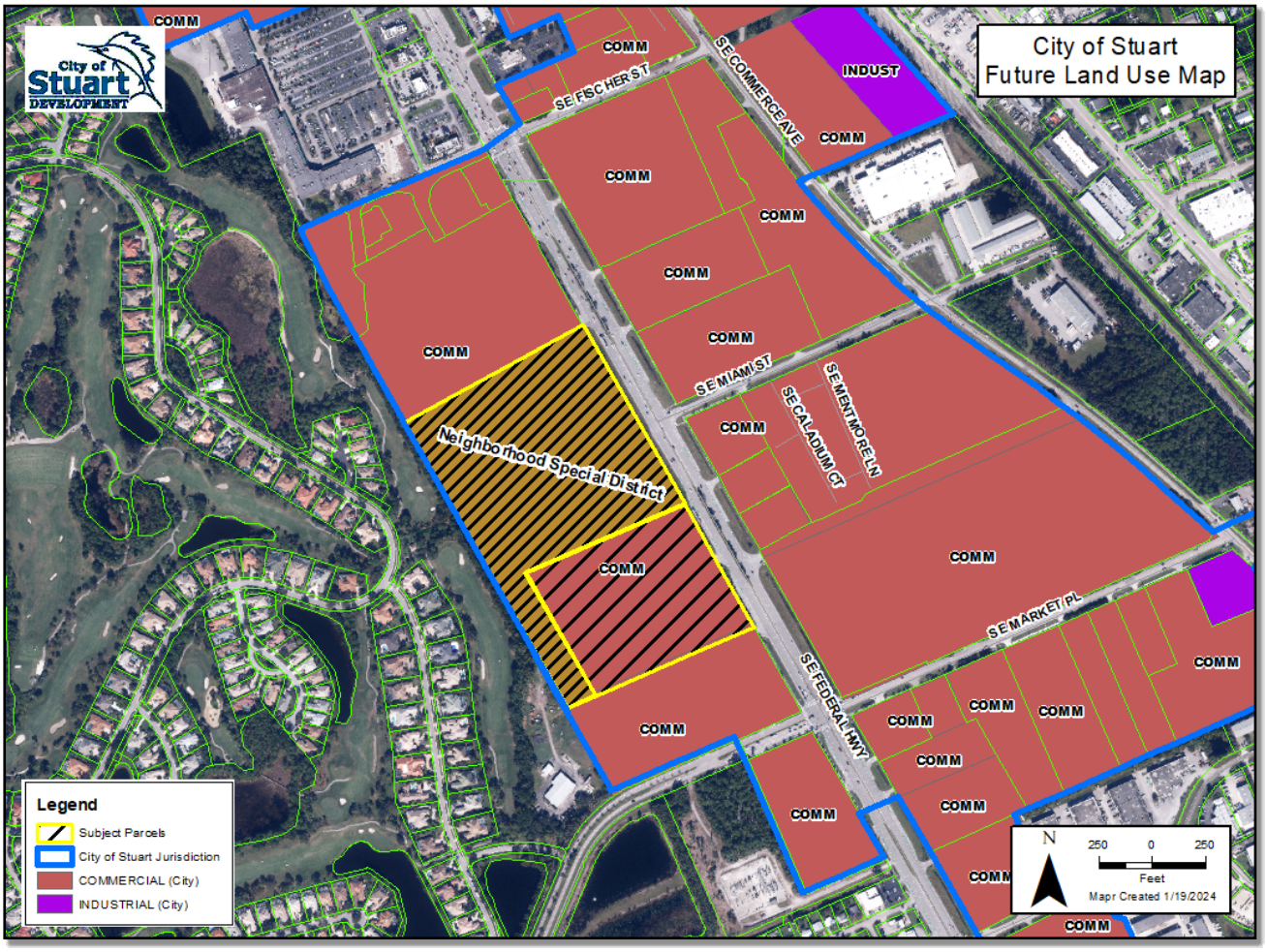
Aerial Location Map (Source: City of Stuart GIS 2022 Aerial)

B. ZONING & FUTURE LAND USE MAPS

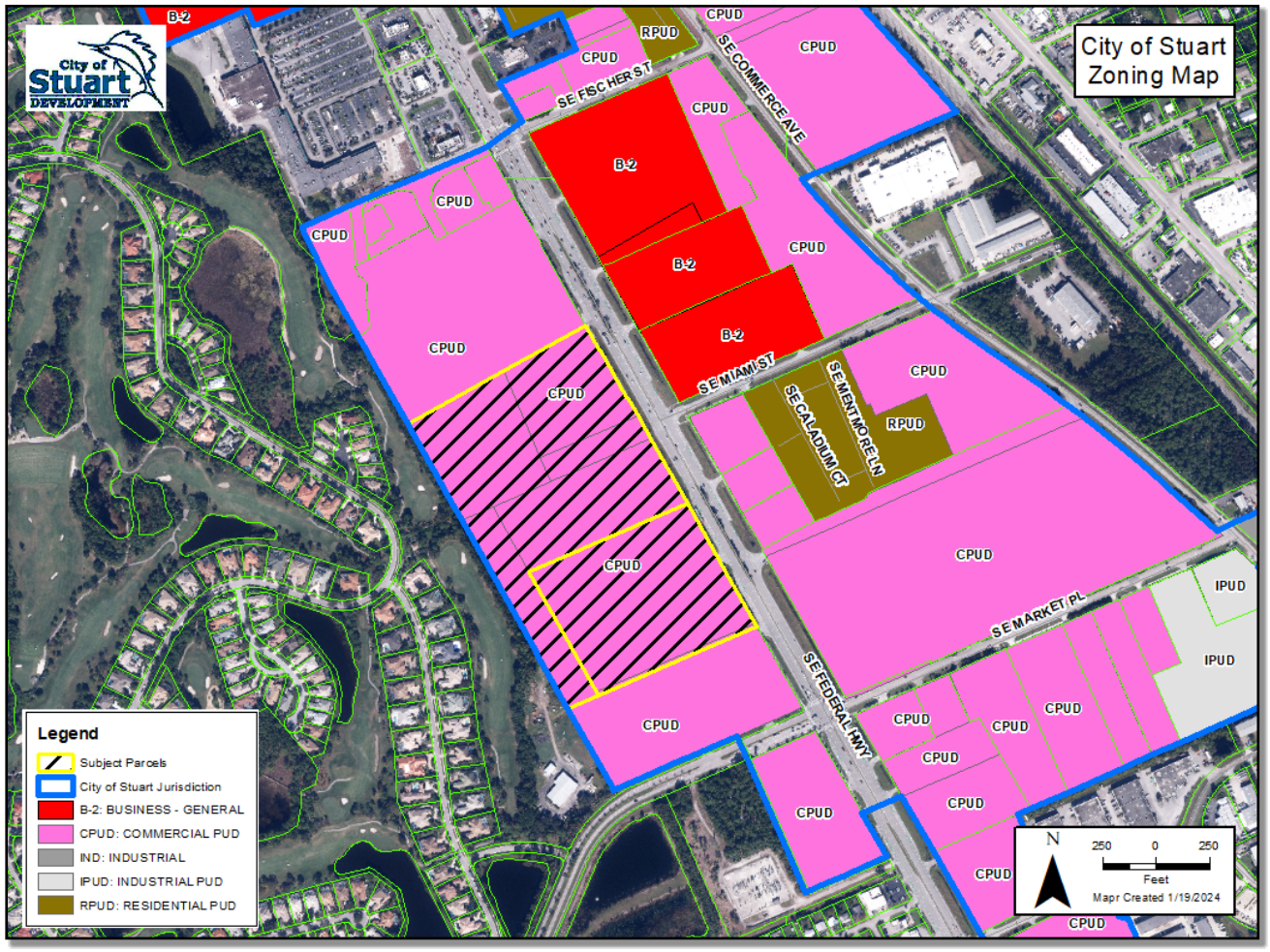
EXISTING LAND USE



PROPOSED LAND USE



EXISTING/PROPOSED ZONING



C. LAND DEVELOPMENT CODE COMPLIANCE REVIEW

The Local Planning Agency *(LPA)* is tasked with reviewing Small-Scale Comprehensive Plan Future Land Use Map Amendments and providing the City Commission with a recommendation of approval, denial, or approval with conditions.

The City of Stuart Development Department has reviewed the submitted Small-Scale Comprehensive Plan Future Land Use Map Amendment petition according to the Standards of Review outlined under Section 11.01.07(*G*) of the City of Stuart Land Development Code *(LDC)* and provides the findings below.

A. The existing land use pattern

Staff Findings: The properties situated to the north, south, and east of the subject parcels are located within the jurisdiction of the City of Stuart and are designated by the Commercial *(COMM)* Future Land Use; the properties situated to the west are located within the jurisdiction of Martin County and are designated by the Commercial/Office/Residential & Low Density *(Maximum 5du/ac)* Future Land Use designations.

CITY OF STUART COMPREHENSIVE PLAN

Objective 1.A7 – Future Land Use Categories:

Commercial: *Land uses and activities predominately connected with the sale, rental, and distribution of products or performance of professional and non-professional services. Includes retail sales, service establishments, businesses, professional and other offices, shopping centers, financial institutions, restaurants, entertainment, hotels, motels, and other temporary lodging. A limited amount of Multi-Family Residential and indoor industrial uses is allowed. Mixed-use projects are allowed. Also, public facilities and electric distribution substations are allowed.*

MARTIN COUNTY COMPREHENSIVE PLAN

Policy 4.13A.7 – Residential Development:

Density Residential development. *The Low-Density Residential designation is reserved for land in the Primary Urban Service District. Densities shall not exceed five units per gross acre. In reviewing specific densities, the aim shall be to preserve the stability and integrity of established residential development and provide equitable treatment to lands sharing similar characteristics. Landscaping, screening, buffering, and similar design techniques shall ensure a smooth transition between residential structure types and densities.*

Policy 4.13A.8 – Commercial Development:

Commercial Office/Residential Development (COR): *Martin County shall establish policies and criteria to guide mixed-use development. Commercial Office/Residential development shall be allocated to accessible sites adjacent to major thoroughfares. It shall also serve as a transitional use separating more intensive commercial uses from residential development. Office and residential development may be allocated along the outer fringe of core commercial areas where such development may encourage reinvestment in declining residential areas adjacent to commercial core areas. The COR future land use designation shall also be allocated to areas*

appropriately suited for Traditional Neighborhood Development, described under Goal 4.3. The development provisions for the standard COR zoning districts and the PUD zoning district are expressed below:

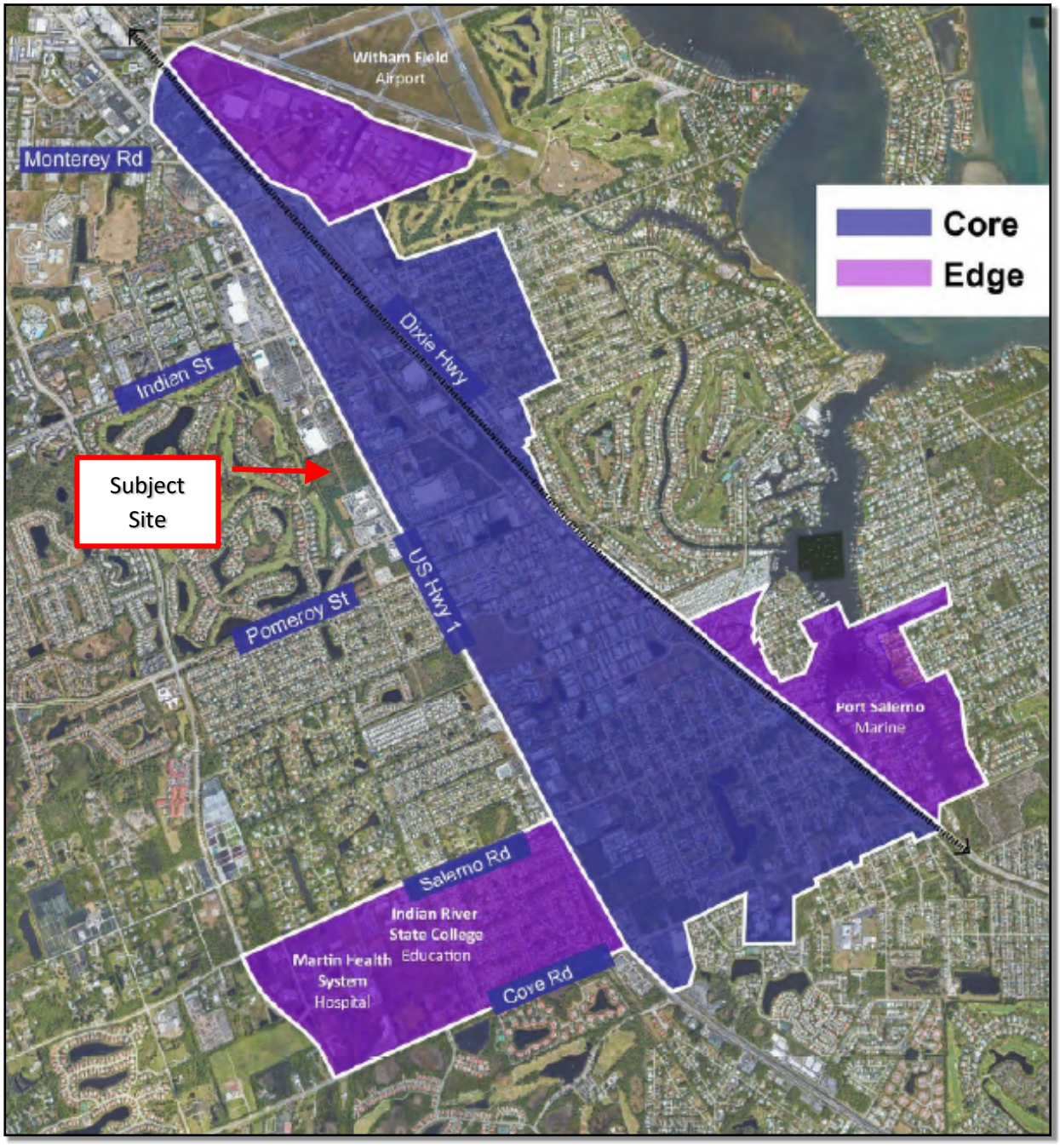
The development situated west of the subject site is known as Willoughby Golf Club, a +/- 400-acre single-family residential neighborhood including a golf course, clubhouse, and neighborhood amenities. The properties situated to the north, south, and east of the subject site are developed under the City of Stuart's Commercial Planned Unit Development *(CPUD)* Zoning designation, including the Lowe's Home Center CPUD, Advantage Ford Dealership CPUD, Walmart CPUD, and Stuart Landings I & II CPUD's.

ADJACENT FUTURE LAND USE & ZONING:

Location		Zoning District	Future Land Use	Existing Land Use
Subject Parcels		Commercial Planned Unit Development *(CPUD)*	Commercial *(Existing)* Neighborhood/Special District *(Proposed)*	Vacant/Undeveloped *(MAR-Stuart CPUD & Marketplace of Stuart CPUD)*
Adjacent Parcels	**North**	Commercial Planned Unit Development *(CPUD)*	Commercial	Lowe's Home Center CPUD *(FKA: Sunbelt Partners CPUD)*
	South	Commercial Planned Unit Development *(CPUD)*	Commercial	Infinity, Maserati & Audi *(MAR-Stuart CPUD)*
	East	Commercial Planned Unit Development *(CPUD)* & Business General *(B2)*	Commercial	Federal Highway Right-of-Way, Walmart Supercenter, Stuart Landings I & II CPUD & Wallace Hyundai
	West	PUD-R *(Residential)* ***(Martin County)***	Commercial/Office/ Residential & Low Density ***(Martin County)***	Willoughby Golf Club

The subject site is approximately 2,500 feet southwest of Martin County's industrial commerce area and is identified within the Martin County Innovation Hub *("Study Area")*. According to the 2023 Recommendations Report prepared by Business Flare, the Martin County Innovation Hub includes the southern boundaries of the City of Stuart, portions of the Golden Gate Community Redevelopment Area *(Martin County)*, and portions of the Port Salerno Community Redevelopment Area *(Martin County)*. The study area is generally bounded by Cove Road to the south, Monterey Road to the north, Federal Highway to the west, and Dixie Highway to the east. The Martin County Innovation Hub, Recommendations Report is a mechanism for generating entrepreneurship, job growth, and urban redevelopment and provides an assessment and recommendations for the area, including

infrastructure, marketing, branding, regulations, aesthetics, and opportunity sites.



B. The possible creation of an isolated land use classification unrelated to adjacent and nearby classifications.

Staff Findings: The applicant proposes a Future Land Use Map Amendment for the northern 22.76-acre parcel from Commercial to Neighborhood/Special District and retaining the Commercial land use designation.

The properties situated to the north, south, and east of the subject parcel are designated by the City of Stuart's Commercial Future Land Use, and the properties to the west are within Martin County and designated by the

Commercial/Office/Residential & Low Density *(Maximum 5du/ac)* Future Land Use.

The Neighborhood/Special District Future Land Use classification is established at the Kanner CPUD *(Costco)* and Avonlea Planned Development*(s)* within the City of Stuart. The Neighborhood/Special District allows a maximum residential density of up to 15 dwelling units per acre *(du/ac)* outside the Community Redevelopment Area *(CRA)*. The applicant proposes 249 units on the 22.76-acre parcel with a total density of 10.9 units per acre.

The Neighborhood/Special District Future Land Use allows for a mixture of residential, commercial, and recreational uses. The Commercial, Commercial/Office/Residential, and Low-Density Future Land Use designations are compatible with the Neighborhood/Special District land use amendment.

Policy 1.A7.1: *The City of Stuart has designated the following land use categories and allowed uses for all land within the City of Stuart:*

Neighborhood/Special District: *Mixed-use category allowing residential, commercial, and recreation land uses such that a functional vertical or horizontal mix of uses is achieved. Developments shall include a mix of residential and commercial or office. Uses may be mixed within a single building and on a single site provided that impacts from differing uses are mitigated through urban design techniques. Also, public facilities and electric distribution substations are allowed.*

C. The population density pattern of the area and possible increase or overtaxing of the load on public facilities such as schools, utilities, and streets.

Policy 1.A7.2 - Table of Land Use Densities and Intensities

Land Use Category	Inside or Outside Community Redevelopment Area	Residential Density			Intensity			
		General	By Commission Action		Composition of FLU		Floor Area Ratio (FAR)	
			Planned Unit Development or Major UCCU	Assisted Living Facility	% Non-Residential	% Residential	General	>2.0 FAR[1]
Commercial	Outside	<10 du/ac	<10 du/ac	<30 du/ac	85-100%	0-15%	<1.5 FAR	-
Neighborhood/Special District	Outside	N/A	<15 du/ac	<30 du/ac	10-70%	30-90%	<2.0 FAR	-

Staff Findings: According to the City of Stuart Comprehensive Plan Future Land Use Element Policy 1.A7.2, residential densities, development intensities, and proportional use amounts are outlined for each Future Land Use category established in the "Table of Land Use Densities and Intensities". *(See table excerpt above from the City of Stuart Comprehensive Plan)*

Currently, the predominant land use along SE Federal Highway is Commercial, which allows for a maximum residential density of ten *(10)* dwelling units per acre, a maximum intensity of 85-100% for non-residential and 0-15% for residential, and a maximum 1.5-floor area ratio *(FAR)*.

For parcels of land located outside of the City of Stuart Community Redevelopment Area *(CRA)*, the Neighborhood/Special District can allow for a residential density of up to fifteen *(15)* dwelling units per acre, a maximum intensity of between 10-70% for non-residential and a maximum intensity of between 30-90% for residential, and a maximum floor area ratio *(FAR)* of 2.0. All densities and intensities permitted under the Neighborhood/Special District Future Land Use designation require City Commission approval for a Planned Unit Development *(PUD)*. The associated Major CPUD Amendment proposes 249 multi-family units within the 22.76-acre parcel for a maximum density of 10.9 units per acre. The proposed residential area encompasses approximately 10.03 acres or 44% of the 22.76-acre site.

The proposed Future Land Use Amendment from Commercial to Neighborhood/Special District will allow for an increase in residential density, intensity, and floor area ratio *(FAR)*, as depicted in the tables below. The table below outlines the maximum allowable residential density and intensities for a 22.76-acre parcel designated by the Commercial Future Land Use.

Land Use	Land Area	Max Density	Potential Density	Max Intensity	Potential Intensity
Commercial	22.76-acres 991,425.6 ft²	10 du/ac	228 du/ac	15%	**3.41-acre** **148,714 ft²**

The table below outlines the maximum allowable non-residential intensities for a 22.76-acre parcel designated by the Commercial Future Land Use.

Land Use	Land Area	Max Density	Potential Density	Max Intensity	Potential Intensity
Commercial	22.76-acres 991,425.6 ft²	N/A	N/A	85%	**19.35-acre** **842,712 ft²**

The table below outlines the minimum and maximum allowable residential densities and intensities for a 22.76-acre parcel designated by the Neighborhood/Special District Future Land Use.

Land Use	Land Area	Max Density	Potential Density	Max Intensity	Potential Intensity
Neighborhood/Special District	22.76-acres 991,425.6 ft²	15 du/ac	341 du/ac	30% *(Min)*	**6.83-acre** **297,427 ft²**
				90% *(Max)*	20.5-acre 892,283 ft²

The table below outlines the minimum and maximum allowable non-residential intensities for a 22.76-acre parcel designated by the Neighborhood/Special District Future Land Use:

Land Use	Land Area	Max Density	Potential Density	Max Intensity	Potential Intensity
Neighborhood/Special District	22.76-acres 991,425.6 ft²	15 du/ac	341 du/ac	70% *(Min)*	**15.9-acre 693,998 ft²**
				10% *(Max)*	2.28-acre 99,143 ft²

According to the Building Intensity and Floor Area Ratio *(FAR)* Analysis prepared by the applicant, which is available in the agenda packet, the northern 22.76-acre parcel will provide the following densities and intensities under the proposed Neighborhood/Special District Future Land Use designation:

PROPOSED NORTH VACANT PARCEL – 22.76 AC (991,594 SF) Future Land Use: Neighborhood Special District				
Dealership Buildings	**Building Coverage w/ Overhangs**	**Gross Floor Area w/ Overhangs**	**Density**	**Non-Residential Area/ Intensity %**
Future Dealership #2	17,793 SF	26,000 SF	0 Units	
Future Dealership #3	17,793 SF	26,000 SF	0 Units	
Proposed Car Wash	2,425 SF	2,425 SF	0 Units	
Commercial Buildings	**Building Coverage w/ Overhangs**	**Gross Floor Area w/ Overhangs**	**Density**	
Comm. Building A	2,500 SF	2,500 SF	0 Units	
Comm. Building B	8,800 SF	8,800 SF	0 Units	
Comm. Building C	8,800 SF	8,800 SF	0 Units	
Comm. Building Overhang Feature	922 SF	922 SF	0 Units	
				12.73 Ac. / 56%
Multi-Family Bldg.	**Building Coverage w/ Overhangs**	**Gross Floor Area w/ Overhangs**	**Density**	**Residential Area / Intensity %**
MF Bldg. – Type I	21,918 SF	68,403 SF	57 Units	
MF Bldg. – Type II	26,955 SF	111,916 SF	96 Units	
MF Bldg. – Type IIH	26,940 SF	111,928 SF	96 Units	

Clubhouse	6,923 SF	6,923 SF	0 Units	
Carports (includes Both)	3,946 SF	3,946 SF	0 Units	
TOTAL	**145,715 SF**	**378,563 SF**	**249 Units (10.94 du/ac)**	**10.03 Ac. / 44%**
Floor Area Ratio: (378,563 SF / 991,594 SF) = 0.38				

According to the Building Intensity and Floor Area Ratio *(FAR)* Analysis prepared by the applicant, which is available in the agenda packet, the tables below outline the existing and proposed densities and intensities for the 12.31-acre MAR-Stuart CPUD under the existing Commercial Future Land Use designation:

EXISTING MAR-STUART CPUD PARCEL – 12.31 AC (536,224 SF)		
Building	**Building Coverage as Approved**	**Gross Floor Area as Approved**
Existing Audi Dealership	33,311 SF	40,272 SF
Existing Infiniti Dealership	19,683 SF	26,761 SF
Existing Maserati Dealership	15,237 SF	18,631 SF
Existing Car Wash	2,425 SF	2,425 SF
TOTAL	**70,656 SF**	**88,089 SF**
	Floor Area Ratio: (88,089 SF / 536,224 SF) = 0.16	

PROPOSED MAR-STUART CPUD PARCEL – 12.31 AC (536,224 SF) FLU: Commercial				
Dealership Buildings	**Building Coverage w/ Overhangs**	**Gross Floor Area w/ Overhangs**	**Density**	**Non-Residential Area/ Intensity %**
Existing Audi Dealership	37,079 SF	44,042 SF	0 Units	
Existing Infiniti Dealership	21,215 SF	28,293 SF	0 Units	
Existing Maserati Dealership	15,880 SF	19,274 SF	0 Units	
Proposed Car Wash	2,425 SF	2,425 SF	0 Units	
Future Dealership #1	19,063 SF	29,000 SF	0 Units	
TOTAL	**95,662 SF**	**123,034 SF**	**0 Units**	**12.73 Ac. / 100%**
	Floor Area Ratio: (123,034 SF / 536,224 SF) = 0.23			

According to Comprehensive Plan Objective 1.A7, the City Commission has the discretion to decide that the

permitted land use shall be more limited than the maximum allowable under the future land use category.

> ***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.*

Utility Level of Service:

The subject site is located within Martin County's Urban Service Boundary (USB). Existing infrastructure is available for this development through the Martin County Utilities Department. Prior to submitting a permit with the City of Stuart Building/Permitting Department, the applicant will be required to have all utility plans reviewed and approved by the Martin County Utilities Department. All plans submitted to the City of Stuart Building/Permitting Department must include a stamp of approval from the Martin County Utilities Department.

Roadway Network Level of Service:

Kimley-Horn & Associates has reviewed the submitted Future Land Use Amendment Traffic Analysis *(revised on September 30, 2024)* prepared by JFO Group, Inc. The proposed project consists of approximately 249 *(mid-rise)* multifamily dwelling units, 17,600 square feet of strip retail plaza, a 2,500 square foot coffee/donut shop *(w/ drive through)*, and a 150,644 square foot *(new)* automobile sales dealership. The site is generally located northwest of the intersection at SE Pomeroy Street and SE Federal Highway in the City of Stuart.

The total net new trip generation potential for the proposed development is 2,382 daily trips, 205 *(103 entering / 102 exiting)* AM peak hour trips, and 204 *(101 entering / 103 exiting)* PM peak hour trips. Site access is proposed via construction of a new west leg at the existing SE Miami Avenue at US 1 directional median opening, shared access via the existing Maserati Stuart right-in right-out driveway, and shared access with the Lowe's north of the site. Based on the expected project impact the existing transportation infrastructure external to the site should be sufficient to accommodate the proposed development.

The analysis determined a net reduction in trips resulting from the proposed Future Land Use change. The analysis

conducted by the traffic consultant of the roadway segments was not necessary since the proposed amendment resulted in a decrease in trips generated.

Martin County School District Level of Service:

According to the applicant's submitted *Martin County School District General School Capacity Analysis*, dated August 28, 2024, elementary school, middle school, and high school enrollment is projected to meet the Concurrency Level of Service *(LOS)* capacity for the proposed development.

STUDENT GENERATION CALCULATION	
Residential Units	*249*
Current Student Generation Rate	0.1987
Elementary *(61%)*	31
Middle School *(22%)*	11
High School *(17%)*	8
Total Forecasted Students =	**50**

SCHOOL ZONE ENROLLMENT & PERMANENT CAPACITY			
CSA	**2022-2023 (10/13/2023) Enrollment**	**2024-2025 COFTE Projected Enrollment**	**2024-2025 LOS Concurrency Capacity**
Stuart Zone – Pinewood Elementary School	685	721	811
Stuart Zone – Stuart Middle School	800	825	1323
Stuart Zone – Martin County High School	2079	2322	2107

Enrollment #'s above reported from FOCUS, Projections through School District CIP Application

Comments provided by Martin County School Board: *This general analysis is completed to meet the development review policies specified in Section 6.2.6 of the Martin County, City of Stuart, and Martin County School Board Interlocal Agreement for School Facilities Siting and Planning, and Section 17.7 Public School Facilities Element of the Martin County Comprehensive Plan.*

This General School Capacity Analysis shall be used in the evaluation of a development proposal but shall not provide a guarantee that the students from the above-referenced project will be assigned to attend the particular school(s) listed. The analysis indicates the elementary, middle, and high school enrollment is projected to meet

the Concurrency (LOS) Level of Service capacity. A School Concurrency Review is completed for Final Site Plan applications that include residential units.

D. The possible overloading of the city's sewage collection, treatment, and disposal facilities.

Staff Findings: According to the letter submitted from the Martin County Utilities and Solid Waste Department, dated August 3, 2020, adequate capacity is available at the site for water, wastewater, and potable water for irrigation.

Before submitting a site permit and building permit with the City of Stuart Building & Permitting Department, the applicant must receive approval from the Martin County Utilities & Solid Waste Department for all utility plans.

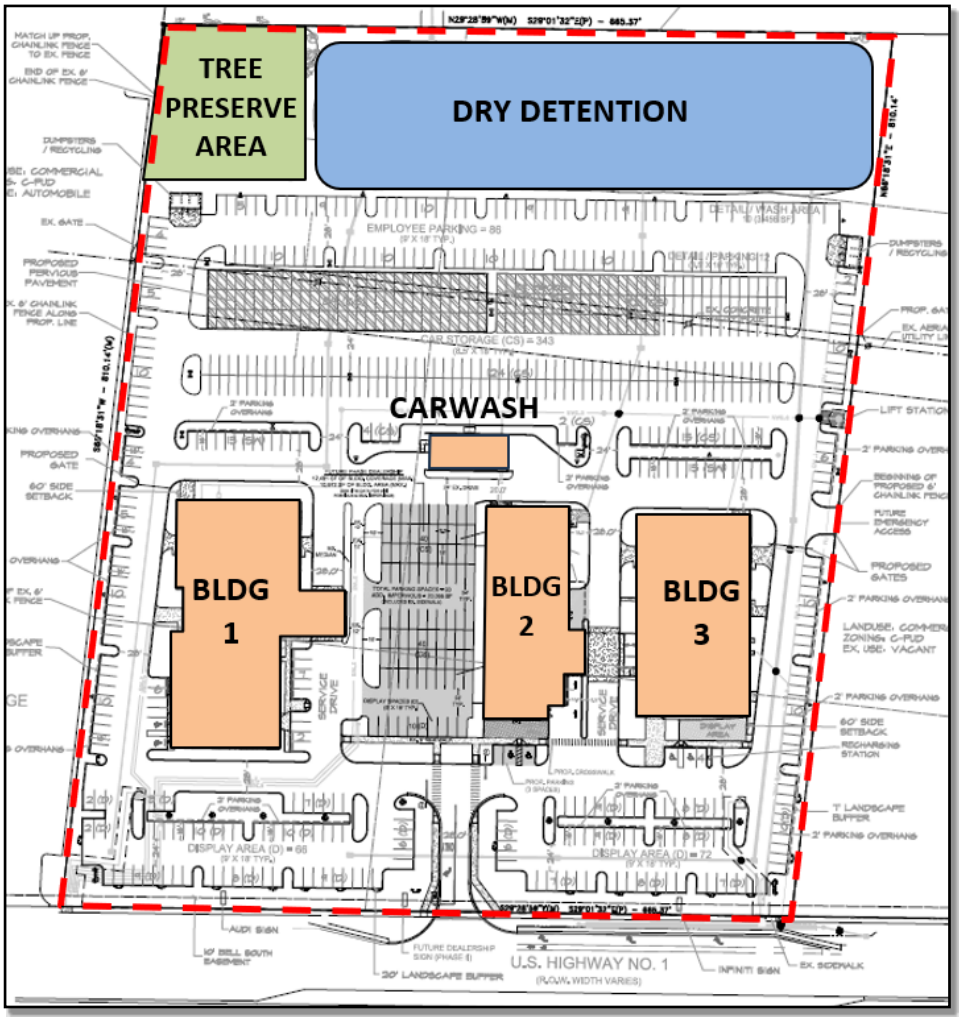
E. The possible overloading of the city's drainage system.

Staff Findings: The proposed Small-Scale Comprehensive Plan Future Land Use Map Amendment has been reviewed by the City of Stuart Public Works Department and engineering consultant and determined the submitted preliminary drainage and civil engineering plans comply with the minimum standards and requirements for stormwater management. The Martin County Utilities and Solid Waste Department will provide the development with adequate capacity for water, wastewater, and potable water.

Before submitting a site permit and building permit with the City of Stuart Building & Permitting Department, the applicant must receive approval from the Martin County Utilities & Solid Waste Department for all utility plans.

F. The existing classification boundaries in relation to existing conditions on the subject property.

Staff Findings: The proposed development site encompasses two *(2)* parcels totaling 35.07 acres in overall area. The southern 12.31-acre parcel, known as the MAR-Stuart CPUD, is currently developed and includes three *(3)* auto dealerships and associated carwash and vehicular storage areas.



The northern vacant 22.76-acre parcel contains a variety of on-site habitats, including, but not limited to, pine flatwoods, urban open pines, wet prairies, and exotic vegetation, more described within the submitted Environmental Assessment, prepared by Ecological Consulting of Florida *(ECF)*, dated August 4, 2023.

TABLE 1 – LAND USE AND COVER SUMMARY

FLUCFCS CODE	COMMUNITY NAME	ACRES	PERCENT
1300	Pine Flatwoods	17.48	76.8
182111	Urban Open Pine	1.69	7.4
1860	Utilities	0.98	4.3
2111	Wet Prairie	0.32	1.4
4220	Ditch/Artificial Intermittent Stream	1.06	4.7
7000	Exotic Plants	1.23	5.4
Total Area		22.76	100.0

Table exhibit captured from submitted Environmental Assessment

Image exhibit captured from submitted Environmental Assessment

G. The existence of changed or changing conditions that make the passage of the proposed amendment necessary or appropriate.

Staff Findings: Residential densities and non-residential development are permitted under the current Commercial Future Land Use designation, with a maximum allowable residential density of up to 10 du/ac and a maximum 1.5 Floor Area Ratio. The maximum intensity under the Commercial land use for residential is up to 15% and between 85-100% for non-residential. Under the concurrently proposed Neighborhood/Special District Future Land Use designation, the potential for residential density is 15 du/ac, a maximum 2.0 Floor Area Ratio, and between 10-70% for non-residential and between 30-90% for residential.

H. The impact of the proposed amendment on living conditions in the adjacent neighborhood.

Staff Findings: The 22.76-acre subject parcel is fronting on SE Federal Highway which is predominantly designated for commercial land uses. The site also shares a common rear boundary with the Willoughby Golf Club, which encompasses single-family dwellings, a private golf course, and clubhouse amenities.

A Future Land Use Amendment from Commercial to Neighborhood/Special District allows for an increase in the residential density from 10 du/ac under Commercial to 15du/ac under Neighborhood/Special District; an increase of the maximum intensity composition for percentage *(%)* of residential versus non-residential; an increase of the allowable floor area ratio *(FAR)* from 1.5 under Commercial to 2.0 under the Neighborhood/Special District Future Land Use.

Policy 1.A7.2 - Table of Land Use Densities and Intensities

Land Use Category	Inside or Outside Community Redevelopment Area	Residential Density			Intensity			
		General	By Commission Action		Composition of FLU		Floor Area Ratio (FAR)	
			Planned Unit Development or Major UCCU	Assisted Living Facility	% Non-Residential	% Residential	General	>2.0 FAR[1]
Commercial	Outside	<10 du/ac	<10 du/ac	<30 du/ac	85-100%	0-15%	<1.5 FAR	-
Neighborhood/Special District	Outside	N/A	<15 du/ac	<30 du/ac	10-70%	30-90%	<2.0 FAR	-

I. The impact of the amendment upon the flow of light and air to adjacent areas.

Staff Findings: The lighting standards for commercial development are required to be met by the developer, per the lighting standards outlined under Section 6.07.00 of the Land Development Code. All on-site lighting must be designed and installed so light does not shine directly onto adjacent residential uses. All light fixtures proposed within a parking and/or vehicular use area that is adjacent to a residential use and/or residential zoning district shall not exceed fifteen *(15)* feet in height and shall not exceed 0.2 footcandles, as measured at the common boundary line.

J. The impact of the proposed amendment upon property values in the adjacent area.

Staff Findings: According to the applicant's submitted Future Land Use Narrative, revised September 3, 2024: *"the addition of new and expanded commercial and residential provisions to this part of the City will provide a growth in tax revenues to add to the overall maintenance and provision of public service provisions within the*

City of Stuart and Martin County".

K. The impact of the proposed amendment upon improvement or development of adjacent property per existing regulations.

Staff Findings: The adjacent properties situated to the north and south of the subject site are currently developed and include a variety of existing commercial uses.

L. The existence of other adequate sites in the city for the proposed land use classifications already permitting such use.

Staff Findings: The Neighborhood/Special District Future Land Use designation is currently assigned to two *(2)* active developments located within the City of Stuart, including the Kanner *(Costco)* CPUD and portions of the Avonlea Planned Unit Development.

D. COMPREHENSIVE PLAN REVIEW

Plan amendments that qualify as Small-Scale Comprehensive Plan Amendments shall follow the review process outlined under Florida Statute 163.3187. Such a request shall be considered at any time by the City of Stuart without any frequency limit, according to the procedural requirements and thresholds detailed in Land Development Code Section 11.01.07.

The proposed Small-Scale Comprehensive Plan Future Land Use Map Amendment has been reviewed by the following Goals, Objectives, and Policies from the City of Stuart Comprehensive Plan:

ELEMENT 1 - FUTURE LAND USE ELEMENT

Policy 1.A3.2: *The City's Future Land Use Map and land development regulations shall direct development to areas where adequate utilities, services, and schools exist or are planned in order to protect natural resources.*

Policy 1.A3.3: *The City shall designate and protect environmentally sensitive lands including viable and functioning wetlands as determined by the SFWMD and native vegetative communities that provide wildlife habitat for listed species. Protection measures will include performance standards regulating land use, public access, marina siting and activities, wetlands, shoreland alteration and seawalls, treatment of stormwater runoff, mangrove protection, and provisions for developers to preserve environmentally sensitive land, including transfer of development rights and density bonuses.*

Objective 1.A5 – Residential Development: *Ensure land use compatibility by grouping complementary land use activities, including mixed-use land use developments in appropriate areas of the city. Work with the developers to integrate vehicular and pedestrian circulation systems, bike paths, parking, building location, and architectural design into a cohesive development.*

Policy 1.A5.1: *The Future Land Use Element of the City's adopted Comprehensive Plan shall provide land for future residential use to promote a more compact development pattern. This shall include sufficient land suitable for the public*

utility facilities needed to support the projected level and pattern of development.

Policy 1.A5.3: *Wherever possible, medium-density residential and recreation/open space areas should serve as buffers between higher and lower-intensity residential uses to achieve an orderly land use transition.*

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: *The City of Stuart has designated the following land use categories and allowed uses for all land within the City of Stuart:*

- ***C. Commercial:*** *Land uses and activities predominately connected with the sale, rental, and distribution of products or performance of professional and non-professional services. Includes retail sales, service establishments, business, professional and other offices, shopping centers, financial institutions, restaurants, entertainment, hotels, motels and other temporary lodging. A limited amount of Multi-Family Residential and indoor industrial uses are allowed. Mixed-use projects are allowed. Also, public facilities and electric distribution substations are allowed.*
- ***J. Neighborhood/Special District:*** *Mixed-use category allowing residential, commercial, and recreation land uses such that a functional vertical or horizontal mix of uses is achieved. Developments shall include a mix of residential and commercial or office. Uses may be mixed within a single building and on a single site provided that impacts from differing uses are mitigated through urban design techniques. Also, public facilities and electric distribution substations are allowed.*

Policy 1.A7.2: *Gross densities, gross intensities, and proportional use amounts for each land use category are established in the "Table of Land Use Densities and Intensities" that is adopted as part of this element. In order to promote the efficient use of land and to provide an affordable housing stock (Policy 3.A2.6. Housing opportunities), the City's Land Development Code shall provide adjustment, through the urban planned unit development process, to accommodate smaller residential units and allow smaller housing units to be calculated at 0.5 density. In accordance with the Land Development Code, chapter II, section 2.07 - table 2.07.A. UPUD unit density and parking space calculation.*

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.

Objective 1.B2 – Provision 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.*

GOAL STATEMENT 1. F: *The future land use goal for the Neighborhood/Special District category is to promote infill and redevelopment efforts; allow for the creation of traditional neighborhood developments (TNDs); lessen the need for vehicular trips; deter urban sprawl; and encourage the development of mixed-use developments.*

Objective 1.F1 – Development Standards for Neighborhood/Special District Land Use Category: *The City shall allow mixed-use and traditional neighborhood development, pedestrian accessibility, and innovative planning and land use techniques that strengthen the small-town character of Stuart through the application of the Neighborhood/Special District land use category.*

Policy 1.F1.1: *Of the developable acreage of the site, not less than 30 percent shall consist of residential use and not less than 10 percent shall consist of non-residential and non-recreational land uses.*

Policy 1.F1.2: *Mixed-use development within the Neighborhood/Special District category shall integrate distinct uses together in order to create a functioning, multifaceted type of development. Integration is defined as the combination of distinct uses on a single site where impacts from differing uses are mitigated through urban design techniques and where differing uses are expected to benefit from the close immediate proximity of complementary uses. This may include horizontal and vertical integration.*

Policy 1.F1.3: *To promote pedestrian-friendly and neighborhood-scale development, blocks within a mixed-use development should not exceed an average block perimeter of more than 1,600 linear feet, or a five-minute walk, unless the block perimeter has pedestrian access points at intervals not exceeding 550 feet. No block frontage along a single street should exceed 550 feet.*

Policy 1.F1.4: *Large expanses of parking areas discourage neighborhood scale and pedestrian friendliness. Therefore, where possible, development shall include smaller scattered parking lots of "nodes" that are approximately located such that the massing or "bunching" of parking into large expanses of parking area is prevented.*

F.S.163.3177 - Plan amendment indicators assessed against the request for a Small-Scale Comprehensive Plan Amendment to change the land use from Commercial to Neighborhood/Special District:	
YES/NO/NA	**a. The primary indicators that a plan or plan amendment does not discourage the proliferation of urban sprawl are listed below. The evaluation of the presence of these indicators shall consist of an analysis of the plan or plan amendment within the context of features and characteristics unique to each locality to determine whether the plan or plan amendment:**
NO	**(I)** Promotes, allows, or designates for development substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses.
N/A	**(II)** Promotes, allows, or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while not using undeveloped lands that are available and suitable for development.
NO	**(III)** Promotes, allows, or designates urban development in radial, strip, isolated, or ribbon patterns generally emanating from existing urban developments.
NO	**(IV)** Fails to adequately protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.
N/A	**(V)** Fails to adequately protect adjacent agricultural areas and activities, including silviculture, active agricultural and silvicultural activities, passive agricultural activities, and dormant, unique, and prime farmlands and soils.
NO	**(VI)** Fails to maximize the use of existing public facilities and services.
NO	**(VII)** Fails to maximize the use of future public facilities and services.
NO	**(VIII)** Allows for land use patterns or timing which disproportionately increase the cost in time, money, and energy of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire, and emergency response, and general government.
N/A	**(IX)** Fails to provide a clear separation between rural and urban uses.

NO	**(X)**	Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.
NO	**(XI)**	Fails to encourage a functional mix of uses.
NO	**(XII)**	Results in poor accessibility among linked or related land uses.
YES	**(XIII)**	Results in the loss of significant amounts of functional open space.
b. The future land use element or plan amendment shall be determined to discourage the proliferation of urban sprawl if it incorporates a development pattern or urban form that achieves four or more of the following:		
YES	**(I)**	Directs or locates economic growth and associated land development to geographic areas of the community in a manner that does not have an adverse impact and protects natural resources and ecosystems.
YES	**(II)**	Promotes the efficient and cost-effective provision or extension of public infrastructure and services.
YES	**(III)**	Promotes walkable and connected communities and provides for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including pedestrian, bicycle, and transit, if available.
NO	**(IV)**	Promotes conservation of water and energy.
N/A	**(V)**	Preserves agricultural areas and activities, including silviculture, and dormant, unique, and prime farmlands and soils.
NO	**(VI)**	Preserves open space and natural lands and provides for public open space and recreation needs.
YES	**(VII)**	Creates a balance of land uses based upon demands of the residential population for the nonresidential needs of an area.
NO	**(VIII)**	Provides uses, densities, and intensities of use and urban form that would remediate an existing or planned development pattern in the vicinity that constitutes sprawl or if it provides for an innovative development pattern such as transit-oriented developments or new towns as defined in s. 163.3164

E. STAFF/CONSULTANT REVIEWS

ENVIRONMENTAL REVIEW – KIMLEY-HORN & ASSOCIATES:

An environmental review for the Major CPUD Amendment was conducted in December 2022 by Kimley-Horn & Associates, pursuant to the requirements outlined under Chapter V – *Resource Protection Related to Development Standards*, of the Land Development Code.

The applicant responded with updated documentation, including comment responses, an Environmental Assessment, Ordinance No. 2244-2012 *(Marketplace of Stuart CPUD)*, and a Landscape Plan. Further review was conducted by Kimley-Horn & Associates and the following summary was provided:

Section 5.01.00 – Avoidance and Minimization and Other Environmental Impacts: An Environmental Assessment prepared by Ecological Consulting of Florida *(ECF)*, and dated August 2023, was provided with the application. It appears that the Environmental Assessment, Ordinance #2244-2012 Marketplace of Stuart *("Upland Preservation" section)*, and the on-site Landscaping Plans meet the requirements for this Section.

Section 5.02.00 – Environmental Assessment Report: The Environmental Assessment provides the information required for this section, including an updated discussion of the listed species survey methodology, the location of the gopher tortoise burrow, and information on coordination with FWC.

Section 5.03.00 – Wetlands: The Environmental Assessment provides a discussion on the on-site wetlands and provides documentation from the South Florida Water Management District *(SFWMD)* confirming the approval of the wetland lines and the previously permitted mitigation.

Section 5.04.00 – Environmentally Sensitive Lands: The Environmental Assessment and Ordinance No.: 2244-2012 Marketplace of Stuart provides sufficient information regarding the approved protection of Environmentally Sensitive Lands.

Section 5.05.00 – Trees: A detailed tree inventory was provided in the on-site Landscaping Plans which satisfies this requirement.

Section 5.06.00 – Mangrove and Shoreline Protection: The project site does not have mangroves or shorelines.

Section 5.07.00 – Floodplains and Flood Damage Prevention: According to the boundary survey, the site is not within a flood hazard area.

Section 5.09.00 – Historic Preservation: No structures appear to be present on-site.

Section 5.10.00 – Clustering of Development: As on-site and off-site mitigation is anticipated for the impacts to the on-site environmentally sensitive lands, clustering of development is not required.

TRAFFIC REVIEW – KIMLEY-HORN & ASSOCIATES:

Final Review of Future Land Use Amendment Traffic Analysis – November 16, 2023: Kimley-Horn has reviewed the Future Land Use Amendment Traffic Analysis *(revised September 30, 2024)* prepared by JFO Group, Inc., related to the above-mentioned project. The proposed project consists of approximately 249 *(mid-rise)* multifamily dwelling units, 17,600 square feet of strip retail plaza, a 2,500 square foot coffee/donut shop *(w/ drive through)*, and a 150,644 square foot *(new)* automobile sales dealership. The site is generally located northwest of the intersection of SE Pomeroy Street and SE Federal Highway in the City of Stuart.

The total net new trip generation potential for the proposed development is 2,382 daily trips, 205 *(103 entering / 102 exiting)* AM peak hour trips, and 204 *(101 entering / 103 exiting)* PM peak hour trips.

Site access is proposed via construction of a new west leg at the existing SE Miami Avenue at SE Federal Highway directional median opening, shared access via the existing Maserati Stuart right-in right-out driveway, and shared access with the Lowe's north of the site.

Based on the expected project impact the existing transportation infrastructure external to the site should be sufficient to accommodate the proposed development.

MARTIN COUNTY SCHOOL DISTRICT – SCHOOL CAPACITY ANALYSIS

This general analysis is completed to meet the development review policies specified in Section 6.2.6 of the Martin County, City of Stuart, and Martin County School Board Interlocal Agreement for School Facilities Siting and Planning, and Section 17.7 Public School Facilities Element of the Martin County Comprehensive Plan.

STUDENT GENERATION CALCULATION	
Residential Units	*249*
Current Student Generation Rate	0.1987
Elementary *(61%)*	31
Middle School *(22%)*	11
High School *(17%)*	8
Total Forecasted Students =	**50**

SCHOOL ZONE ENROLLMENT & PERMANENT CAPACITY			
CSA	**2022-2023 (10/13/2023) Enrollment**	**2024-2025 COFTE Projected Enrollment**	**2024-2025 LOS Concurrency Capacity**
Stuart Zone – Pinewood Elementary School	685	721	811
Stuart Zone – Stuart Middle School	800	825	1323
Stuart Zone – Martin County High School	2079	2322	2107

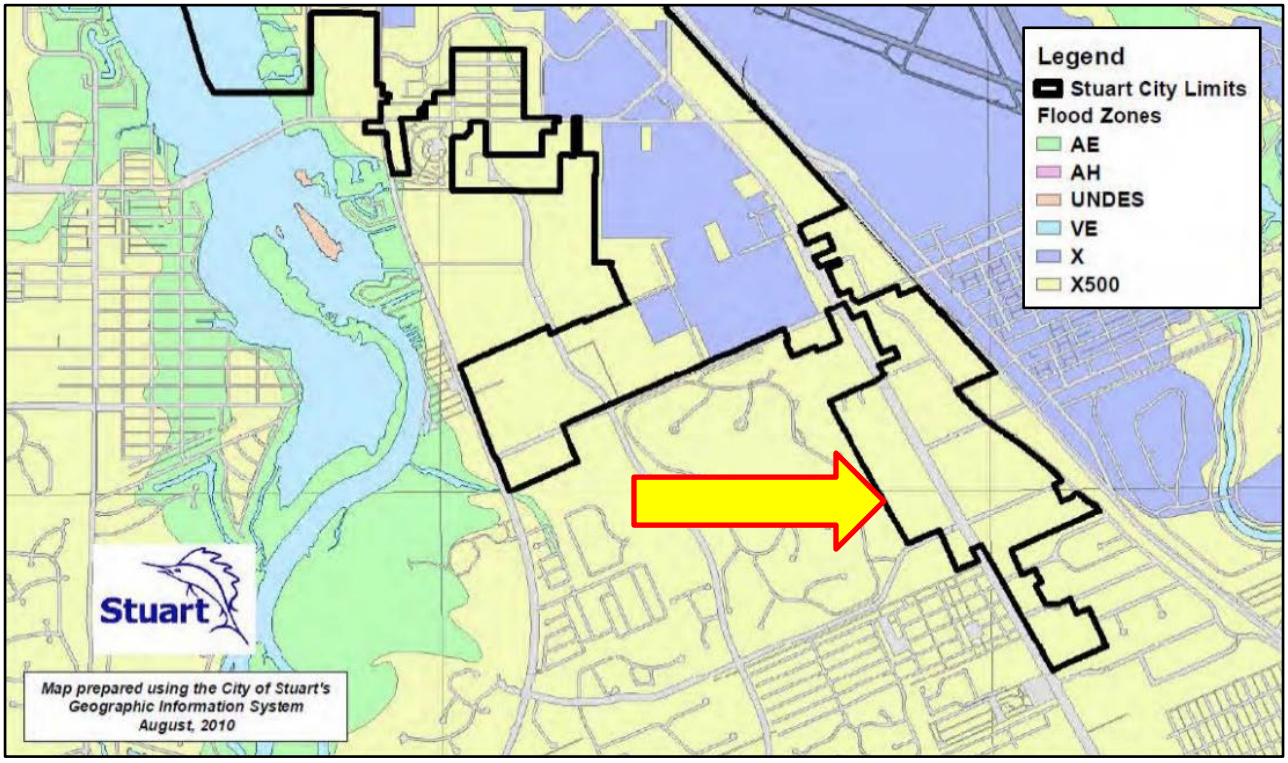
Enrollment #'s above reported from FOCUS, Projections through School District CIP Application

Comments provided by Martin County School Board: *This general analysis is completed to meet the development review policies specified in Section 6.2.6 of the Martin County, City of Stuart, and Martin County School Board Interlocal Agreement for School Facilities Siting and Planning, and Section 17.7 Public School Facilities Element of the Martin County Comprehensive Plan.*

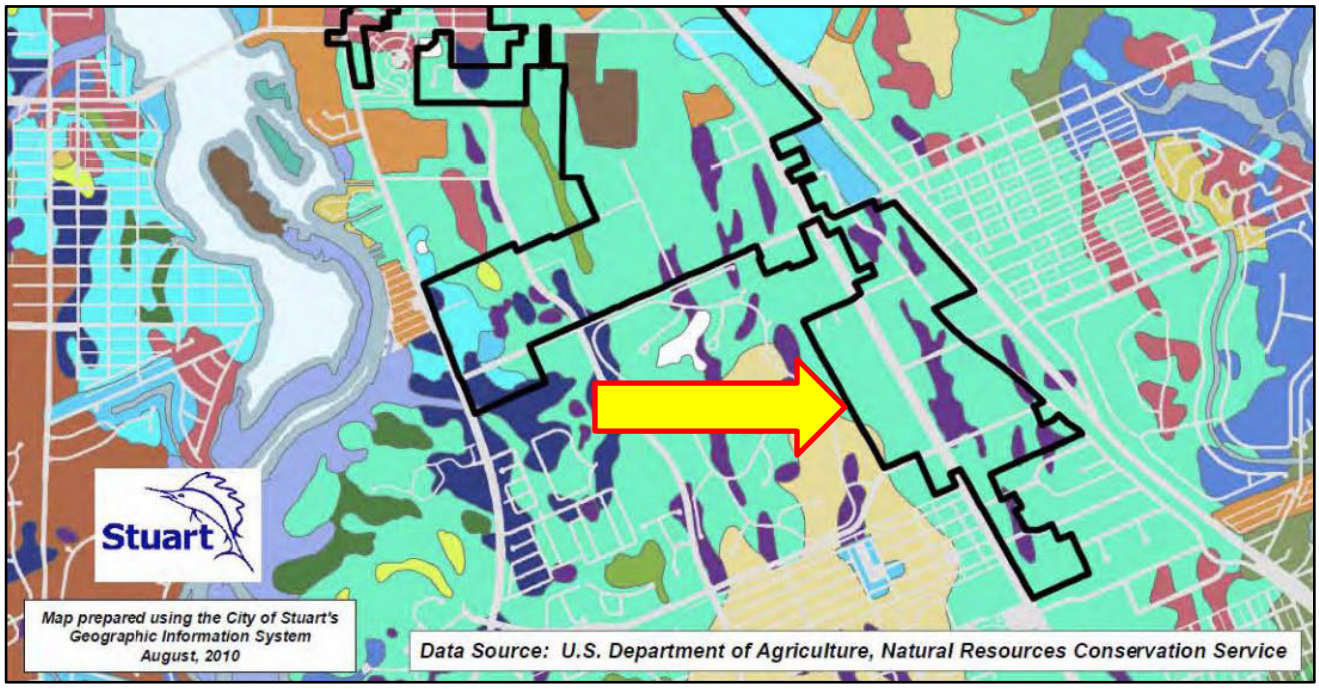
This General School Capacity Analysis shall be used in the evaluation of a development proposal but shall not provide a guarantee that the students from the above-referenced project will be assigned to attend the particular school(s) listed. The analysis indicates the elementary, middle, and high school enrollment is projected to meet the Concurrency (LOS) Level of Service capacity. A School Concurrency Review is completed for Final Site Plan applications that include residential units.

G. MAP EXHIBITS

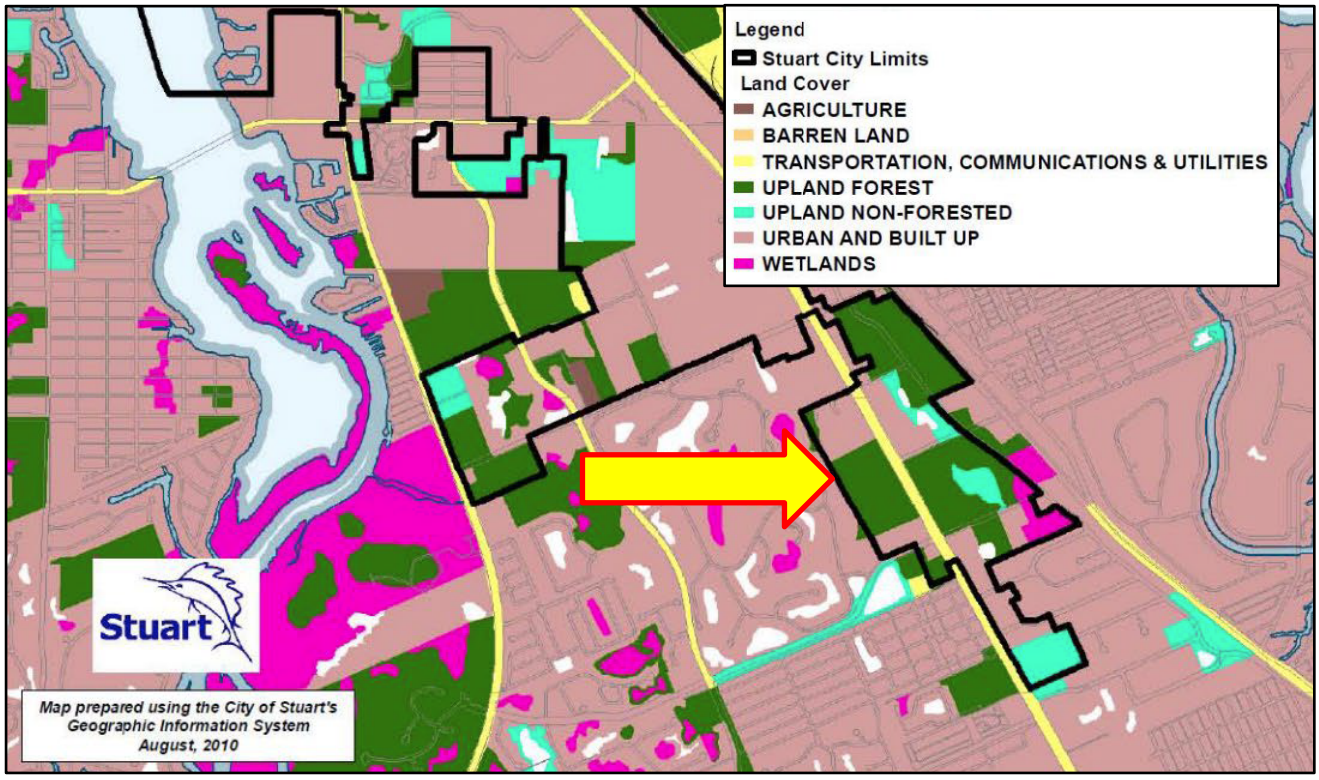
The following map exhibits have been reviewed as part of the petition for a Small-Scale Comprehensive Plan Future Land Use Map Amendment.



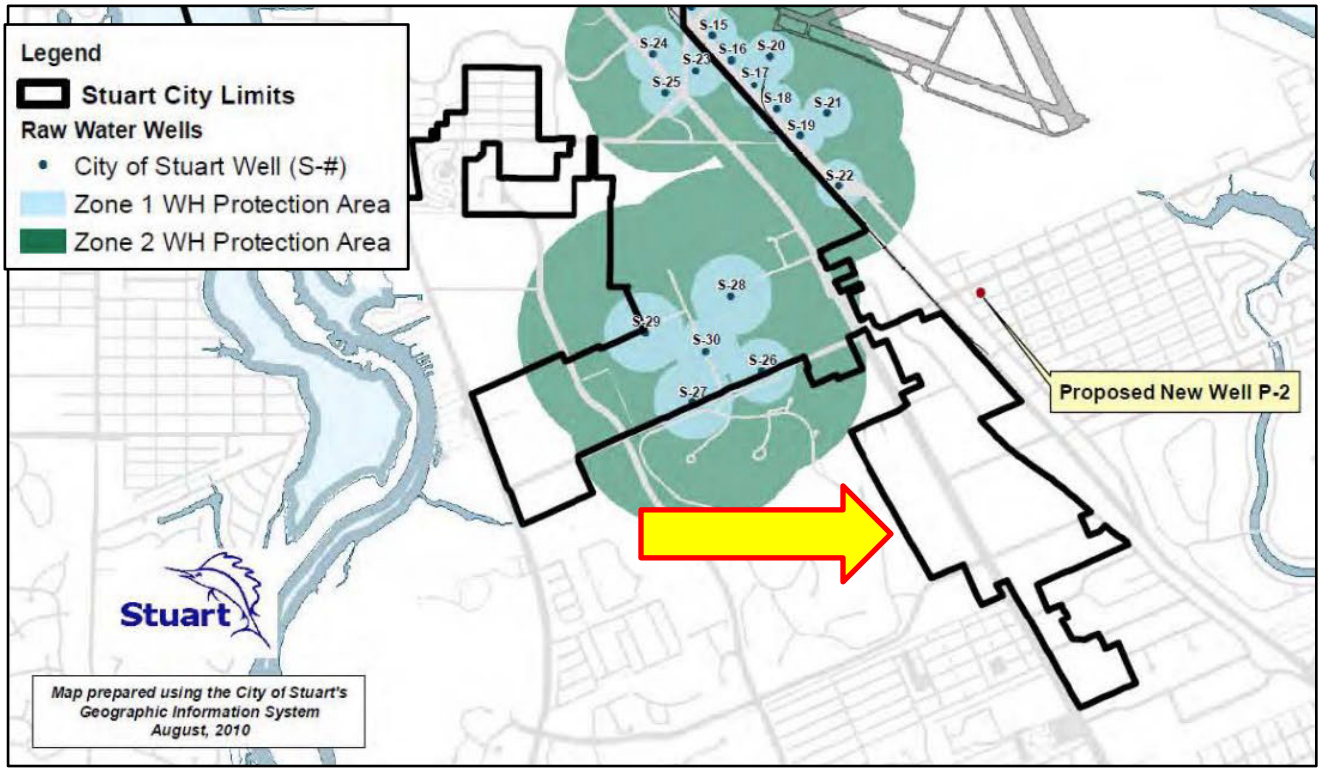
Flood Zones Map Extract City of Stuart Comp Plan: *Subject property within the X-500 flood zone category.*



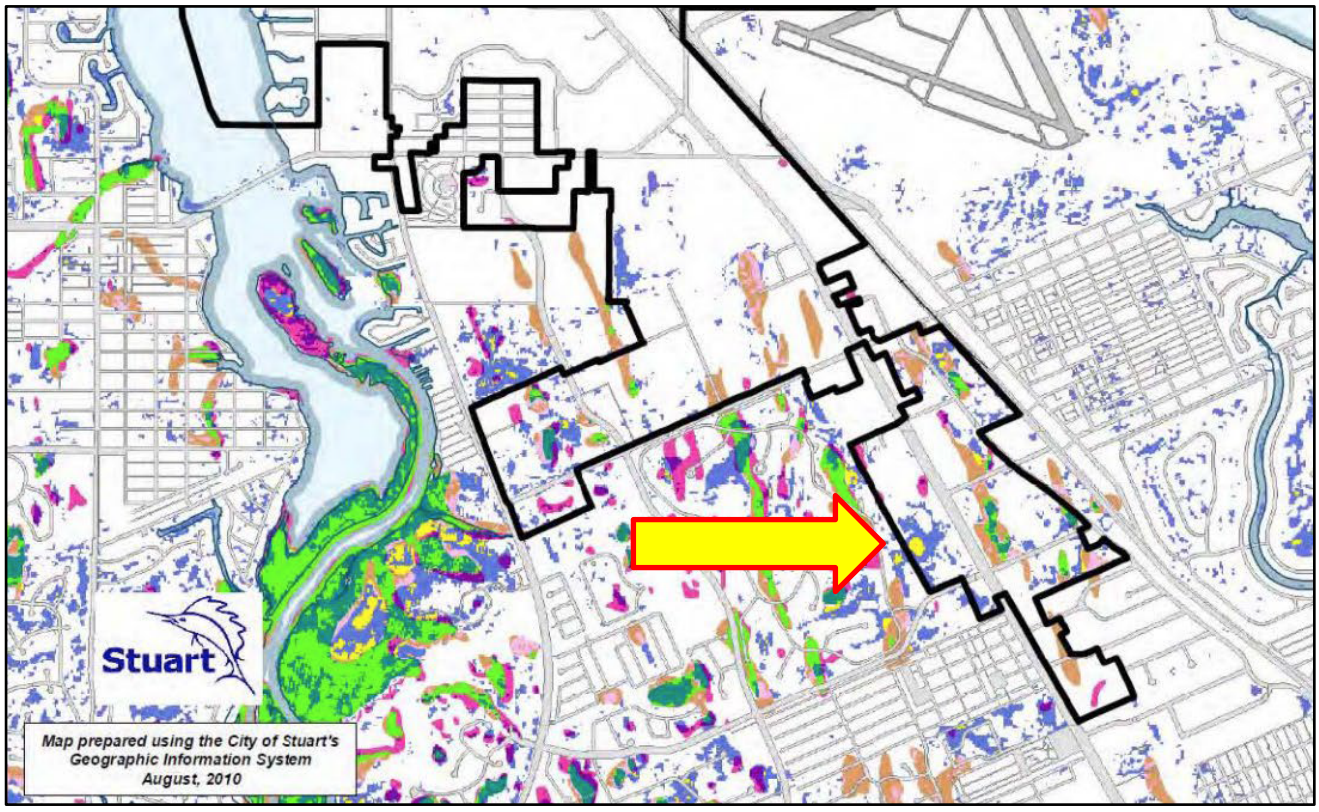
Soils Map City of Stuart Comp Plan: *Subject property comprised of Waveland & Immokalee Sands*



Land Cover Map: City of Stuart Comp Plan: *Within area identified as Urban/Built-Up & Urban Forest*



Planned Wells Map City of Stuart Comp Plan: *Subject property within no planned wells area.*



Wetlands Map City of Stuart Comp Plan: *No wetlands were identified on the subject parcel.*

HJA DESIGN STUDIO
LANDSCAPE ARCHITECTURE

Small Scale Future Land Use Amendment Application

Eden/Mar-Stuart
Neighborhood/Special District
Project Narrative & Justification

Revised September 3, 2024

This application is a request to amend the land use designation for an undeveloped +/-22.76-acre parcel located south of Lowes and north of Murgado Motors (Infiniti/Audi/Maserati) on U.S. Highway 1 from General Commercial to Neighborhood/Special District (NSD). The site was approved as a CPUD in 2012 (ordinance 2244-2012) as "Marketplace of Stuart" for a commercial shopping center with a maximum of 140,000 square feet and five outparcels. This application is for the 22.76 acres only but will allow the creation of an overall CPUD which will combine the Marketplace site with the Mar- Stuart CPUD- Murgado Motors facility that abuts this site to the south.

The combined CPUD will include the expansion of the existing Murgado luxury dealership with three new future car dealerships as well as the addition of approximately 20,100 square feet of restaurants and retail users fronting along U.S. 1. A residential element will make up the remainder of the site with a 249-unit luxury apartment complex containing one 3-story and two 4-story buildings*. A common main entry drive is proposed off U.S. 1 providing connections to all three uses through a large traffic circle. There are two proposed connections to the existing Lowes to the north which include an emergency access drive and a driveway connection from the proposed commercial area along U.S.1. An innovative stormwater system of lakes and several native planted dry / bio-retention areas will also be a shared element of all three major uses.*

This mixed-use project will be an economic driver for this part of the City and County based on the expansion of the high paying jobs in the luxury car industry as well as the added national brand restaurants and shops which will all be in walking distance from an attractive contemporary apartment community. The connectivity of these uses to the existing commercial uses to the north including a near-by Publix grocery store, as well as employers across U.S. 1 in the many light industrial businesses make this mixed-use application a model for in-fill development.

The Neighborhood/Special District is a mixed-use category allowing residential, commercial, and recreational land uses such as a functional vertical or horizontal mix of uses is achieved. The developments must include a mix of residential and commercial or office.

The City's land use element indicates that more than 30 percent and less than 90 percent of the site will need to be residential use and a density of no greater than 15 units an acre. The maximum density for the Neighborhood/Special District land use outside of the CRA is 15 units per acre. This portion of the project is +/-22.76-acres with a proposed 249 apartments for a density of 10.94 units per acre which is significantly less than the maximum allowed density of 15 units per acre.

The following are applicable Goals, Objectives and Policies from the City's Comprehensive Growth Management Plan:

HJA Design Studio
3500 SW Corporate Parkway, Suite 203, Palm City, Florida 34990 T 772-678-7200

Policy 1.A5.1. The Future Land Use Element of the City's adopted Comprehensive Plan shall provide land for future residential use to promote a more compact development pattern. This shall include sufficient land suitable for the public utility facilities needed to support the project level and pattern of development.

Applicant's Response: *This application will allow the creation of a well-planned mixed-use commercial and residential community in an in-fill location that will support the expansion of the Murgado luxury auto dealerships as well as the addition of attractive and much needed restaurants and shopping along U.S. Highway 1 and a walkable contemporary apartment community. This horizontal mixed-use project will be unique to the City and will be developed in a compact urban form in close proximity to a wide range of other commercial and light industrial employers and services and a full complement of public services including roadways, drainage and utilities.*

Objective A6.- Neighborhood stability
Established residential neighborhoods shall be protected from the intrusion of competing intense uses through adherence to the Future Land Use Map densities and intensities established in the Future Land Use Element, implementation of the City's LDR's and control of traffic and access for the protection of the established residential uses.

Applicant's Response: *The subject site is located in a predominantly commercial area of the City with one residential neighborhood on the west side of the parcel which is separated by a 150' wide canal, preserved trees and buffers. The nearest home to the apartment buildings is over 400 feet away.*

Policy 1.A6.5. The City shall promote energy efficiency through mixed use developments that increases multi-modal accessibility and reduces automobile travel. The characteristics of mixed use may include but not limited to the following:

- ***Provide housing and commercial services near employment centers.***
- ***Contain the mix of uses allowed in the underlying land use designation.***
- ***Accessibility to existing or planned transportation system.***
- ***Provide transit stops in new developments.***

Applicant Response: *This application will allow the creation of a horizontal mixed-use project that will include commercial and residential uses in close proximity to one another as well as close proximity to a wide variety of commercial services and employers in both light industrial and commercial businesses found in the immediate area. The submitted traffic analysis indicates that the project will help reduce traffic impacts and length of commuter trips for residents. An opportunity for transit in this area of this major corridor makes the opportunity for convenient transit much more likely as the MPO plans for new stops and routes.*

Objective A7. – Future Land Use Categories

J. Neighborhood/ Special District

Objective A7. - Future land use categories.

Policy A7.1. The City of Stuart has designated the following land use categories and allowed uses for all land within the City of Stuart:

***J. Neighborhood/Special District: Mixed-use category allowing residential, commercial, and recreation land uses such that a functional vertical or horizontal mix of uses is achieved. Developments shall include a mix of residential and commercial or office. Uses may be mixed within a single building and on a single* site if impacts from differing uses are mitigated through urban design techniques. Also, public facilities and electric distribution substations are allowed.**

Policy A7.2. Gross densities, gross intensities and proportional use amounts for each land use category are established in the "Table of Land Use Densities and Intensities" that is adopted as part of this element.

TABLE OF LAND USE DENSITIES AND INTENSITIES

		Residential			Non-Residential			
			RPUD or Major UCE [2]					
Land Use Category	In/Out CRA [1]	General	Not ALF [4]	ALF	% Residential	General	>2.0 FAR [3]	% Non-residential
Neighborhood/Special District	**Out**	**<15 du/ac**		<30 du/ac	**30—90%**	**<2.0 FAR**		**10—70%**

The TABLE OF LAND USE DENSITIES AND INTENSITIES (extract above) indicates that more than 30% and less than 90% of the site will need to be Residential Use at a density of no greater than 15 units/acre (using total site area).

Applicant's Response: *The NSD land use establishes a maximum density of 15 DU/AC with a minimum of 30 percent and a maximum of 90 percent of the site for residential use. The proposed CPUD includes 249 apartments on the +/-22.76 acres for a density of 10.94 units per acre. The residential area makes up approximately 10.03 acres or 44% of the 22.76 acre site.*

Policy A7.3. The term "mixed use project" means one which allows for a mix of residential, non-residential, and recreational land uses such that a functional vertical or horizontal mix of uses is achieved. These uses may be mixed within a single building or on a single site, providing that any impacts are mitigated through urban design techniques.

Applicant's Response: *The proposed community will include a horizontal mix of commercial and residential uses in close proximity to a wide variety of commercial and recreational uses and light industrial employment centers. The project has been carefully planned to achieve a harmonious and attractive community which satisfies Policy A7. 3.*

Objective F1. - Development standards for Neighborhood/Special District land use category. The City shall allow mixed-use and traditional neighborhood development,

pedestrian accessibility, and innovative planning and land use techniques that strengthen the small-town character of Stuart through the application of the Neighborhood/Special District land use category.
Policy F1.1. Of the developable acreage of the site, not less than 30 percent shall consist of residential use and not less than ten percent shall consist of non-residential and non-recreational land uses.

Applicant's Response: *The NSD land use will consist of approximately 10.03 acres of residential or 44% and 12.73 acres of non-residential or 56%.*

Policy F1.2. Mixed-use development within the Neighborhood/Special District category shall integrate distinct uses together to create a functioning, multifaceted type of development. Integration is defined as the combination of distinct uses on a single site where impacts from differing uses are mitigated through urban design techniques and where differing uses are expected to benefit from the close immediate proximity of complementary uses. This may include horizontal and vertical integration.

Applicant's Response: *The proposed mixed-use development provides a well-balanced mix of interconnected nonresidential and residential uses that will allow residents of the apartments to benefit from the proximity to employment centers as well as stores and restaurants. This mix of uses will achieve the City's goals of providing housing in close proximity to employment centers as well as commercial goods and services. Transit may also be an element of the community.*

Policy F1.3. To promote pedestrian friendly and neighborhood-scale development, blocks within a mixed-use development should not exceed an average block perimeter of more than 1,600 linear feet, or a five-minute walk, unless the block perimeter has pedestrian access points at intervals not exceeding 550 feet. No block frontage along a single street should exceed 550 feet.

Applicant's Response: *The blocks created by this mixed-use project will not exceed 1,600 linear feet. The proposed site plan will create a very walkable community with numerous connections both on and off site including a pedestrian connection to the near- by Publix grocery store.*

Policy F1.4. **Large expanses of parking area discourage neighborhood scale and pedestrian friendliness. Therefore, where possible, development shall include smaller scattered parking lots of "nodes" that are approximately located such that the massing or "bunching" of parking into large expanses of parking area is prevented.**

Applicant's Response: *The site design of a mixed-use community has a very unique arrangement of apartment buildings, retail and restaurant uses and the luxury auto dealership, smaller parking lots, integrated driveways and walkways and both on and off-site vehicle and pedestrian connections. The stormwater system is also blended into each part of the community to create a harmonious environmental element.*

Objective B.1. – 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.

Applicant Response: *This site is a model example of in- fill development and with the proposed mixed-use plan it will achieve compact urban form unique to the City and Martin County.*

Policy 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.**

Response: *The proposed project will continue to support the City's role as a hub of commercial and residential uses in a compact urban form thus reducing urban sprawl in other areas of the City and County.*

Objective B2. - Provision 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.

Applicant Response: *The proposed land use amendment and CPUD will not have a negative impact on the level of service for any of public facilities including transportation, drainage, recreation, and capital facilities element.*

Objective B3. - Desirable pattern of land uses.

Promote and enhance a pattern of land uses that are compatible; 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 which 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.

Applicant Response: *A land use amendment to Neighborhood/Special District will accommodate the expansion of the luxury Murgado auto dealership as well as other more transit related commercial uses and a well-planned multifamily apartment complex. The site's location on U.S.1 provides the opportunity for easy access to a wide range of commercial, educational, workplace and community provisions in this part of the City.*

Policy B2.2. No approval for new development or redevelopment shall cause facilities or services to fall below adopted local level-of-service standards as contained in the Capital Improvements Element of this Comprehensive Plan except for temporary reductions allowed by capital improvements policies. Public facilities and services necessary to serve the proposed development or redevelopment must be available, at the adopted local levels-of-service, concurrent with the impacts of development or must meet the requirements specified in Capital Improvements Element policies.

Applicant Response: *Each of the elements of the CIE has been analyzed and shown to not negatively impact any public facilities or services.*

Objective B3. - Desirable pattern of land uses.

Promote and enhance a pattern of land uses that are compatible; 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.

Applicant Response: *The proposed land use amendment to accommodate a mixed-use community and is compatible with and complimentary to the existing established commercial uses in the area and the distant Willoughby community to the west. Development of this in-fill site will allow a model of horizontal mixed-use planning.*

The population density pattern of the area and possible increase or overtaxing of the land on public facilities such as schools, utilities, and streets:

Applicant Response: *The proposed site is located within the City's prime in-fill area and the County's urban service boundary where infrastructure is readily available and access to stores and businesses lie close to the property. As an urban in-fill site, the property is located within a well-established employment center with utilities and existing streets to be utilized to accommodate the project all readily available. Utilizing the subject property offers an opportunity to add multifamily housing to the existing City population, strengthening support of the existing schools, commercial and community infrastructure within the city limits and achieves a sustainable and complimentary form of development.*

The possible overloading of the City's drainage system:

Applicant Response: *As per the Engineer's report and analysis provided in support of the project, existing water and sewer provisions are readily available and impact fees will be paid to contribute towards the introduction and maintenance of the project. Adding new and expanded commercial and residential provisions to this part of the City will also provide a growth in tax revenues to add to the overall maintenance and provision of public service provisions within the City of Stuart and Martin County.*

BUILDING DATA, INTENSITY & FAR ANALYSIS

Date: Revised 7-31-24

EXISTING APPROVED MAR-STUART CPUD - 12.31 AC. (536,224 SF)		
Building	***Building Coverage as Approved**	***Gross Floor Area as Approved**
Existing Audi Dealership	33,311	40,272
Existing Infiniti Dealership	19,683	26,761
Existing Maserati Dealership	15,237	18,631
Existing Car Wash	2,425	2,425
TOTAL	**70,656**	**88,089**
	FLOOR AREA RATIO: (88,089 SF / 536,224 SF) = 0.16	

***NOTE: The Approved Mar-Stuart CPUD did not include the existing dealership building's service overhang areas as part of the building coverage or gross floor area calculations per staff's direction at this time.**

PROPOSED MAR-STUART CPUD PARCEL - 12.31 AC. (536,224 SF) FLU: Commercial				
Building	**Bldg. Coverage w/ Service Overhangs**	**Gross Floor Area w/ Service Overhangs**	**Density**	**Non-Residential Area / Intensity %**
Existing Audi Dealership	37,079	44,042	0 Units	
Existing Infiniti Dealership	21,215	28,293	0 Units	
Existing Maserati Dealership	15,880	19,274	0 Units	
Existing Car Wash	2,425	2,425	0 Units	
Future Dealership #1	19,063	29,000	0 Units	
TOTAL	**95,662**	**123,034**	**0 Units**	**12.31 Ac. / 100%**
	FLOOR AREA RATIO: (123,034 SF / 536,224 SF) = 0.23			

PROPOSED NORTH VACANT PARCEL - 22.76 AC. (991,594 SF) FLU: Neighboorhood Special Disctrict				
Dealership Buildings	**Building Coverage w/ Overhangs**	**Gross Floor Area w/ Overhangs**	**Density**	**Non-Residential Area / Intensity %**
Future Dealership #2	17,793	26,000	0 Units	
Future Dealership #3	17,793	26,000	0 Units	
Proposed Car Wash	2,425	2,425	0 Units	
Commercial Buildings	**Building Coverage w/ Overhangs**	**Gross Floor Area w/ Overhangs**	**Density**	
Comm. Building A	2,500	2,500	0 Units	
Comm. Building B	8,800	8,800	0 Units	
Comm. Building C	8,800	8,800	0 Units	
Comm. Bldg. Overhang Feature	922	922	0 Units	
				12.73 Ac. / 56%
Multi-family Buildings	**Building Coverage w/ Overhangs**	**Gross Floor Area w/ Overhangs**	**Density**	**Residential Area / Intensity %**
MF Building - Type I	21,918	68,403	57 Units	
MF Building - Type II	26,955	111,916	96 Units	
MF Building - Type IIH	26,940	111,928	96 Units	
Clubhouse	6,923	6,923	0 Units	
Carports (includes both)	3,946	3,946	0 Units	
TOTAL	**145,715**	**378,563**	**249 Units (10.94 DU/AC)**	**10.03 Ac. / 44%**
	FLOOR AREA RATIO: (378,563 SF / 991,594 SF) = 0.38			

REVISED DATA 7-31-24

EDEN MAR STUART

SE FEDERAL HIGHWAY
CITY OF STUART, FLORIDA

TRAFFIC IMPACT ANALYSIS

PREPARED FOR:
EDEN MULTIFAMILY

Prepared by:

JFO GROUP INC
COA Number 32276
6671 W Indiantown Road
Suite 50-324
Jupiter, FL 33458

Revised August 29, 2024
Revised January 19, 2024
Revised November 30, 2023
Revised September 8, 2023
September 30, 2022

This item has been electronically signed and sealed by Dr. Juan F. Ortega, PE on August 29, 2024 using a Digital Signature. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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1. INTRODUCTION

JFO Group Inc. has been retained to prepare a Traffic Impact Analysis (TIA) according to *Section 4.05.00.* of the *City of Stuart Unified Land Development Code*. The property is located west of US-1, ±0.3 miles north of SE Pomeroy Street in the City of Stuart, Florida. Parcel Control Numbers associated with this project are 38-38-41-025-000-00010-0/-00020-0. Exhibit 1 includes information from the Martin County Property Appraiser's office for the parcels included in the proposed project. Figure 1 shows an aerial location of the site in relation to the transportation network.

Figure 1: Project Location – Aerial

The Eden Mar Stuart project is proposing a major amendment to the existing 12.31-acre property to add the adjacent 22.76-acre Market Place CPUD parcel on the north creating one large site totaling 35.07-acre parcel. The proposed development includes 166,664 SF of Automobile Sales, 17,600 square feet of commercial uses, a 2,500 SF Coffee/Donut Shop with Drive-Through Window and a 249-apartment complex. Exhibit 2 includes a copy of the proposed site plan. Project build-out is expected in the year 2026.

2. TRIP GENERATION

Trip generation rates were based on the 11th Edition of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE) and based on field counts. Table 1 includes the trip generation rates used for Daily, AM and PM peak hour. Exhibit 3 includes trip generation rates from the ITE manual. Similarly, Exhibit 3 includes trip generation rate calculations for the existing automobile sales facility using turning movement counts (TMCs). When fitted curve equations were not available, weighted average rates were used. Similarly, when data plots had at least 20 data points and a fitted curve equation with an R^2 of at least 0.75, fitted curve equations were used.

Table 2 includes the trip generation for the proposed project for Daily, AM and PM peak hour conditions. Exhibit 4 includes internal capture calculations for daily, AM and PM conditions.

Table 1: Trip Generation Rates

Land Use	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Automobile Sales (New)	JFO	11.20[1]	77%	23%	1.12	33%	67%	0.88
Multifamily Housing (Mid-Rise)	221	4.54	23%	77%	T=0.44(X)-11.61	61%	39%	T=0.39(X)+0.34
Strip Retail Plaza (<40k)	822	54.45	60%	40%	2.36	50%	50%	6.59
Coffee/Donut Shop with Drive-Through Window	937	533.57	51%	49%	85.88	50%	50%	38.99

[1] *As part of a conservative analysis, daily traffic was assumed 10 X Peak Hour.*

According to Table 2, the net Daily, AM and PM peak hour trips potentially generated due to the planned development are 2,382, 205 (103 In/102 Out) and 204 (101 In/103 Out) trips respectively.

Table 2: Trip Generation

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
EXISTING DEVELOPMENT								
Automobile Sales (New)	85,664[1] SF	959	74	22	96	25	50	75
Net Existing Traffic		***959***	***74***	***22***	***96***	***25***	***50***	***75***
PROPOSED DEVELOPMENT								
Multifamily Housing (Mid-Rise)	249[2] DUs	1,130	23	75	98	59	38	97
Strip Retail Plaza (<40k)	17,600[3] SF	958	25	17	42	58	58	116
Coffee/Donut Shop W/ DT Window	2,500[4] SF	1,334	110	105	215	49	48	97
Automobile Sales (New)	166,664[5] SF	1,867	144	43	187	49	98	147
	Σ	**5,289**	**302**	**240**	**542**	**215**	**242**	**457**
Internal Capture		**12.2%**	**8.5%**			**11.8%**		
Multifamily Housing (Mid-Rise)		160	3	9	12	8	6	14
Strip Retail Plaza (<40k)		144	3	3	6	7	7	14
Coffee/Donut Shop W/ DT Window		170	7	7	14	6	6	12
Automobile Sales (New)		170	10	4	14	6	8	14
	Σ	**(644)**	**(23)**	**(23)**	**(46)**	**(27)**	**(27)**	**(54)**
Driveway Volumes		***4,645***	***279***	***217***	***496***	***188***	***215***	***403***
Pass-By								
Strip Retail Plaza (<40k)	40%[6]	326	9	5	14	20	21	41
Coffee/Donut Shop W/ DT Window	90% AM 98% PM[7]	978	93	88	181	42	41	83
	Σ	**(1,304)**	**(102)**	**(93)**	**(195)**	**(62)**	**(62)**	**(124)**
Net Proposed Traffic		***3,341***	***177***	***124***	***301***	***126***	***153***	***279***
Net Traffic		***2,382***	***103***	***102***	***205***	***101***	***103***	***204***
Net External Trips		***3,686***	***205***	***195***	***400***	***163***	***165***	***328***

[1] =40,272 (Existing Audi Dealership) + 18,631 (Existing Maserati Dealership) + 26,761 (Existing Infiniti Dealership)
[2] =57 (Building I) + 96 (Building II) + 96 (Building IIH)
[3] =8,800 (Retail B) + 8,800 (Retail C)
[4] Retail A
[5] =85,664 (Existing Dealerships) + 29,000 (Dealership #1) + 26,000 (Dealership #2) + 26,000 (Dealership #3)
[6] Pass-By Rates were not available for ITE LU 822. ITE LU 821 rates were used instead. See Exhibit 3.
[7] Pass-By Rates were not available for ITE LU 937. ITE LU 938 rates were used instead. AM = 90%. PM = 98%. Daily = Weekday Midday = 84%.

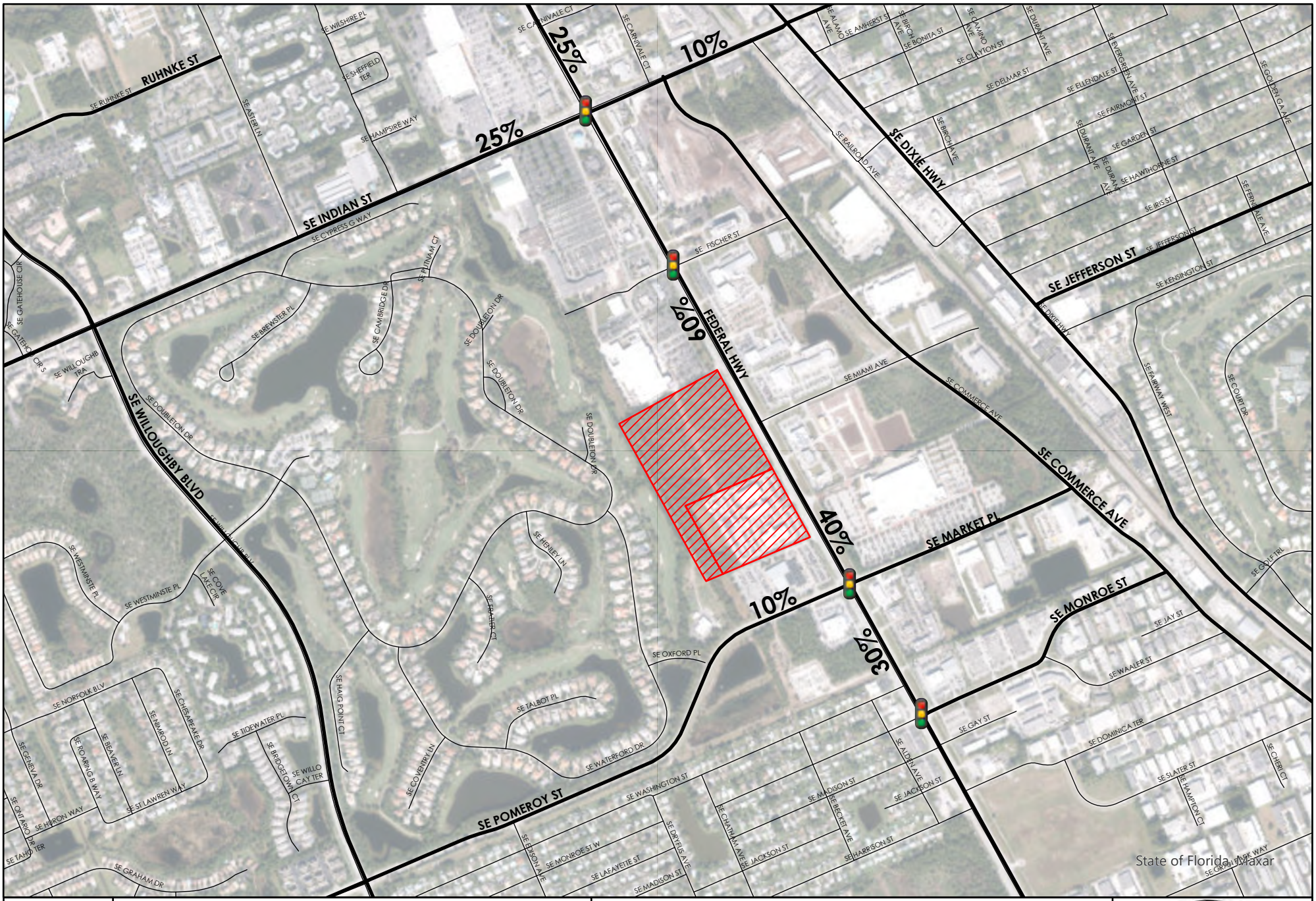
3. TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution and assignment incorporates the characteristics of the proposed development as well as the surrounding network configuration. Figure 2 shows the proposed project traffic assignment for all roadway links included in the Study Area. Table 3 presents a summary of the project impact on all roadway links included within the Study Area during Peak Hour, Peak Direction conditions.

Table 3: Project Impact

Roadway	From	To	LOS Capacity	Traffic Assignment	Project Traffic	Project Impact
Indian St	Willoughby Blvd	SR-5	2000	25.0%	26	1.3%
Indian St	SR-5	Commerce Ave	2000	10.0%	10	0.5%
Indian St	Commerce Ave	CR-A1A	2000	10.0%	10	0.5%
Market Pl	SR-5	Commerce Ave	790	0.0%	0	0.0%
Pomeroy St	Willoughby Blvd	SR-5	790	10.0%	10	1.3%
SR-5 (US-1)	Salerno Rd	Monroe St	3020	20.0%	21	0.7%
SR-5 (US-1)	Monroe St	Pomeroy St	3020	30.0%	31	1.0%
	Pomeroy St	Site		40.0%	41	1.4%
	Site	Indian St		60.0%	62	2.1%
SR-5 (US-1)	Indian St	SR-714	3020	25.0%	26	0.9%

As can be seen in Table 3, the project impact to the first connection to the Major Road Network will consume more than one percent (1%) of the peak-hour peak-direction capacity while all Major Roadway Segments will consume less than five percent (5%).



Project Site

0.15 0.07 0 0.15 0.3 0.45 0.6 Miles

FIGURE 2:
TRAFFIC ASSIGNMENT
EDEN MAR STUART

JFO GROUP INC

4. DATA COLLECTION

Traffic counts should be performed on typical midweek days (Tuesday, Wednesday, or Thursday). All counts collected followed the Florida Department of Transportation's Manual on Uniform Traffic Studies (MUTS) and other applicable standards. Traffic volumes were adjusted by applying the seasonal factor as established in the FDOT Project Forecasting Handbook. Exhibit 5 includes a summary of all traffic data collection efforts as well as Peak Seasonal Factors from F-DOT.

4.1. Intersection Turning Movement Counts

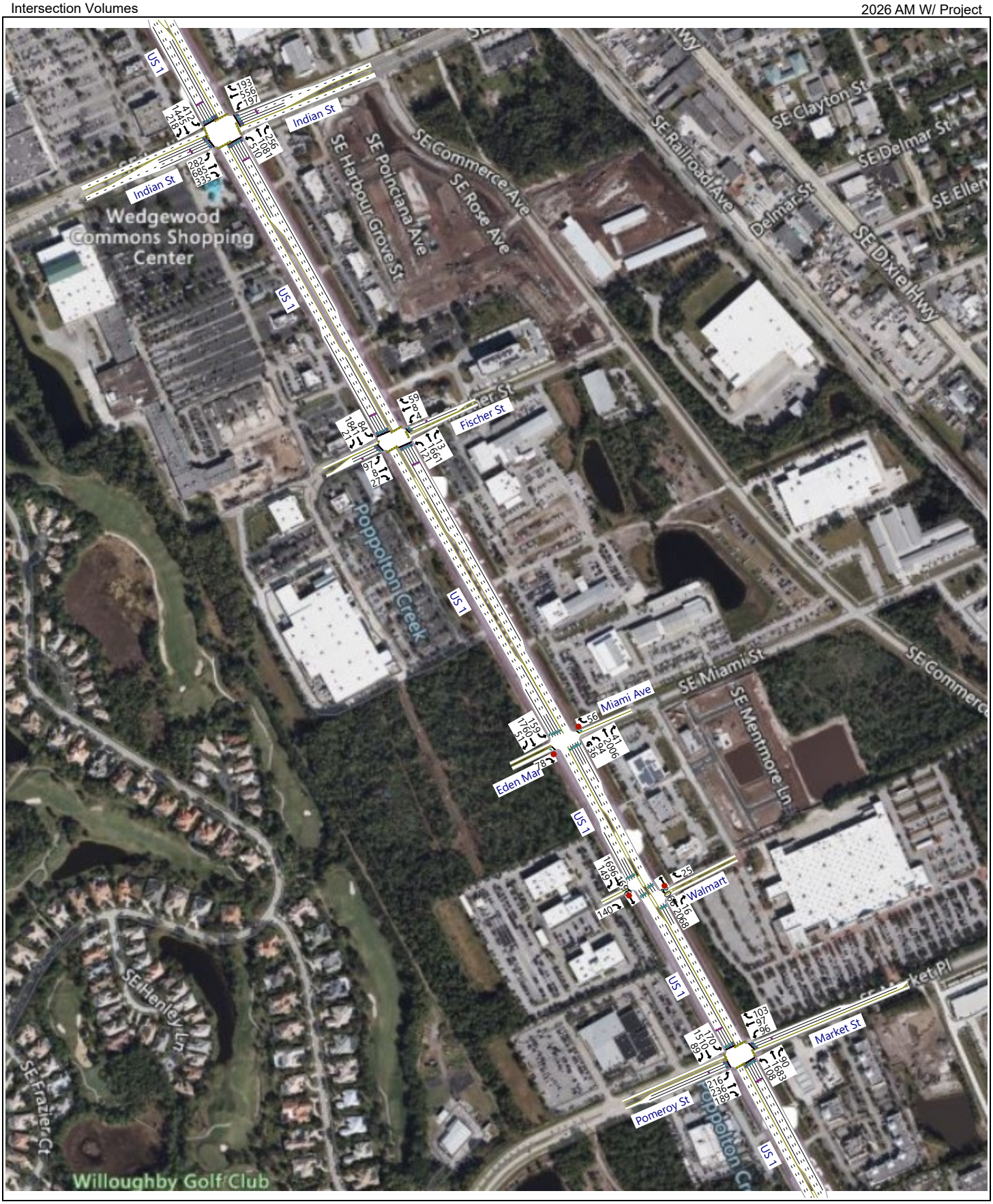
Intersection turning movement counts were collected on Tuesday September 20, 2022 from 7AM to 9AM, and from 4PM to 6PM at the intersections most impacted by the proposed development:

a. US-1 and Indian Street;
b. US-1 and Fischer Street;
c. US-1 and Miami Avenue;
d. US-1 and Walmart/Maserati Driveway; and
e. US-1 and Pomeroy Street.

Figure 3 summarizes 2026 AM peak hour traffic calculated using the field data collection counts, F-DOT Peak Season Factors, background growth and project traffic while Figure 4 does the same for 2026 PM peak hour conditions.

Figure 3
Intersection Volumes

EDEN MAR STUART
2026 AM W/ Project



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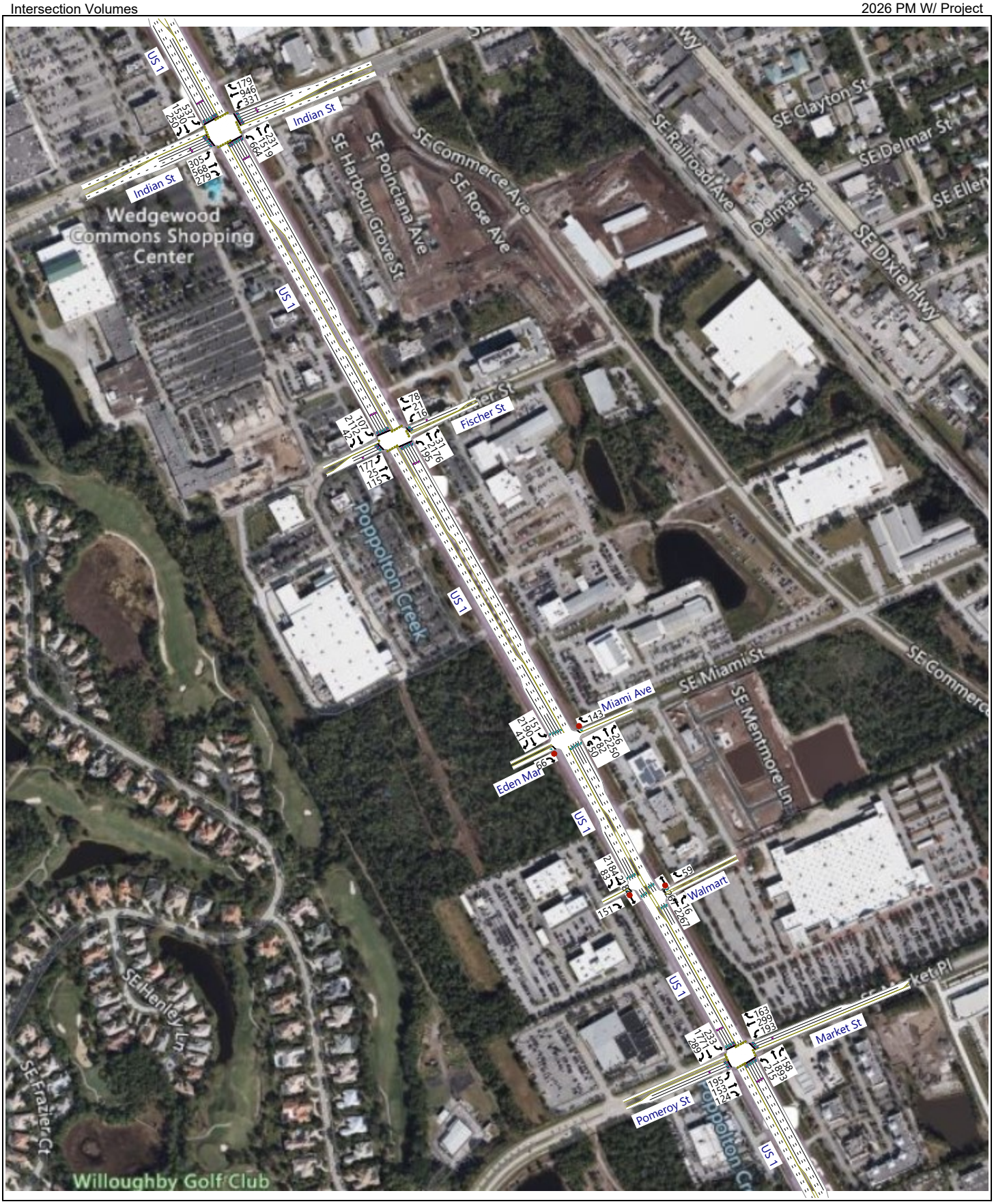
Synchro 12

JFO GROUP INC
JFO#1033.03

Figure 4
Intersection Volumes

EDEN MAR STUART
2026 PM W/ Project



2024-08-29_Eden Mar Stuart_TPS_1033.03.syn
Synchro 12

JFO GROUP INC
JFO#1033.03

5. BUILDOUT ANALYSIS

City of Stuart Intersections and links on the first accessed roadway were analyzed at the anticipated project buildout. Exhibit 6 includes an analysis to determine the areawide growth rate to be used for link and intersection analyses.

5.1. Intersections

Intersection analyses with and without project were performed at the signalized intersections of US-1 and Indian Street, Fischer Street and Pomeroy Street. Exhibit 7 includes intersection analyses for the intersections nearest to the point at which the Project's Traffic enters the first accessed roadway Link while Table 4 summarizes the V/C Synchro results.

Table 4: Signalized Intersections – Buildout Volume/Capacity

MOEs	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
US-1 & Indian Street												
Volume AM WOP	282	685	309	187	556	193	484	1055	246	412	1419	218
V/C	0.79	0.88	0.89	0.80	0.85	0.66	0.68	0.82	0.61	0.55	1.05	0.37
Volume AM WP	282	685	335	197	556	193	510	1081	256	412	1445	218
V/C	0.69	0.84	0.92	0.81	0.85	0.66	0.77	0.83	0.63	0.59	1.07	0.36
Volume PM WOP	305	568	254	321	946	179	638	1493	221	537	1505	250
V/C	0.87	0.84	0.84	0.56	1.05	0.44	1.07	1.13	0.54	0.97	1.20	0.45
Volume PM WP	305	568	279	331	946	179	664	1519	231	537	1530	250
V/C	0.87	0.78	0.86	0.63	1.05	0.44	1.12	1.15	0.56	0.97	1.22	0.45
US-1 & Fischer Street												
Volume AM WOP	97	8	27	4	8	59	121	1600	13	84	1779	21
V/C	0.48	0.00	0.14	0.04	0.00	0.76	0.22	0.85	0.02	0.15	0.96	0.04
Volume AM WP	97	8	27	4	8	59	121	1661	13	84	1841	21
V/C	0.48	0.00	0.14	0.04	0.00	0.76	0.22	0.88	0.02	0.15	0.99	0.04
Volume PM WOP	177	25	115	16	21	78	195	2114	31	107	2051	42
V/C	0.81	0.00	0.42	0.21	0.00	0.59	0.39	1.12	0.05	0.23	1.14	0.08
Volume PM WP	177	25	115	16	21	78	195	2176	31	107	2112	42
V/C	0.81	0.00	0.42	0.21	0.00	0.59	0.39	1.15	0.05	0.23	1.18	0.08
US-1 & Pomeroy/Market Street												
Volume AM WOP	206	236	189	96	97	103	108	1652	90	133	1479	79
V/C	0.78	0.87	0.82	0.58	0.42	0.53	0.29	1.08	0.19	0.29	0.85	0.85
Volume AM WP	216	236	189	96	97	103	108	1683	90	170	1510	89
V/C	0.82	0.87	0.82	0.58	0.42	0.53	0.30	1.10	0.19	0.37	0.86	0.86
Volume PM WOP	185	153	124	193	299	163	215	1863	158	208	1740	279
V/C	1.11	0.46	0.44	0.72	0.90	0.58	0.77	1.27	0.35	0.58	1.17	1.20
Volume PM WP	195	153	124	193	299	163	215	1893	158	233	1771	289
V/C	1.17	0.46	0.44	0.72	0.90	0.58	0.77	1.29	0.35	0.65	1.20	1.23

WOP = Without Project. WP= With Project.

As shown in Table 4, the proposed *EDEN Multi-Family MAR Stuart* project is not causing any V/C ratios to be more than 1.0. According to Florida Statue Section §163.3180 (2016), project cannot be denied concurrency for failure to demonstrate adequate public roadway facilities. The statutory scheme states that any road already failing must be "considered to be in place" for concurrency purposes. Therefore, according to Florida Statues, for Concurrency purposes any necessary improvements are considered to be in place.

Table 5 includes LOS & V/C ratios at the unsignalized intersections in the first accessible link. As shown in Table 5, unsignalized intersections in the project's direct access link will operate at LOS B or better at project buildout in the year 2026.

Table 5: Unsignalized Intersections – LOS & V/C Ratios

MOEs	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
US 1 & Miami Ave/Project Driveway												
Volume AM WOP	-	-	0	-	-	56	48U	1945	41	159	1724	0
V/C	-	-	-	-	-	0.097	0.048	-	-	0.607	-	-
ICU LOS	A											
Volume AM WP	-	-	78	-	-	56	36U/94L	2006	41	159	1760	51
V/C	-	-	0.13	-	-	0.098	0.336	-	-	0.642	-	-
ICU LOS	B											
Volume PM WOP	-	-	0	-	-	143	67U	2188	26	151	2155	0
V/C	-	-	-	-	-	0.284	0.096	-	-	1.006	-	-
ICU LOS	B											
Volume PM WP	-	-	66	-	-	143	50U/82L	2250	26	151	2190	41
V/C	-	-	0.131	-	-	0.289	0.646	-	-	1.089	-	-
ICU LOS	B											
US 1 & Walmart/Maserati Driveway												
Volume AM WOP	-	-	23	-	-	25	-	2007	16	-	1696	77
V/C	-	-	0.038	-	-	0.044	-	-	-	-	-	-
ICU LOS	A											
Volume AM WP	-	-	140	-	-	25	-	2068	16	-	1696	149
V/C	-	-	0.229	-	-	0.045	-	-	-	-	-	-
ICU LOS	A											
Volume PM WOP	-	-	52	-	-	59	-	2205	16	-	2184	26
V/C	-	-	0.103	-	-	0.117	-	-	-	-	-	-
ICU LOS	A											
Volume PM WP	-	-	151	-	-	59	-	2267	16	-	2184	83
V/C	-	-	0.299	-	-	0.119	-	-	-	-	-	-
ICU LOS	B											

WOP = Without Project. WP= With Project.

5.2. Links

Table 6 summarizes peak-hour peak-direction traffic conditions on the first accessed roadway link. Exhibit 8 includes the latest Martin County Traffic Counts on the first accessed roadway. Exhibit 9 includes the F-DOT Generalized Peak Hour Directional Level of Service standards. As shown in Table 6, the first accessed roadway link will operate at LOS 'C' or better at project buildout.

Table 6: Peak Hour Link Analysis

Road	From	To	Type	Capacity[1]	2022 Peak Hour	Avg. Annual Growth Rate	2026 Background Traffic	Project Assignment	Project Traffic	2026 Traffic With Project	2026 LOS
SR-5 (US-1)	Pomeroy St	Site	Class I: 6-Ln Divided	3,020	1,621	1.12%[2]	1,695	40.0%	41	1,736	C
SR-5 (US-1)	Site	Indian St						60.0%	62	1,757	C

Peak Hour-Peak Direction	
AM	PM
103	103

[1]

Class I (40 mph or higher posted speed limit)					
Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

[2] Areawide Growth Rate including all links in the study area. See Exhibit 6.

6. PROJECT DRIVEWAYS

The Eden Mar Stuart development is proposing one (1) right-in/right-out/left-in driveway on US-1 and Miami Avenue. In addition, there will also be cross connectivity to the Lowe's property to the north and the existing and proposed dealerships to the south.

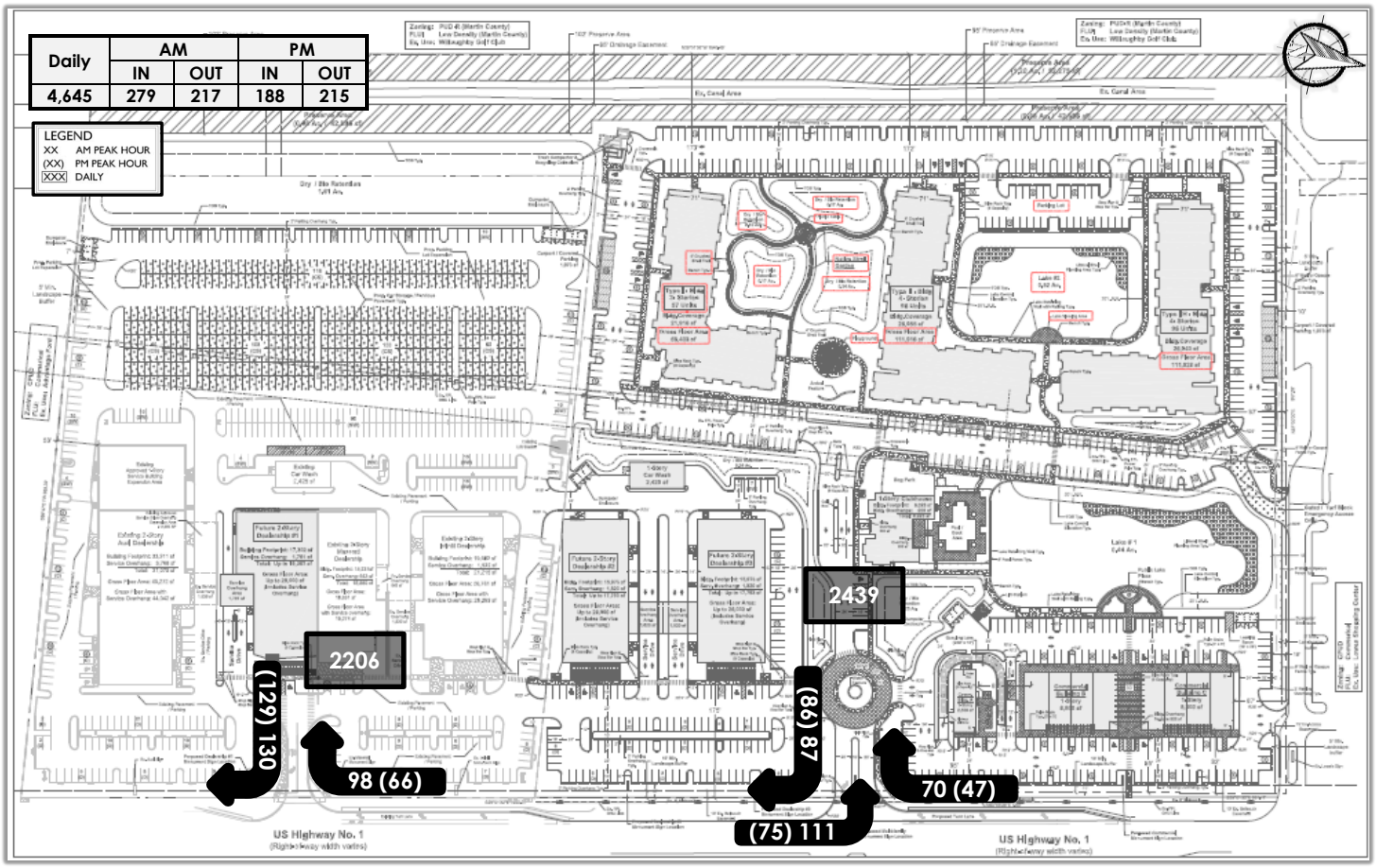


Figure 5 : Driveway Volumes (Field Counts + Trip Generation)

As part of a conservative analysis, it was assumed that all project traffic will access the site via the existing/proposed driveways on US-1. Figure 5 shows driveway volumes at build-out based on field counts and the trip generation analysis.

According to the 2022 F-DOT design manual, the southbound right turn lane required by FDOT at the new proposed driveway should be 185 feet (135' Stacking + 50' Taper).

According to the 2022 F-DOT design manual, the northbound left turn lane at the new proposed driveway should be ≈ 282.50 feet (135' deceleration + 50' Taper + 97.5' Queuing). Therefore, as shown in Table 7, the existing northbound left turn lane will be able to accommodate existing and future project traffic at project buildout.

Table 7: Northbound Left Turn (US-1 & Miami Ave)

	AM	PM
Existing NBLT	335' (285'+50')	
Posted Speed Limit	45 MPH	
FDM (L)	185' (135'+50')	
2026 95Th Percentile Queue (Feet)	37.5	97.5
L + Queue	222.5	282.5

Project traffic traveling northbound will also impact the signalized intersection at US 1 and Fischer Street. As part of a conservative analysis, it was assumed that all northbound project traffic will make a U-turn at the intersection of US 1 and Pomeroy Street instead of traveling through the Lowe's property and making an eastbound left at US 1 and Fischer Street.

As shown in Table 8, if 100% of all northbound project traffic makes a U-turn at US 1 and Pomeroy Street, the existing southbound left turn lane will be able to accommodate background and U-turn project traffic at project buildout.

Table 8: Southbound Left Turn (US-1 & Pomeroy St)

	AM	PM
Existing SBLT (Feet)	665' (615'+50')	
2026 95Th Percentile Queue (Feet)	247.5'	335.0'

Exhibit 10 includes a copy of a conceptual approval from F-DOT for the existing and proposed driveways.

7. CONCLUSIONS

The Eden Mar Stuart property is located west of US-1, ±0.3 miles north of SE Pomeroy Street in the City of Stuart, Florida. The applicant is proposing 166,664 SF Automobile Sales, 17,600 SF commercial uses, a 2,500 SF Coffee/Donut Shop with Drive-Through Window and a 249-apartment complex. 85,664 SF of the 166,664 SF of Automobile Sales are existing, operational and are proposed to remain as is.

The proposed development will likely generate 2,382 net daily trips where 205 (103 In/102 Out) trips will occur during the AM peak hour and 204 (101 In/103 Out) during the PM peak hour. Project build-out is expected in the year 2026.

All roadway links within the Stuart Concurrency Roadway Network impacted by the project will consume less than five percent (5%) of the adopted level-of-service volume. The first accessed roadway, SR-5 (US-1) from Pomeroy Street to Indian Street, will operate at LOS 'C' or better at project build out in the year 2026.

A southbound right turn lane is being required by FDOT at the new proposed driveway, and it should be 185 feet (135' Stacking + 50' Taper). On the other hand, the existing southbound left turn lane at US-1 and Pomeroy Street will be able to accommodate background and U-turn project traffic at project buildout. Similarly, the existing northbound left turn lane at US-1 & Miami Avenue will be able to accommodate background and project traffic at project buildout.

The nearest signalized intersection on the major thoroughfare north of the project is the intersection of US-1 and Indian Street where the project will add 1.6 seconds of delay at project build out during the AM peak hour and 4.7 seconds during the PM peak hour. Similarly, the nearest signalized intersection south of the project is the intersection of US-1 and Pomeroy Street where the project will add 3.1 seconds of delay at project build out during the AM peak hour and 7.7 seconds during the PM peak hour.

The proposed Eden Mar Stuart project has been evaluated following *Section 4.05.00.* of the *City of Stuart Unified Land Development Code*. This analysis shows the proposed development will be in compliance with Level of Service standards of the governmental entities with jurisdiction over the analyzed roadway links in the immediate project vicinity.

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Exhibit 1: Property Appraiser

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MARTIN COUNTY
PROPERTY APPRAISER
Jenny Fields, CFA

Basic Info

PIN	AIN	Situs Address	Website Updated
38-38-41-025-000-00010-0	1109784	SE FEDERAL HWY STUART FL	9/9/22

General Information

Property Owners
MAR-STUART RETAIL II LLC

Mailing Address
665 SW 8TH ST
MIAMI FL 33180

Tax District
STUART

Parcel ID
38-38-41-025-000-00010-0

Account Number
1109784

Property Address
SE FEDERAL HWY STUART FL

Legal Description
LOT 1 MARKETPLACE OF STUART, A CPUD (PB ...

Use Code/Property Class
1000 - 1000 Vacant Commercial

Neighborhood
51600 Kanner 95

Legal Acres
22.77

Ag Use Acres
N/A

Current Value

Year	Land Value	Improvement Value	Market Value	Value Not Taxed	Assessed Value	Total County Exemptions	County Taxable Value
2022	$ 8,942,620	$ 0	$ 8,942,620	$ 0	$ 8,942,620	$ 0	$ 8,942,620

Market values shown on the website reflect market conditions as of January 1st, the statutory assessment date. We are prohibited by law from relying on sales that occur after the January 1 assessment date. Therefore, market values shown on the website do not reflect today's market conditions, but rather the market conditions last year. In addition, the statutes require the county Property Appraiser to deduct for typical costs of sale (which include expenses such as commissions, title insurance, appraisals, inspection fees, etc.) when arriving at market value for tax purposes. That is why the market value for tax purposes is different from what a property would sell for today.

Current Sale

Sale Date
8/3/21

Sale Price
$ 10,500,000

Grantor (Seller)
MARKET PLACE STUART LLC

Deed Type
Special Warranty Deed

Doc Num
2906543

Book & Page
3246 2837

Legal Description

LOT 1 MARKETPLACE OF STUART, A CPUD (PB 17 PG 18)

The legal description is intended for general information only. The Property Appraiser assumes no responsibility for the uses or interpretations of the legal description.

Martin County Property Information Lookup

General Information

Parcel #	383841025000000100
Owner Name:	MAR-STUART RETAIL II LLC
Owner Address:	665 SW 8TH ST MIAMI, FL 33180
Site Address:	3800 SE FEDERAL HWY STUART, FL 34997
Storm Surge Evacuation Zone:	N/A
Flood Zone - BFE:	X - N/A' NAVD
FIRM Panel:	12085C0163H, 12085C0161H
Urban Service District:	Primary
Municipality:	City of Stuart
Taxing District:	District 2
ISO-PPC Rating:	Contact City of Stuart Fire Rescue
Subdivision infill applicability:	Yes
Development Imposed Conditions:	Residential Fire Sprinklers Not Required
Building Design Wind Speed	
Occupancy Category I,II,III/IV:	150, 160, 170

Land Use

Land Use information can change frequently, please verify with the Martin County Growth Management Department at 772-288-5495

Zoning:	STUART
Zoning Details:	N/A
Future Landuse	NO DATA
Landuse Details:	N/A

Community Redevelopment

CRA:	N/A
CRA Regulating Plan:	N/A

Schools

School information obtained from the Martin County School District system, 772-219-1200

Elementary School:	Pinewood Elementary
Middle School:	Dr. David L. Anderson Middle School
High School:	Martin County High School

Created: September , 9th, 2022 4:23 PM

Property Location Map

Election Information

Voter Precinct	6	
Commission District:	2	
Commissioner:	Stacey Hetherington	772-288-5400
Clerk of Circuit Court:	Carolyn Timmann	772-288-5576
County Sheriff:	William Snyder	772-220-7000
Property Appraiser:	Jenny Fields	772-288-5608
School Superintendent:	John D. Millay, Ph.D.	772-219-1200
Supervisor of Elections:	Vicki Davis	772-288-5637
Tax Collector:	Ruth Pietruszewski	772-288-5600

Utilities & Solid Waste

Service:	Utility:	Availability:	Phone:
Water:	Martin County Utilities	Yes	772-221-1434
Sewer:	Martin County Utilities	Yes	772-221-1434

Recycle Collection:	Recycle Tuesday
Trash Collection:	Garbage Tuesday and Friday
Yard Waste Collection:	Yard Waste Wednesday

Basic Info

PIN	AIN	Situs Address	Website Updated
38-38-41-025-000-00020-0	1109785	3970 SE FEDERAL HWY STUART FL	9/9/22

General Information

Property Owners
MAR-STUART RETAIL LLC

Mailing Address
665 SW 8TH ST
MIAMI FL 33131

Tax District
STUART

Parcel ID
38-38-41-025-000-00020-0

Account Number
1109785

Property Address
3970 SE FEDERAL HWY STUART FL

Legal Description
LOT 2 MARKETPLACE OF STUART A CPUD (PB 1...

Use Code/Property Class
2700 - 2700 Auto Sales/Repair

Neighborhood
50700 Federal_Indian to Cove

Legal Acres
12.3112

Ag Use Acres
N/A

Current Value

Year	Land Value	Improvement Value	Market Value	Value Not Taxed	Assessed Value	Total County Exemptions	County Taxable Value
2022	$ 4,144,330	$ 10,499,320	$ 14,643,650	$ 0	$ 14,643,650	$ 0	$ 14,643,650

Market values shown on the website reflect market conditions as of January 1st, the statutory assessment date. We are prohibited by law from relying on sales that occur after the January 1 assessment date. Therefore, market values shown on the website do not reflect today's market conditions, but rather the market conditions last year. In addition, the statutes require the county Property Appraiser to deduct for typical costs of sale (which include expenses such as commissions, title insurance, appraisals, inspection fees, etc.) when arriving at market value for tax purposes. That is why the market value for tax purposes is different from what a property would sell for today.

Current Sale

Sale Date
6/27/12

Sale Price
$ 7,500,000

Grantor (Seller)
MARKET PLACE STUART LLC

Deed Type
Special Warranty Deed

Doc Num
2338730

Book & Page
2586 0091

Legal Description

LOT 2 MARKETPLACE OF STUART A CPUD (PB 17 PG 18) - REMOVED FROM SAID CPUD PER 1ST AMD REC IN OR 2584/843 & NOW BEING ALL OF MAR-STUART CPUD RECORDED IN OR 2584/883 ON 06/20/2012 CONTAINING 12.31 ACRES M/L

The legal description is intended for general information only. The Property Appraiser assumes no responsibility for the uses or interpretations of the legal description.

Martin County Property Information Lookup

General Information

Parcel #	383841025000000200
Owner Name:	MAR-STUART RETAIL LLC
Owner Address:	665 SW 8TH ST MIAMI, FL 33131
Site Address:	3970 SE FEDERAL HWY STUART, FL 34997
Storm Surge Evacuation Zone:	N/A
Flood Zone - BFE:	X - N/A' NAVD
FIRM Panel:	12085C0163H, 12085C0161H
Urban Service District:	Primary
Municipality:	City of Stuart
Taxing District:	District 2
ISO-PPC Rating:	Contact City of Stuart Fire Rescue
Subdivision infill applicability:	Yes
Development Imposed Conditions:	Residential Fire Sprinklers Not Required
Building Design Wind Speed	
Occupancy Category I,II,III/IV:	150, 160, 170

Land Use

Land Use information can change frequently, please verify with the Martin County Growth Management Department at 772-288-5495

Zoning:	STUART
Zoning Details:	N/A
Future Landuse	NO DATA
Landuse Details:	N/A

Community Redevelopment

CRA:	N/A
CRA Regulating Plan:	N/A

Schools

School information obtained from the Martin County School District system, 772-219-1200

Elementary School:	Pinewood Elementary
Middle School:	Dr. David L. Anderson Middle School
High School:	Martin County High School

Created: September , 9th, 2022 5:26 PM

Property Location Map

Election Information

Voter Precinct	6	
Commission District:	2	
Commissioner:	Stacey Hetherington	772-288-5400
Clerk of Circuit Court:	Carolyn Timmann	772-288-5576
County Sheriff:	William Snyder	772-220-7000
Property Appraiser:	Jenny Fields	772-288-5608
School Superintendent:	John D. Millay, Ph.D.	772-219-1200
Supervisor of Elections:	Vicki Davis	772-288-5637
Tax Collector:	Ruth Pietruszewski	772-288-5600

Utilities & Solid Waste

Service:	Utility:	Availability:	Phone:
Water:	Martin County Utilities	Yes	772-221-1434
Sewer:	Martin County Utilities	Yes	772-221-1434

Recycle Collection:	Recycle Tuesday
Trash Collection:	Garbage Tuesday and Friday
Yard Waste Collection:	Yard Waste Wednesday

Exhibit 2: Site Plan

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Site Data (Overall)

Total Site Area		35.07 Ac. / 1,527,818 sf
Ex. Developed Mar-Stuart Parcel	12.31 Ac. / 536,224 sf	
North Vacant Parcel	22.76 Ac. / 991,594 sf	
Zoning		CPUD
Future Land Use		Commercial (12.31 Ac.) & Neighborhood Special District (22.76 Ac.)
Existing Use		Car Dealership / Vacant
Proposed Use		Car Dealership / Retail / Multi-family Residential
Maximum Building Height		4 Story / 45' to Eave, 60' to top of Pitched Roof
PCN:		38384102500000200 & 38384102500000100

Future Land Use: Intensity & FAR Data

Future Land Use	Total Site Area	Residential Area / %	Non-Residential Area / %	Total Bldg. Gross Floor Area	Floor Area Ratio
Commercial	12.31 Ac.	0.00 Ac. / 0%	12.31 Ac. / 100%	123,034 sf	0.23
Neighborhood Special District	22.76 Ac.	10.03 Ac. / 44%	12.73 Ac. / 56%	378,563 sf	0.38

Native Upland Preserve Data

Required Native Preserve Area	94, 525 sf / 2.17 Ac.
Provided Native Preserve Area	95,171 sf / 2.18 Ac.

Building Setbacks

Front Building Setback (East): 69' Min.	Side Building Setback (North): 67' Min.
Rear Building Setback (West): 172' Min.	Side Accessory Structure Setback (North): 10' Min. - Carport / Covered Parking
Side Building Setback (South): 53' Min.	Side Accessory Structure Setback (South): 7' Min. - Dumpster Enclosure

Open Space

Open Space Required:	381,955 sf	8.77 Ac.	25%
Open Space Provided:	401,824 sf	9.22 Ac.	26%
Dry / Bio Retention Areas	127,712 sf		
Native Preserve Area	95,171 sf		
Existing Canal Area	48,119 sf		
Landscape Buffers / Open Space Areas	130,822 sf		

Pervious Area (Includes Existing & Proposed)

Dry / Bio Retention Areas	127,712 sf	2.93 Ac.	8%
Native Preserve Area	95,171 sf	2.18 Ac.	6%
Existing Canal Area	48,119 sf	1.10 Ac.	3%
Landscape Buffers / Open Space Areas	130,822 sf	3.00 Ac.	9%
Parking Area Interior Landscape Areas	166,534 sf	3.83 Ac.	11%
Pervious Pavement (50% of 52,940 sf)	26,470 sf	0.61 Ac.	2%
Total:	594,828 sf	13.65 Ac.	39%

Impervious Area (Includes Existing & Proposed)

Total Building Coverage	241,377 sf	5.54 Ac.	16%
Existing Dealerships & Carwash (Includes Service Overhangs)	76,599 sf		
Proposed Dealerships & Carwash (Includes Service Overhangs)	57,074 sf		
Commercial Buildings (Includes Bldg. Overhang Feature)	21,022 sf		
Multi-family Apartment Buildings	75,813 sf		
Multi-family Clubhouse (Includes Bldg. Overhangs)	6,923 sf		
Multi-family Carports (Includes Both)	3,946 sf		
Vehicular Use Area	540,890 sf	12.42 Ac.	35%
Paved Areas / Walks / Pool	60,365 sf	1.39 Ac.	4%
Lake / Wet Pond (Control Elevation)	63,888 sf	1.46 Ac.	4%
Pervious Pavement (50% of 52,940 sf)	26,470 sf	0.61 Ac.	2%
Total:	932,990 sf	21.42 Ac.	61%

Multi-family Apartments

Maximum 30% Residential Area within CPUD (35.07 Ac. Total Site x 30%)	10.52 Ac. / 30%
Provided Residential Area within CPUD	10.03 Ac. / 29%

Density (based on the 22.76 Ac. Neighborhood Special District Land Use Designation)

Maximum Density	15 DU / Ac.
Proposed Density (249 Units / 22.76 Ac.)	10.94 DU / Ac.
Maximum Allowable Dwelling Units (15 DU / Ac. x 22.76 Ac.)	341 Units
Total Proposed Dwelling Units	249 Units
1 Bedroom Units	112 Units (45%)
2 Bedroom Units	104 Units (42%)
3 Bedroom Units	33 Units (13%)

Parking Data

	Required	Provided
1 Bedroom Units: (1.5 spaces per unit) 112 Units x 1.5 spaces	168 Spaces	168 Spaces
2 or more Bedroom Units: (2 spaces per unit) 137 Units x 2 spaces	274 Spaces	274 Spaces
Total Parking:	442 Spaces	* 442 Spaces

Handicap Parking (ADA Compliance, Section 208.2)	Required	Provided
9 Spaces Minimum per 401 - 500 Provided Spaces * (Included as part of the total 442 provided spaces)	9 Spaces	11 Spaces

Bicycle Parking	Required	Provided
	20 Spaces	24 Spaces (4 Total - 6 Bike Capacity Racks)

Commercial / Retail

Total Commercial Gross Floor Area:	21,022 sf
* Commercial Building A: Drive-Thru Restaurant	2,500 sf
* Commercial Building B & C: Retail / Restaurant	17,600 sf (8,800 sf per Bldg)
Commercial Building Overhang Feature	922 sf

Parking Data

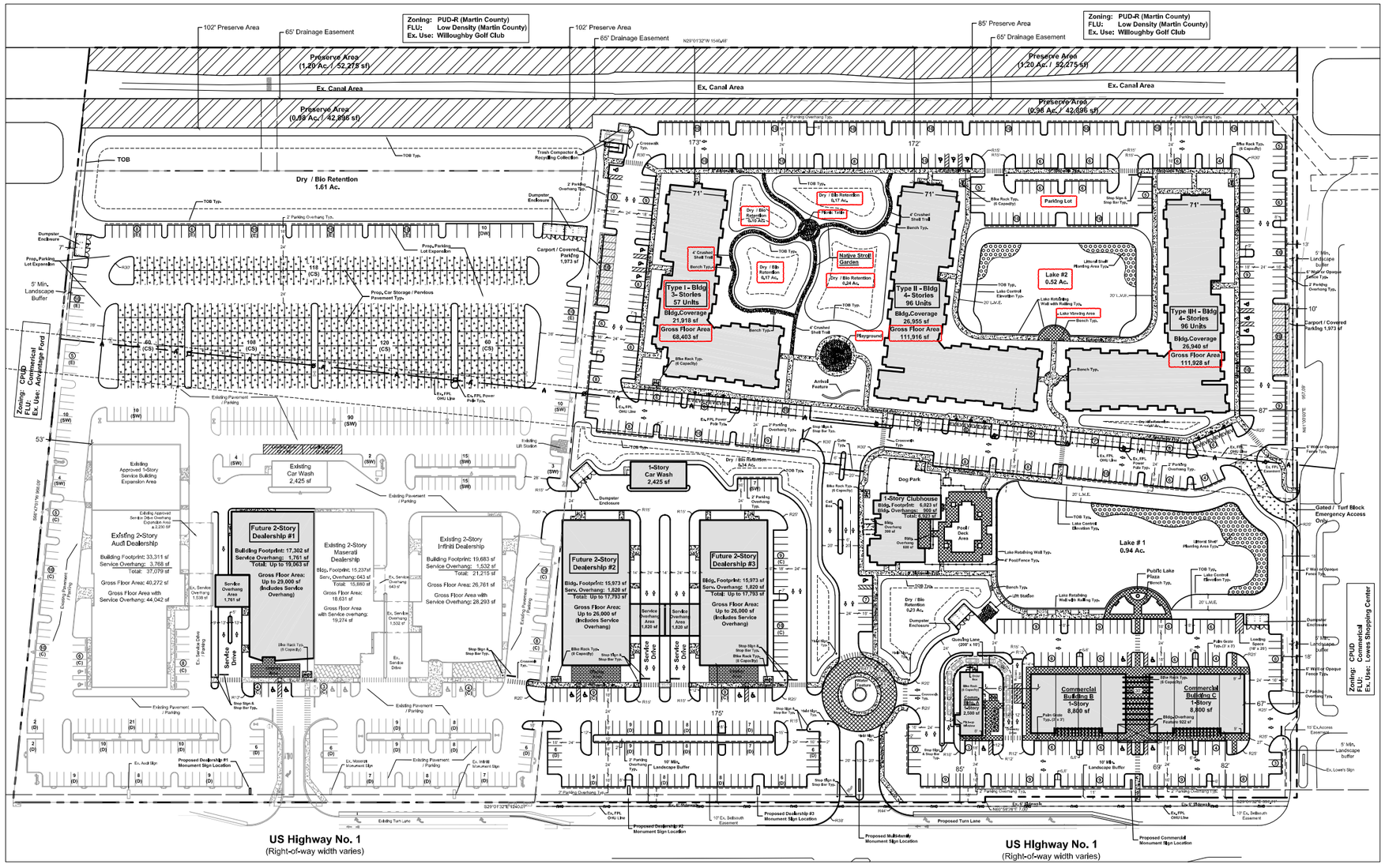
	Required	Provided
Comm. Bldg A: Drive-Thru Restaurant (2,500 sf)		
1 Space per employee on largest shift	5 Spaces	5 Spaces
1 Space per 100 sf of service area (2,500 / 100)	25 Spaces	25 Spaces
Comm. Bldg B & C: Retail / Restaurant (17,600 sf)		
Retail - Strip Shopping Center: (1 Space per 250 sf) 17,600 sf of Strip Shopping Center / 250 sf	71 Spaces	109 Spaces
Total Parking:	101 Spaces	139 Spaces

* NOTE: Parking Requirement for any future uses may be calculated based on current ITE.

Handicap Parking (ADA Compliance, Section 208.2)	Required	Provided
5 Spaces Minimum per 101 - 150 Provided Spaces	5 Spaces	5 Spaces

Bicycle Parking	Required	Provided
2 per 1st 10 & 2 per each additional 30 Required Vehicular Parking Spaces	8 Spaces	12 Spaces (2 Total - 6 Bike Capacity Racks)

Off-street Loading (Small inventory commercial uses)	Required	Provided
1 loading space (10' x 25') per 5,000 - 80,000 sf of floor area.	1 Space	2 Spaces



Car Dealerships

Total / Max. Gross Floor Area:	Up to 172,609 sf
Existing Dealerships	91,609 sf (Includes Service Overhang)
Proposed Future Dealerships	Up to 81,000 sf (Includes Service Overhang)

Parking Data

	Required	Provided
Gross Floor Area of Sales / Leasing (2 per 1,000 sf): Existing Audi Dealership 16,834 sf; Existing Infiniti Dealership 15,350 sf; Existing Maserati Dealership 7,140 sf; * Proposed Future Dealerships (43,000 sf is the maximum amount of combined Sales/Leasing Area for all 3 proposed future dealerships) Up to 43,000 sf; Total Gross Floor Area of Sales / Leasing: 82,324 sf	165 Spaces	165 Spaces
Outdoor Display Area (1 per 4,500 sf): Outdoor display area = 38,232 sf / 4,500	9 Spaces	9 Spaces
Vehicles Displayed Outdoors (1 Space for each Vehicle):	148 Spaces	148 Spaces
Repair Bays (2 Spaces per Repair Bay): Existing Audi Dealership (includes approved building expansion) 28 Repair Bays (56 Spaces); Existing Infiniti Dealership 11 Repair Bays (22 Spaces); Existing Maserati Dealership 10 Repair Bays (20 Spaces); * Proposed Future Dealerships (36 repair bays is the maximum combined amount for all 3 proposed future dealerships) Up to 36 Repair Bays (72 Spaces); Total Repair Bays: 85 Repair Bays (85 x 2)	170 Spaces	170 Spaces
Total Parking:	492 Spaces	492 Spaces

* NOTE: Parking Requirement for future proposed dealerships may be calculated based on current ITE.

Handicap Parking (ADA Compliance, Section 208.2)	Required	Provided
9 Spaces Minimum per 401 - 500 Provided Spaces	9 Spaces	12 Spaces

Car Storage & Detail / Wash Area Parking:

Car Storage Parking Provided: 466 Spaces — Detail / Wash Area Parking Provided: 10 Spaces

Bicycle Parking	Required	Provided
	20 Spaces	24 Spaces (3 Total - 8 Bike Capacity Racks)

Waiver List

Car Dealership Loading Requirement	Required	Provided
LDC Section 6.01.18(B): 50,001- 80,000 sf of floor area.	4 Spaces	2 Spaces

Justification: A total of 4 loading spaces is overkill and not needed. We are providing two (2) 12' x 50' loading spaces in a centralized location which is directly adjacent to our car storage parking area. This location provides centralized access that does not interfere or block vehicular, fire and emergency vehicle circulation.

Sign Design Standards (LDC Section 6.11.17: Design Standards Matrix)

Justification: Section 6.11.17 does not designate sign code standards for any PUD zoning districts. As part of this CPUD, we've provided sign design standards specific to this project which are based on Stuart's regulations for a standard commercial zoning district. We are only proposing to modify the monument sign quantity and separation requirements along US-1. The Subject property frontage along US-1 is 1,645 LF. Standard commercial zoning allows for one (1) Monument sign per 300 LF of frontage with a minimum 300 ft separation. This would be a total of 5.48 monument signs. As part of our CPUD, we are proposing (1) Monument sign per 200 LF of frontage with a minimum 100 ft separation. This would be a maximum of eight (8) total monument signs. There are three (3) existing monument signs along US-1 which are associated with the three (3) existing dealerships which are part of the Mar-Stuart CPUD. We are are proposing an additional five (5) monument signs. One (1) per each per each proposed dealership (3 total), one (1) for the Multi-family Residential component and one (1) for the Commercial / Retail Area.

Dealership Parking Legend

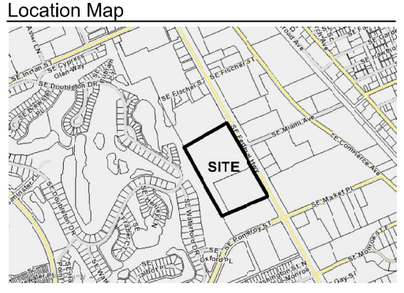
(D)	Car Display Parking (9' x 18' or 9' x 16' with 2' overhang Typ.)	(E)	Employee Parking (9' x 18' or 9' x 16' with 2' overhang Typ.)	(CS)	Car Storage Parking (8.5' x 18' Typ.)
(C)	Customer Parking (9' x 18' Typ.)	(SW)	Service Waiting Parking (8.5' x 18' or 8.5' x 16' with 2' overhang Typ.)	(DW)	Detail / Wash Area Parking (14' x 18' Typ.)

Site Legend

Pervious Pavement Typ. — Concrete Area Typ. — Preserve Area Typ. — Electrical Vehicle Station Typ.

Paver Area Typ. — Turf Block Typ. — Littoral Shelf Planting Area Typ. — EV Electrical Vehicle Parking Typ.

Location Map



Scale: 1" = 70'

0' 35' 70' 140' 210'

North

HJA DESIGN STUDIO
LANDSCAPE ARCHITECTURE
50 E. Ocean Blvd., Suite 101
Stuart, Florida 34994
T 772.678.7200
F 772.678.7201
www.hjadesignstudio.com
LA 0000905

Eden / Mar-Stuart

Florida

City of Stuart

CPUD Major Development Site Plan

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

Job No.	2022-21
Drawn By	JB
Checked By	TT
Approved By	MH
Submittal Dates	9-12-22
	12-12-2210-11-23 12-06-23
Revision Dates	3-28-24
	7-31-24

SP-1

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Exhibit 3: Trip Generation Rates

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Trip Generation Rate at Existing Dealer

US 1 and Walmart/Maserati Driveway

Eden Mar Stuart

Input Data

Peak Season = 1.12

Existing Buildings = 85,664 SF

AM Peak Hour

AM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 20-Sep-22	-	-	20	-	-	21	-	1714	13	-	1448	66
Peak Season Volume	-	-	22	-	-	24	-	1920	15	-	1622	74

AM Peak Hour		
In	Out	Total
74	22	96

Trip Generation Rate		
IN	OUT	Average Rate (1KSF GFA)
77%	23%	1.12

PM Peak Hour

PM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 20-Sep-22	-	-	45	-	-	50	-	1883	13	-	1865	22
Peak Season Volume	-	-	50	-	-	56	-	2109	15	-	2089	25

AM Peak Hour		
In	Out	Total
25	50	75

Trip Generation Rate		
IN	OUT	Average Rate (1KSF GFA)
33%	67%	0.88

Land Use: 840
Automobile Sales (New)

Description

A new automobile sales dealership is typically located along a major arterial street characterized by abundant commercial development. The sale or leasing of new cars is the primary business at these facilities. However, the land use also commonly provides automobile servicing, parts sales, and used car sales. The dealerships may also provide truck sales and servicing. Automobile sales (used) (Land Use 841) and recreational vehicle sales (Land Use 842) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, Georgia, Indiana, New York, North Carolina, Ontario (CAN), Oregon, Texas, Vermont, and Virginia.

Source Numbers

260, 271, 280, 328, 414, 424, 427, 438, 440, 507, 571, 583, 612, 715, 728, 880, 881, 936, 974, 975, 1036

Automobile Sales (New)
(840)

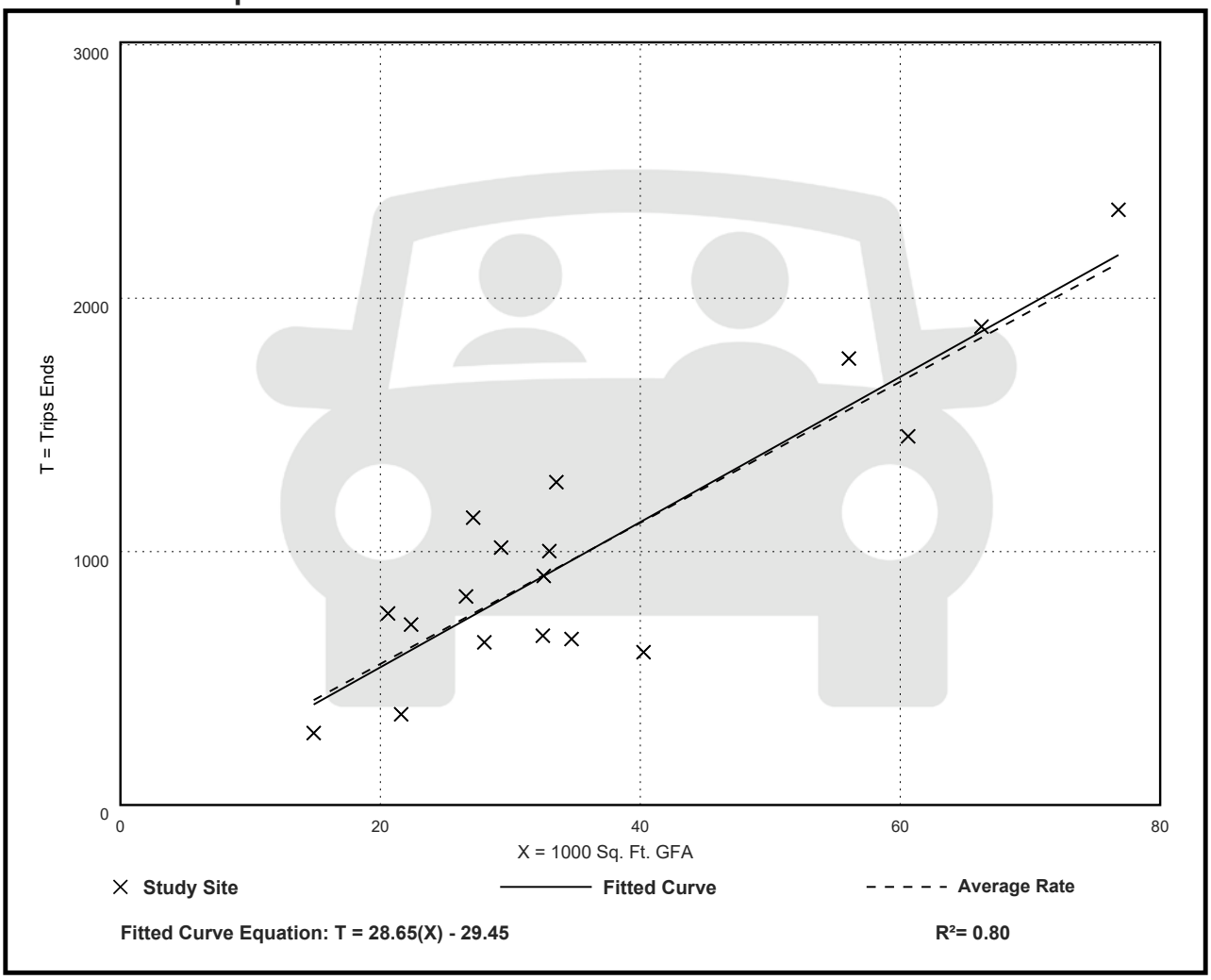
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 18
Avg. 1000 Sq. Ft. GFA: 36
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
27.84	14.98 - 41.78	7.01

Data Plot and Equation



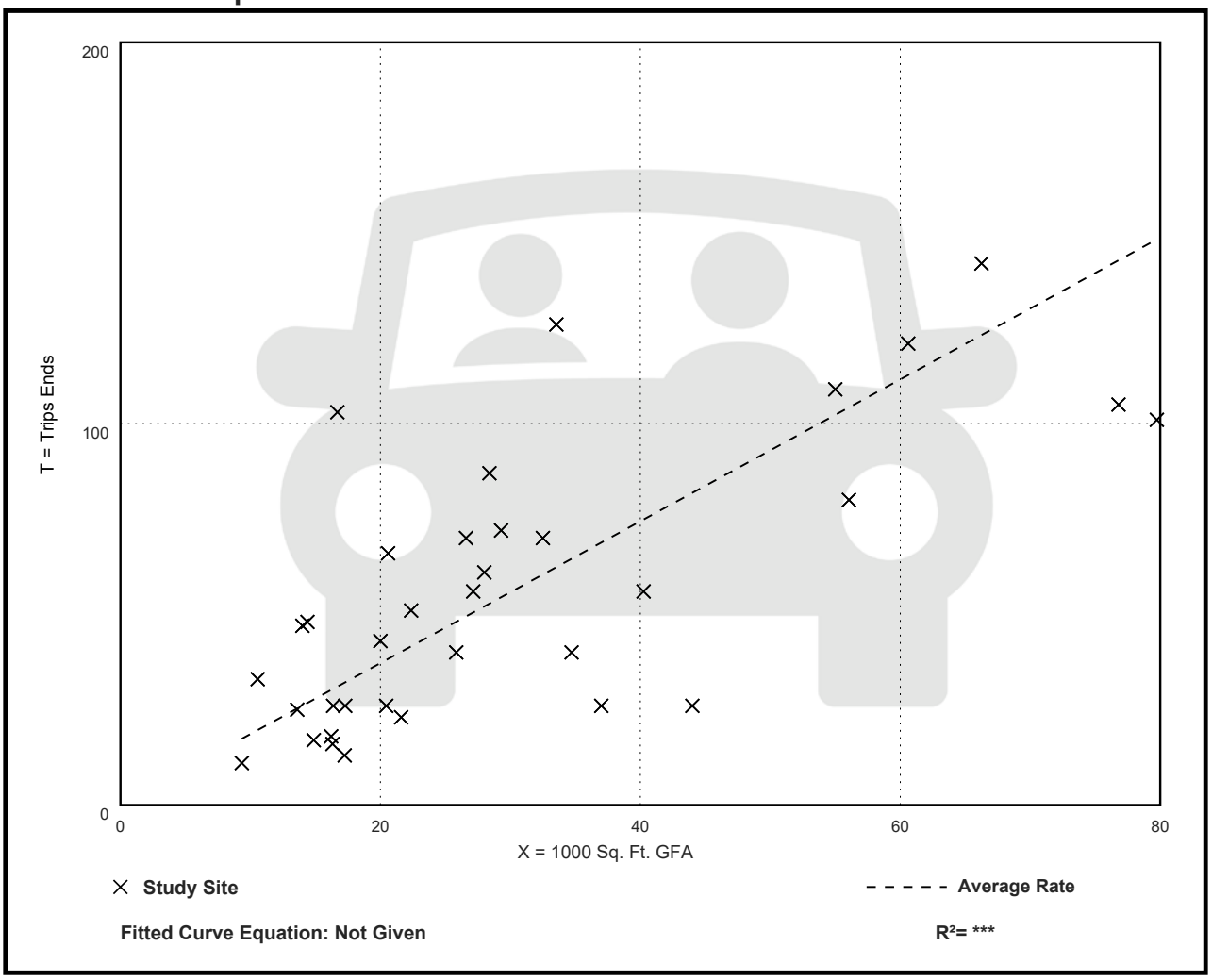
Automobile Sales (New)
(840)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 35
Avg. 1000 Sq. Ft. GFA: 30
Directional Distribution: 73% entering, 27% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.86	0.59 - 6.17	0.94

Data Plot and Equation



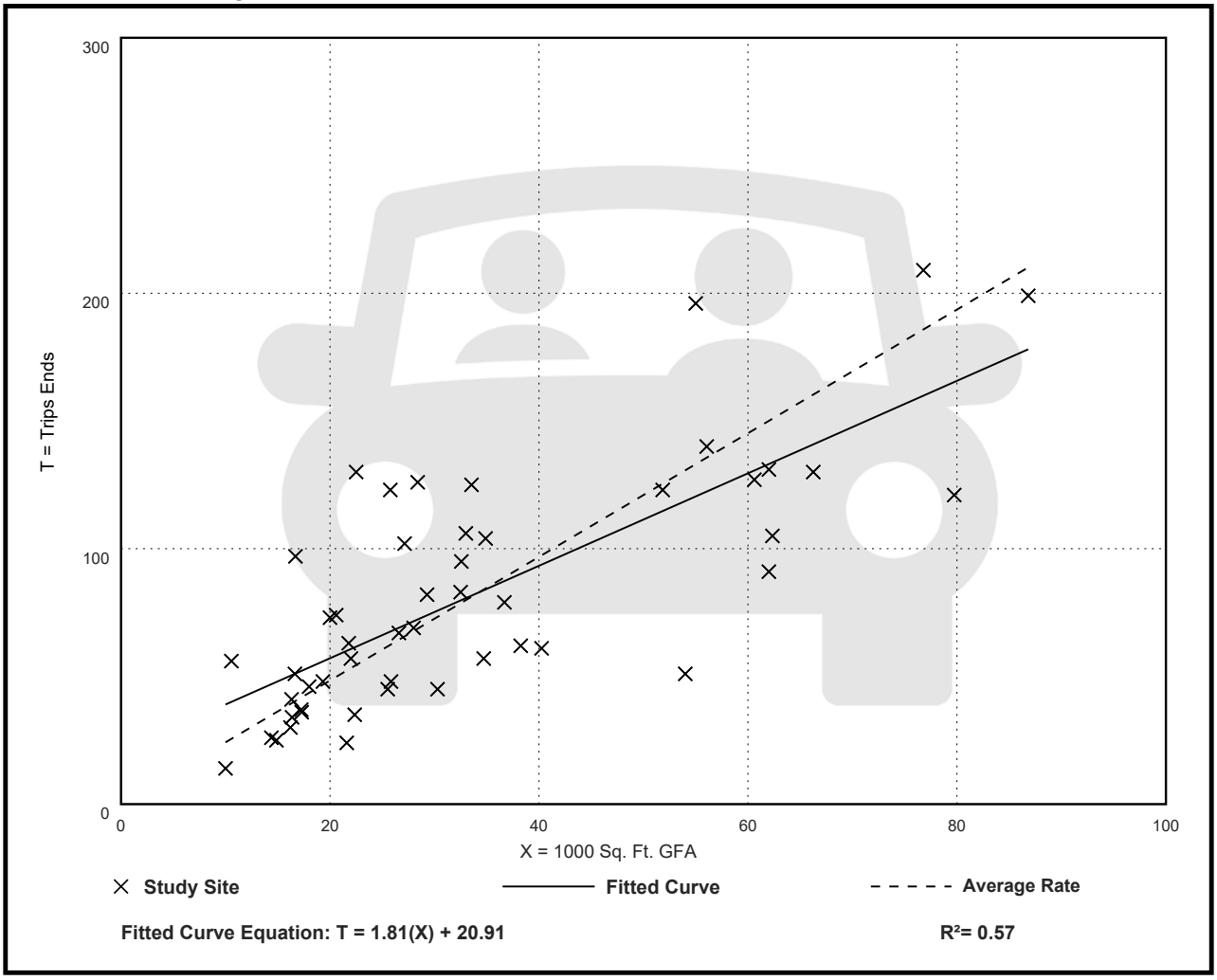
Automobile Sales (New)
(840)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 50
Avg. 1000 Sq. Ft. GFA: 34
Directional Distribution: 40% entering, 60% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.42	0.94 - 5.81	0.98

Data Plot and Equation



Land Use: 221
Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (mid-rise) (Land Use 226), and mid-rise residential with ground-floor commercial (Land Use 231) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Utah, and Virginia.

Source Numbers

168, 188, 204, 305, 306, 321, 818, 857, 862, 866, 901, 904, 910, 949, 951, 959, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1056, 1057, 1058, 1071, 1076

Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

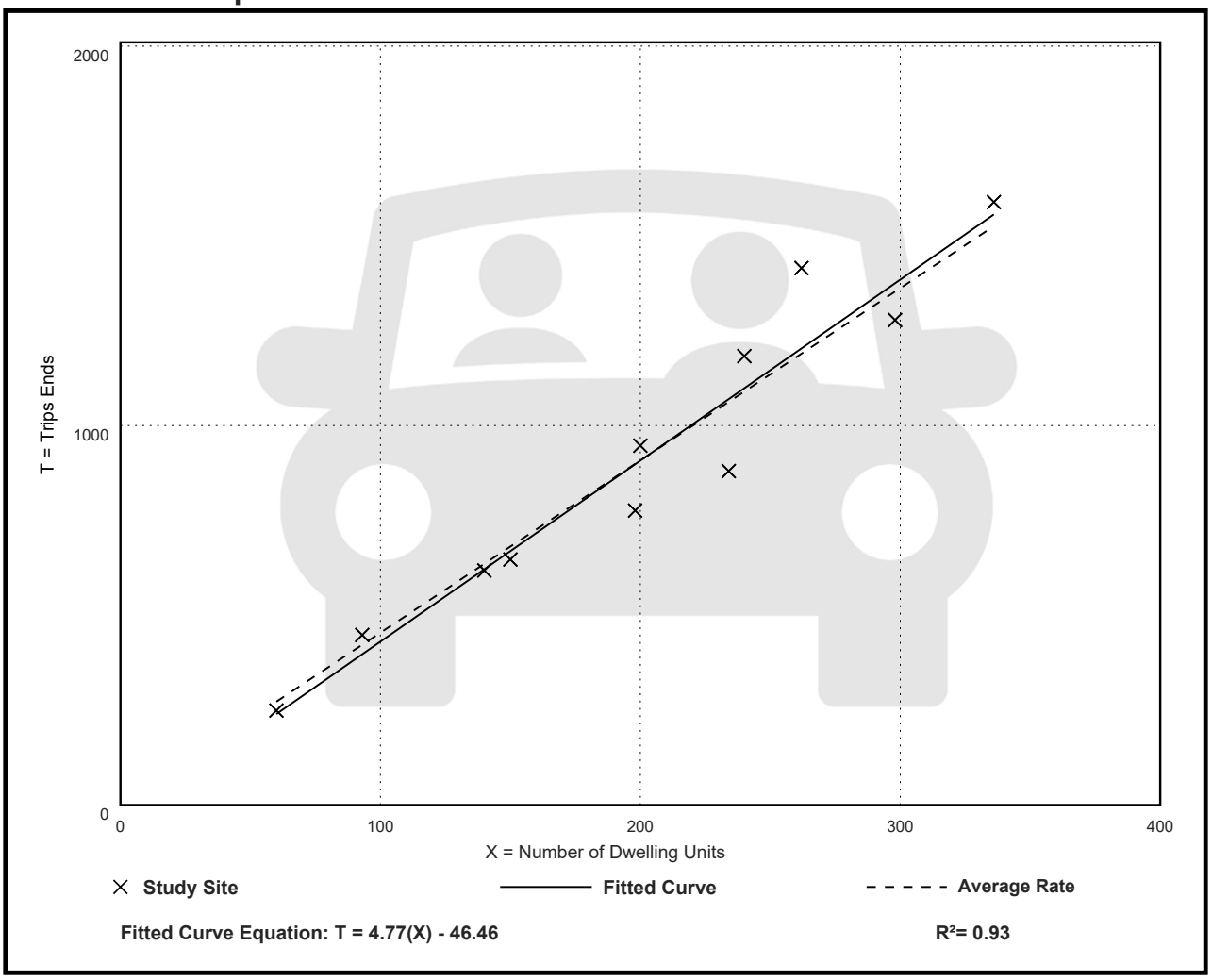
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Dwelling Units: 201
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



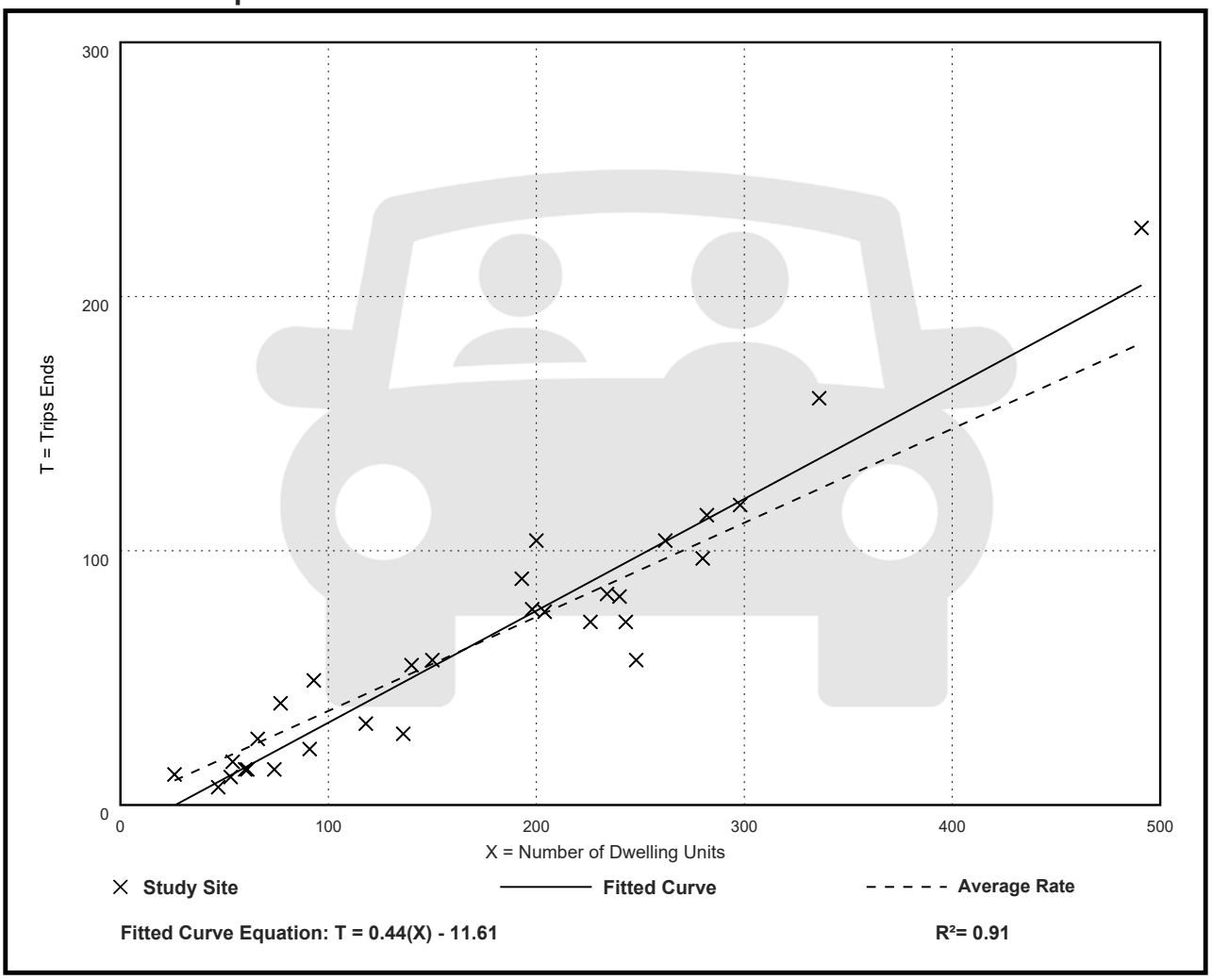
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 30
Avg. Num. of Dwelling Units: 173
Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



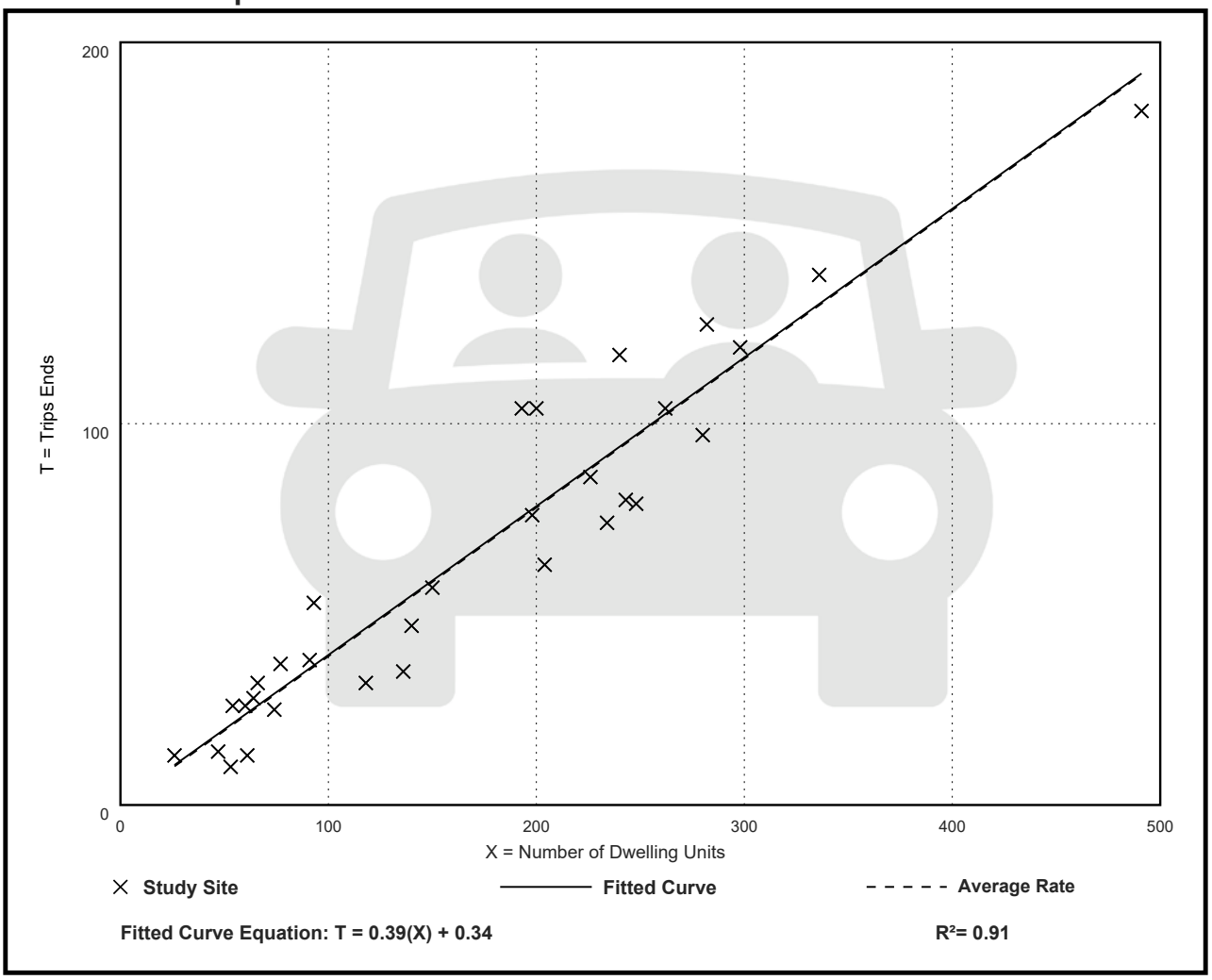
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. Num. of Dwelling Units: 169
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	821
Land Use	Shopping Plaza (40 - 150k)
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	15
Average Pass-By Rate	40%

Pass-By Characteristics for Individual Sites

GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
45	Florida	1992	844	56	24	20	44	—	30
50	Florida	1992	555	41	41	18	59	—	30
52	Florida	1995	665	42	33	25	58	—	30
53	Florida	1993	162	59	—	—	41	—	30
57.23	Kentucky	1993	247	31	53	16	69	2659	34
60	Florida	1995	1583	40	38	22	60	—	30
69.4	Kentucky	1993	109	25	42	33	75	1559	34
77	Florida	1992	365	46	—	—	54	—	30
78	Florida	1991	702	55	23	22	45	—	30
82	Florida	1992	336	34	—	—	66	—	30
92.857	Kentucky	1993	133	22	50	28	78	3555	34
100.888	Kentucky	1993	281	28	50	22	72	2111	34
121.54	Kentucky	1993	210	53	30	17	47	2636	34
144	New Jersey	1990	176	32	44	24	68	—	24
146.8	Kentucky	1993	—	36	39	25	64	—	34

Land Use: 822
Strip Retail Plaza (<40k)

Description

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building.

The 40,000 square feet GFA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land use 820), shopping plaza (40-150k) (Land Use 821), and factory outlet center (Land Use 823) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, New Jersey, Ontario (CAN), South Dakota, Vermont, Washington, and Wisconsin.

Source Numbers

304, 358, 423, 428, 437, 507, 715, 728, 936, 960, 961, 974, 1009

Strip Retail Plaza (<40k)
(822)

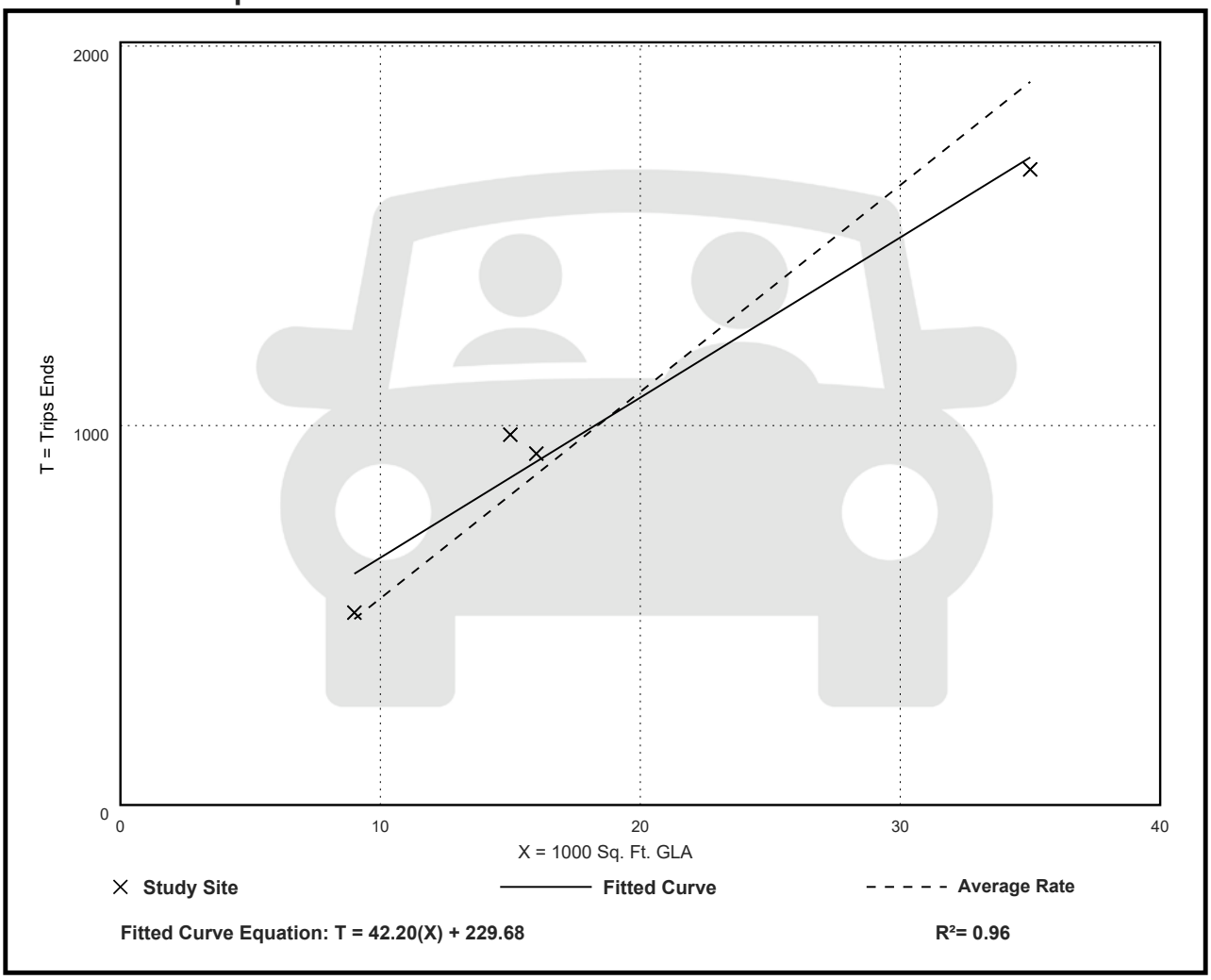
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation



Fitted Curve Equation: T = 42.20(X) + 229.68

R^2= 0.96

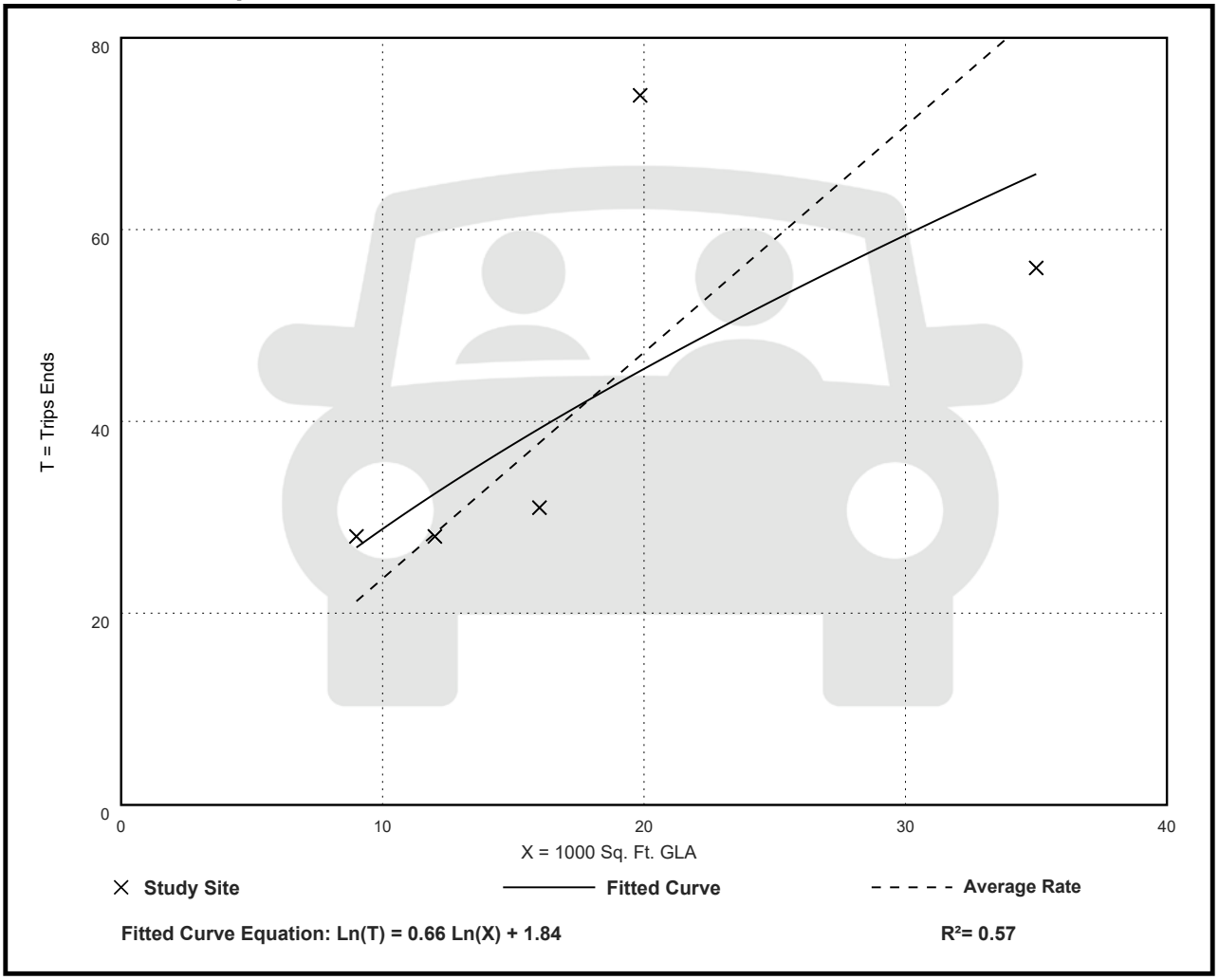
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 18
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.66 Ln(X) + 1.84

R^2= 0.57

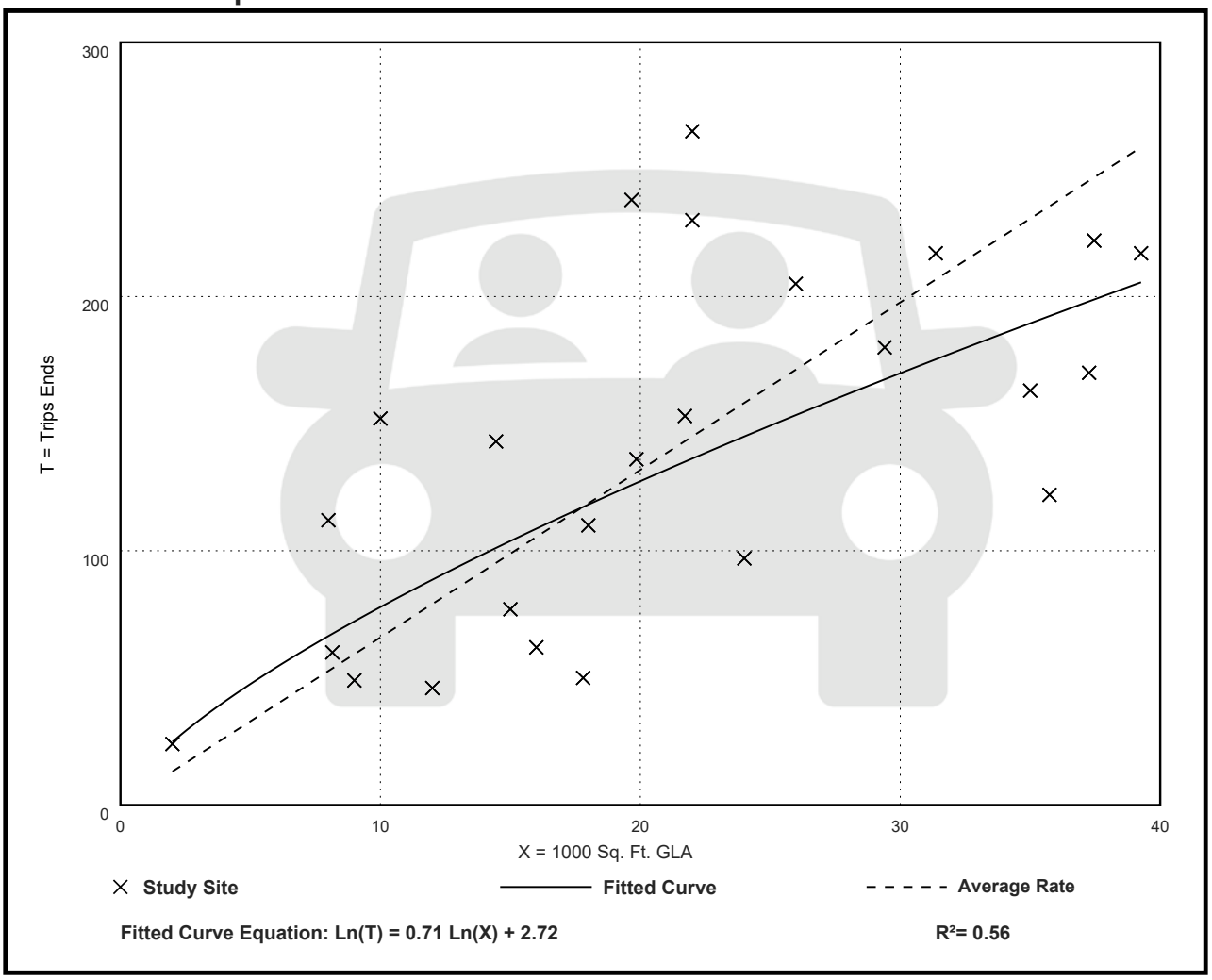
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 25
Avg. 1000 Sq. Ft. GLA: 21
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.71 Ln(X) + 2.72

R^2= 0.56

Land Use: 937
Coffee/Donut Shop with Drive-Through Window

Description

This land use includes any coffee and donut restaurant that has a drive-through window as well as a walk-in entrance area at which a patron can purchase and consume items. The restaurant sells freshly brewed coffee (along with coffee-related accessories) and a variety of food/drink products such as donuts, bagels, breads, muffins, cakes, sandwiches, wraps, salads, and other hot and cold beverages. The restaurant marketing and sales may emphasize coffee beverages over food (or vice versa).

A coffee/donut shop typically holds long store hours (more than 15 hours) with an early morning opening. Limited indoor seating is generally provided for patrons, but table service is not provided.

Coffee/donut shop without drive-through window (Land Use 936) and coffee/donut shop with drive-through window and no indoor seating (Land Use 938) are related uses.

Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2010s in California, Colorado, Connecticut, Illinois, Massachusetts, Minnesota, Nevada, New Hampshire, New Jersey, New York, Ontario (CAN), Pennsylvania, Quebec (CAN), Tennessee, Vermont, Washington, and Wisconsin.

Specialized Land Use Data

One study was conducted during the pandemic in 2020. Twelve sites were counted in Illinois and Missouri during the AM and PM adjacent street peak hours. The data have not been incorporated within the overall ITE trip generation database and are not reflected in the data plots for this land use. Consideration for their inclusion will be given for the 12th Edition of *Trip Generation Manual* after additional post-pandemic data are collected. Overall, the pandemic counts yielded an AM adjacent street peak weighted average rate of 84 vehicle trips per 1,000 square feet GFA, roughly equivalent to the pre-pandemic average. The PM adjacent street peak rate was 56 (roughly 40 percent higher than the pre-pandemic value). The higher PM peak rate for these coffee/donut shops conforms with anecdotal observations that with the temporary or permanent closures of many restaurants during the pandemic, the drive-through restaurants that were open did a brisk business even during their off-peak periods.

Source Numbers

594, 599, 615, 617, 618, 621, 622, 635, 639, 712, 714, 725, 726, 728, 853, 854, 892, 903, 928, 959, 979, 982, 1004, 1042, 1044

Coffee/Donut Shop with Drive-Through Window (937)

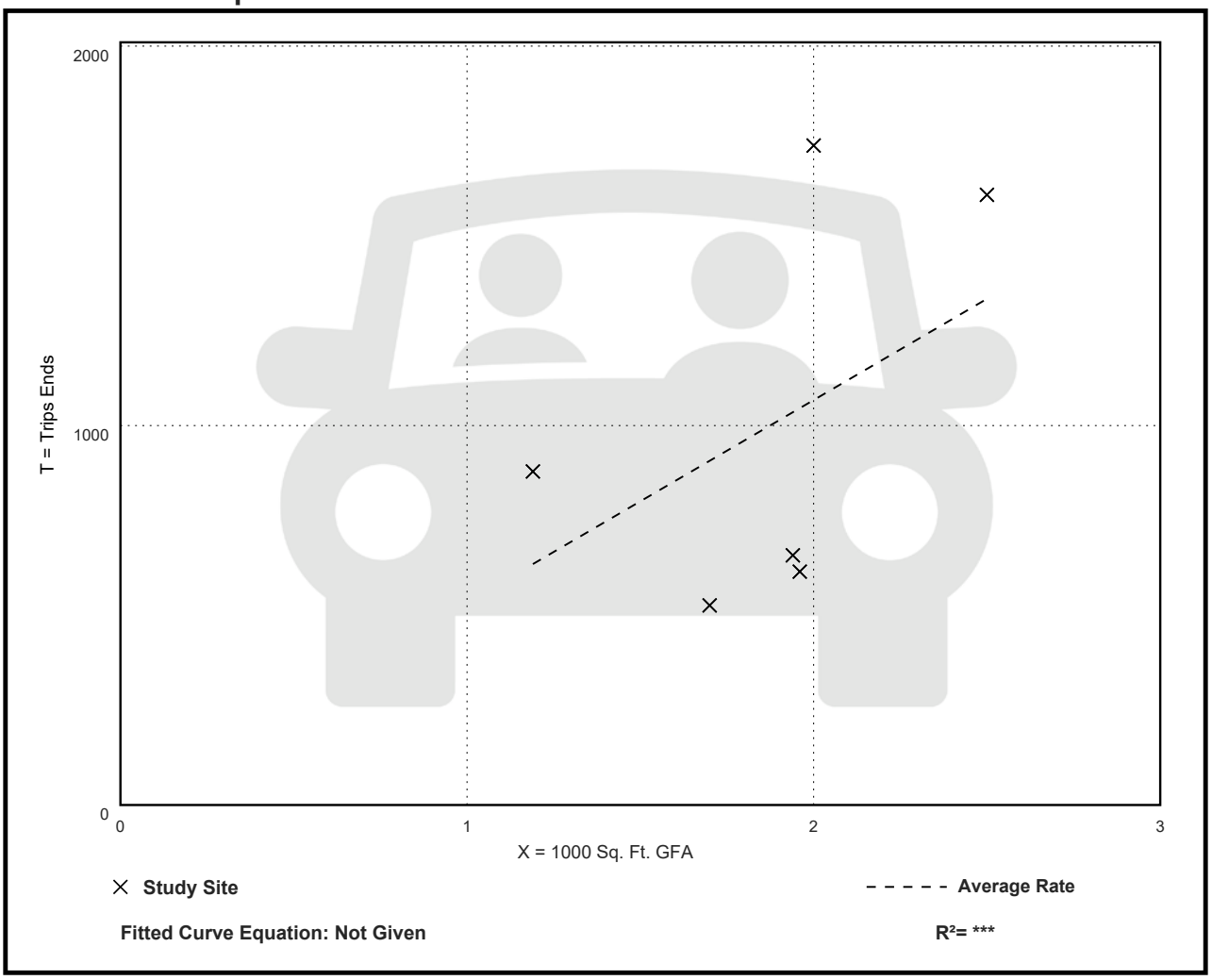
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
533.57	309.41 - 869.00	243.65

Data Plot and Equation



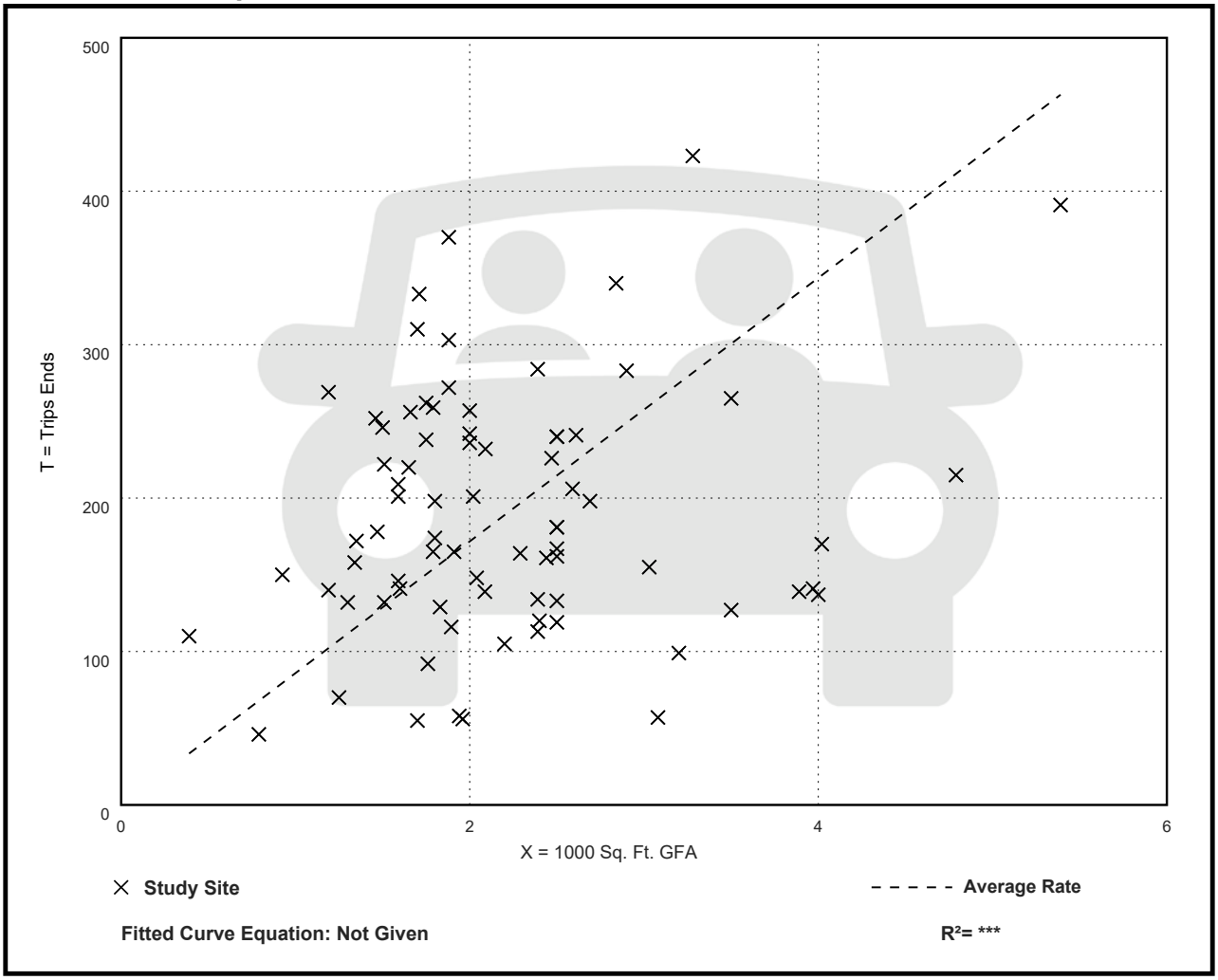
Coffee/Donut Shop with Drive-Through Window (937)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 78
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
85.88	18.51 - 282.05	44.92

Data Plot and Equation



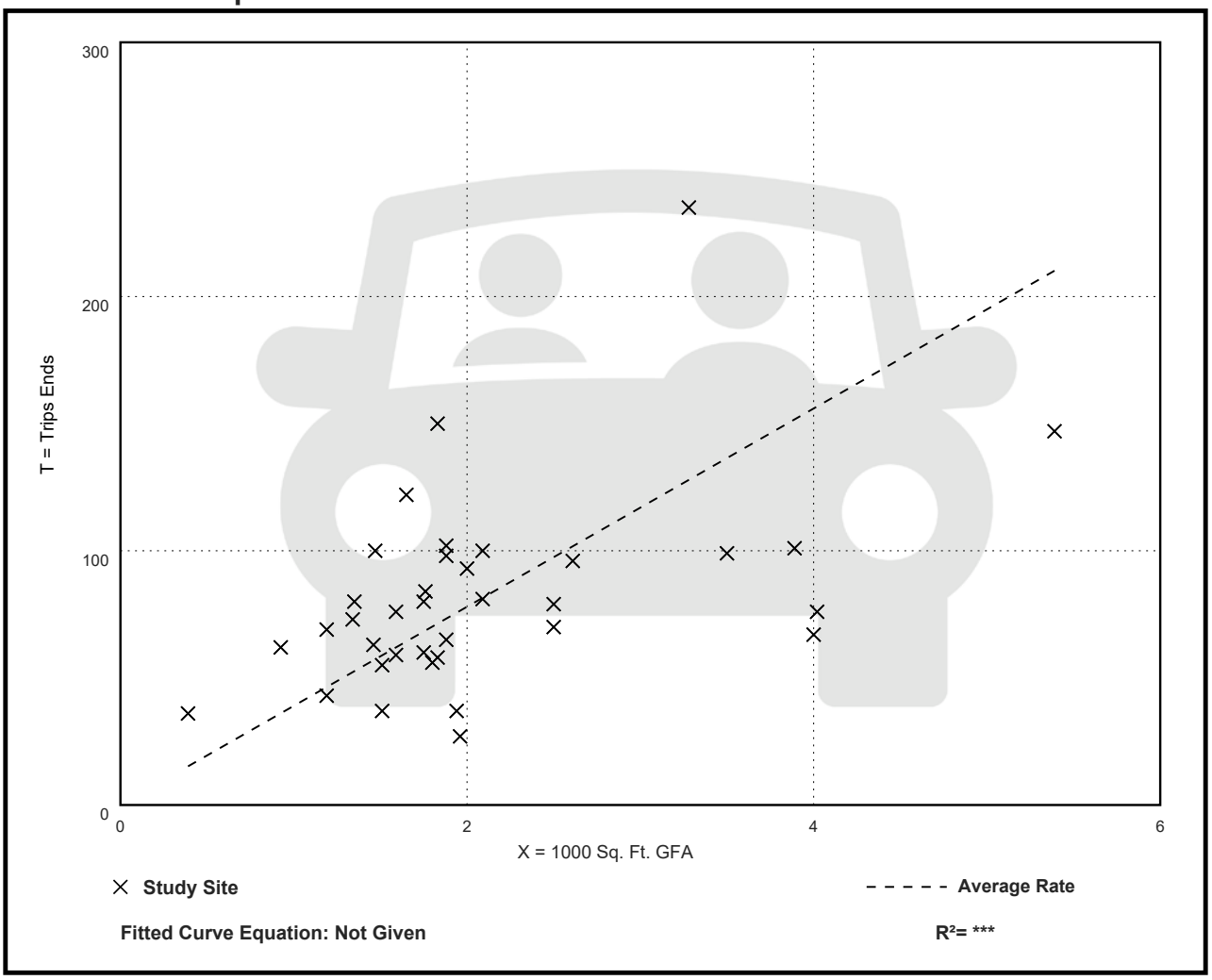
Coffee/Donut Shop with Drive-Through Window (937)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 36
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
38.99	13.78 - 92.31	17.79

Data Plot and Equation



Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	938
Land Use	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating
Setting	General Urban/Suburban
Time Period	Weekday AM Peak Period
# Data Sites	3
Average Pass-By Rate	90%

Pass-By Characteristics for Individual Sites

Drive-Through Lanes	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
1	Washington	1997	—	83	—	—	17	—	18
1	Oregon	1998	—	95	—	—	5	—	18
1	Washington	1998	—	92	—	—	8	—	18

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	938
Land Use	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	2
Average Pass-By Rate	98%

Pass-By Characteristics for Individual Sites

Drive-Through Lanes	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
1	Washington	1997	—	100	—	—	0	—	18
1	Oregon	1998	—	95	—	—	5	—	18

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	938
Land Use	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating
Setting	General Urban/Suburban
Time Period	Weekday Midday
# Data Sites	3
Average Pass-By Rate	84%

Pass-By Characteristics for Individual Sites

Drive-Through Lanes	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
1	Washington	1997	—	73	—	—	27	—	18
1	Oregon	1998	—	100	—	—	0	—	18
1	Washington	1998	—	78	—	—	22	—	18

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Exhibit 4: Internal Capture

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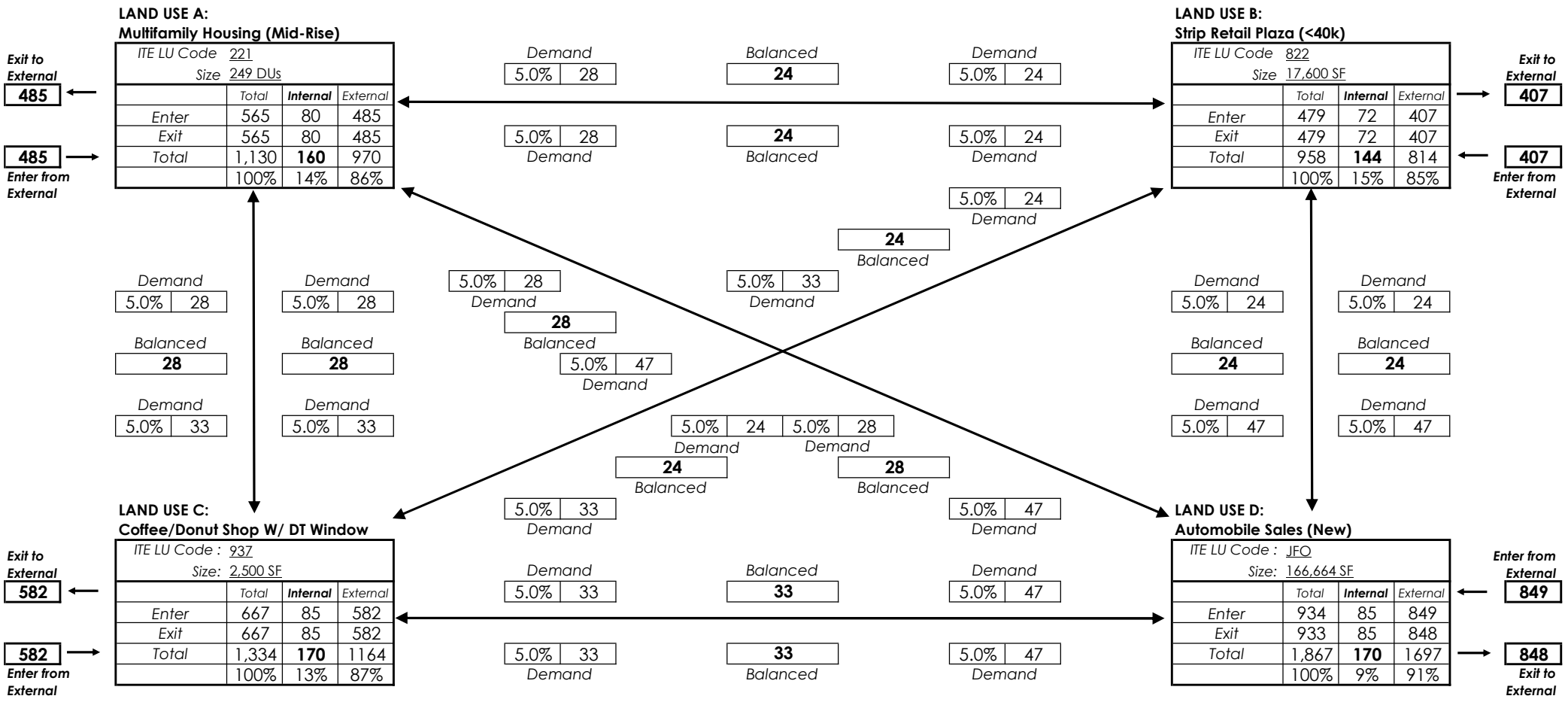
MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst JFO
Date 08/19/24

Project Eden Mar Stuart
Time Period Daily



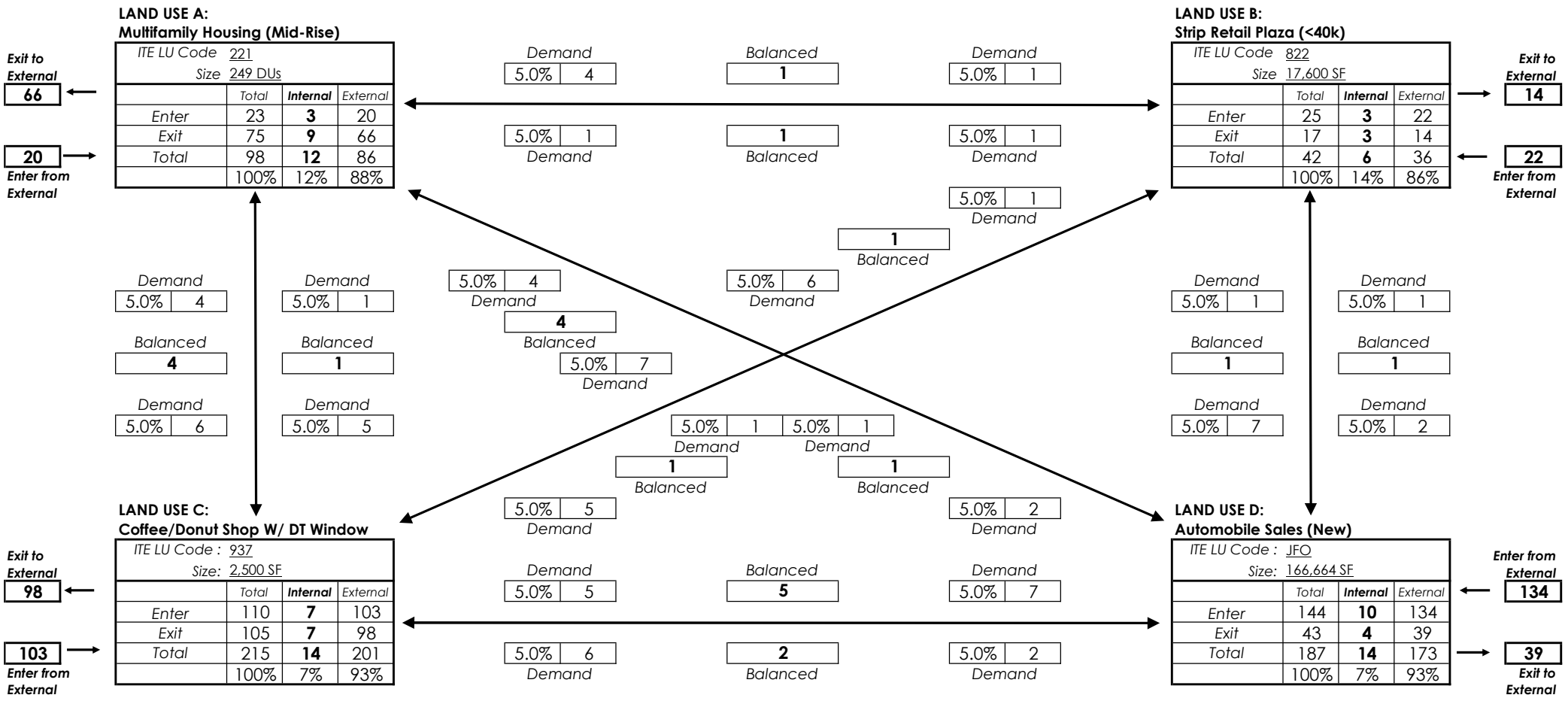
Net External Trips for Multi- Use Development					
	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter	485	407	582	848	2,322
Exit	485	407	582	849	2,323
Total	970	814	1,164	1,697	4,645
Single-Use TG. Est.	1,130	958	1,334	1,867	5,289
	14.16%	15.03%	12.74%	9.11%	12.18%
Internal Capture			12.18%		

Source: Trip Generation Handbook, 2nd Edition Chapter 7

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst JFO
Date 08/19/24

Project Eden Mar Stuart
Time Period AM



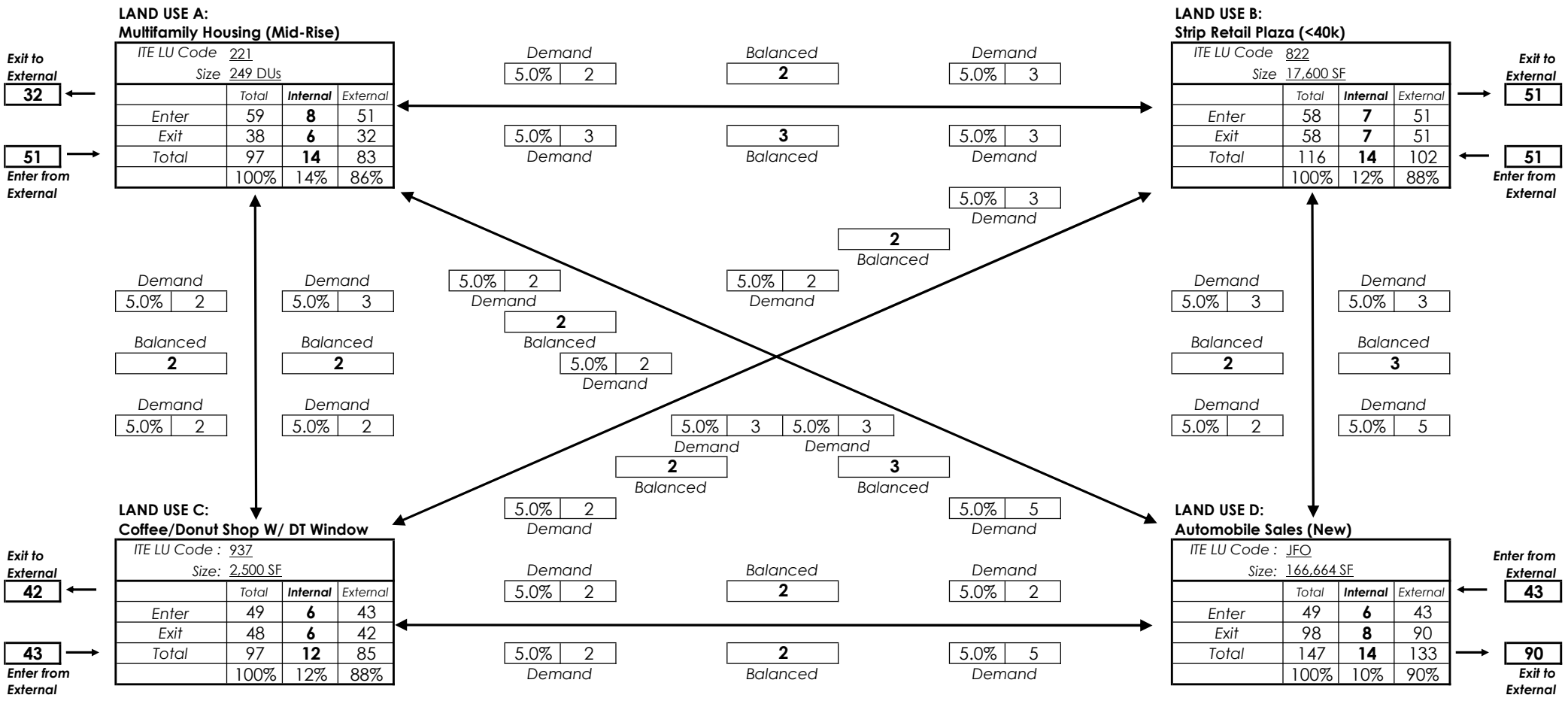
Net External Trips for Multi- Use Development					
	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter	20	22	103	134	279
Exit	66	14	98	39	217
Total	86	36	201	173	496
Single-Use TG. Est.	98	42	215	187	542
	12.24%	14.29%	6.51%	7.49%	8.49%
Internal Capture			8.49%		

Source: Trip Generation Handbook, 2nd Edition Chapter 7

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst JFO
Date 08/19/24

Project Eden Mar Stuart
Time Period PM



Net External Trips for Multi- Use Development					
	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter	51	51	43	43	188
Exit	32	51	42	90	215
Total	83	102	85	133	403
Single-Use TG. Est.	97	116	97	147	457
	14.43%	**12.07%**	**12.37%**	**9.52%**	**11.82%**
Internal Capture			**11.82%**		

Source: Trip Generation Handbook, 2nd Edition Chapter 7

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Exhibit 5: Field Data Collection

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KMF Traffic Group, LLC
(772) 924-6993
www.kmftraffic.net

Manual Traffic Count - All Traffic
US1 and Indian St
Stuart, FL

File Name : US1-INDIAN
Site Code : SW2226
Start Date : 9/20/2022
Page No : 1

Groups Printed- All Traffic

	US1 NB				US1 SB				Indian St EB				Indian St WB				
Start Time	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Int. Total
07:00 AM	63	171	31	0	57	326	25	0	27	60	53	2	18	118	27	2	980
07:15 AM	82	201	45	0	67	281	22	4	32	147	80	1	48	114	38	0	1162
07:30 AM	110	184	40	0	85	269	40	5	49	130	78	1	44	123	36	0	1194
07:45 AM	101	234	63	2	91	311	52	0	54	116	65	0	39	141	39	1	1309
Total	356	790	179	2	300	1187	139	9	162	453	276	4	149	496	140	3	4645
08:00 AM	96	239	56	0	73	296	34	5	66	179	54	0	46	115	30	3	1292
08:15 AM	103	244	51	1	91	336	61	2	71	160	67	0	24	96	60	3	1370
08:30 AM	96	261	59	0	66	213	50	5	66	113	54	0	37	128	17	1	1166
08:45 AM	108	211	28	1	64	258	40	5	57	151	65	1	70	129	11	3	1202
Total	403	955	194	2	294	1103	185	17	260	603	240	1	177	468	118	10	5030
*** BREAK ***																	
04:00 PM	110	331	38	1	119	298	50	8	48	114	50	2	78	149	43	2	1441
04:15 PM	113	274	47	3	87	335	44	3	71	121	59	1	69	143	34	5	1409
04:30 PM	147	326	52	1	131	257	50	1	78	108	37	0	72	210	48	3	1521
04:45 PM	136	300	35	1	109	300	58	3	65	123	62	0	62	226	52	3	1535
Total	506	1231	172	6	446	1190	202	15	262	466	208	3	281	728	177	13	5906
05:00 PM	131	305	48	2	87	425	46	3	62	138	71	3	60	199	22	3	1605
05:15 PM	127	344	53	0	123	304	59	2	53	116	47	0	64	173	31	7	1503
05:30 PM	153	315	36	0	98	323	43	3	85	124	47	1	58	145	12	4	1447
05:45 PM	144	281	27	2	108	350	35	1	73	133	51	2	74	148	14	6	1449
Total	555	1245	164	4	416	1402	183	9	273	511	216	6	256	665	79	20	6004
Grand Total	1820	4221	709	14	1456	4882	709	50	957	2033	940	14	863	2357	514	46	21585
Apprch %	26.9	62.4	10.5	0.2	20.5	68.8	10	0.7	24.3	51.5	23.8	0.4	22.8	62.4	13.6	1.2	
Total %	8.4	19.6	3.3	0.1	6.7	22.6	3.3	0.2	4.4	9.4	4.4	0.1	4	10.9	2.4	0.2	

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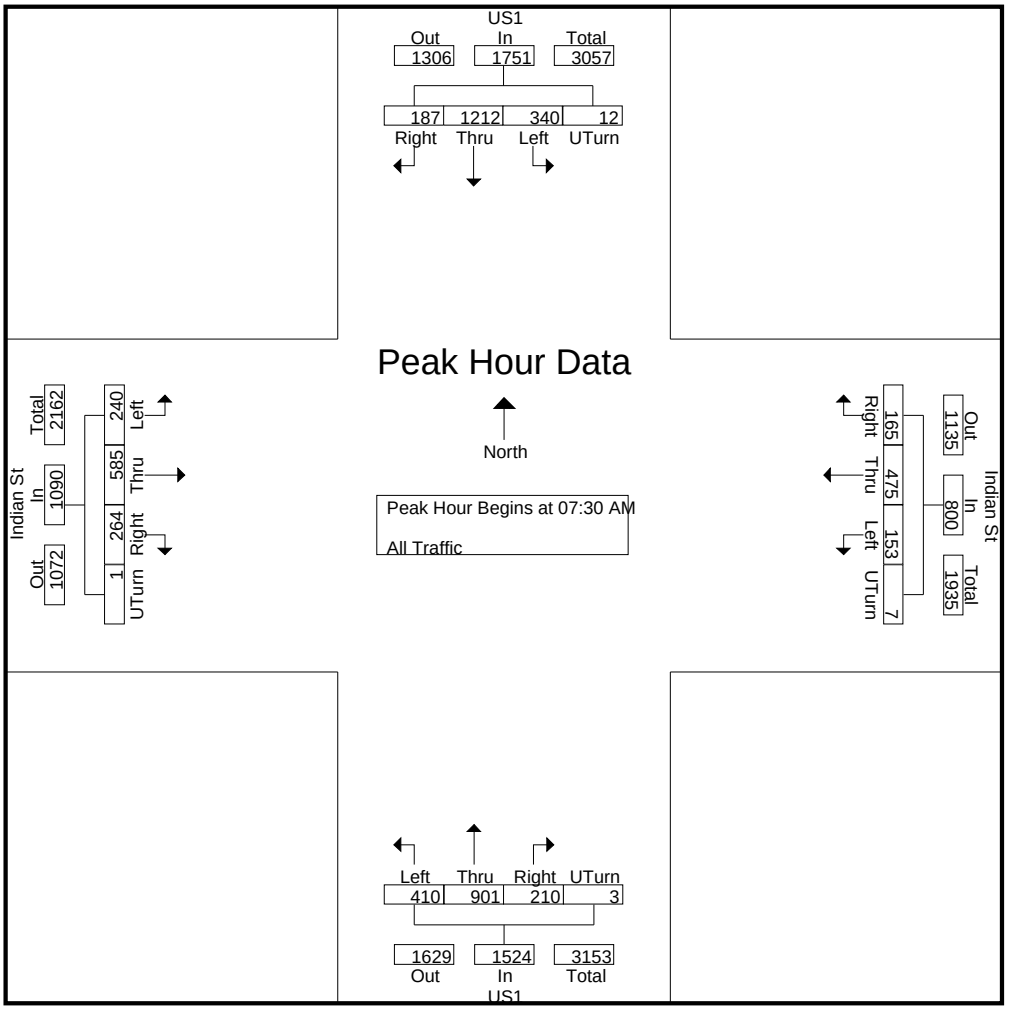
Manual Traffic Count - All Traffic
US1 and Indian St
Stuart, FL

File Name : US1-INDIAN
Site Code : SW2226
Start Date : 9/20/2022

	US1 NB					US1 SB					Indian St EB					Indian St WB					
Start Time	Left	Thru	Right	UTurn	App. Total	Left	Thru	Right	UTurn	App. Total	Left	Thru	Right	UTurn	App. Total	Left	Thru	Right	UTurn	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	110	184	40	0	334	85	269	40	5	399	49	130	78	1	258	44	123	36	0	203	1194
07:45 AM	101	234	63	2	400	91	311	52	0	454	54	116	65	0	235	39	141	39	1	220	1309
08:00 AM	96	239	56	0	391	73	296	34	5	408	66	179	54	0	299	46	115	30	3	194	1292
08:15 AM	103	244	51	1	399	91	336	61	2	490	71	160	67	0	298	24	96	60	3	183	1370
Total Volume	410	901	210	3	1524	340	1212	187	12	1751	240	585	264	1	1090	153	475	165	7	800	5165
% App. Total	26.9	59.1	13.8	0.2		19.4	69.2	10.7	0.7		22	53.7	24.2	0.1		19.1	59.4	20.6	0.9		
PHF	.932	.923	.833	.375	.953	.934	.902	.766	.600	.893	.845	.817	.846	.250	.911	.832	.842	.688	.583	.909	.943



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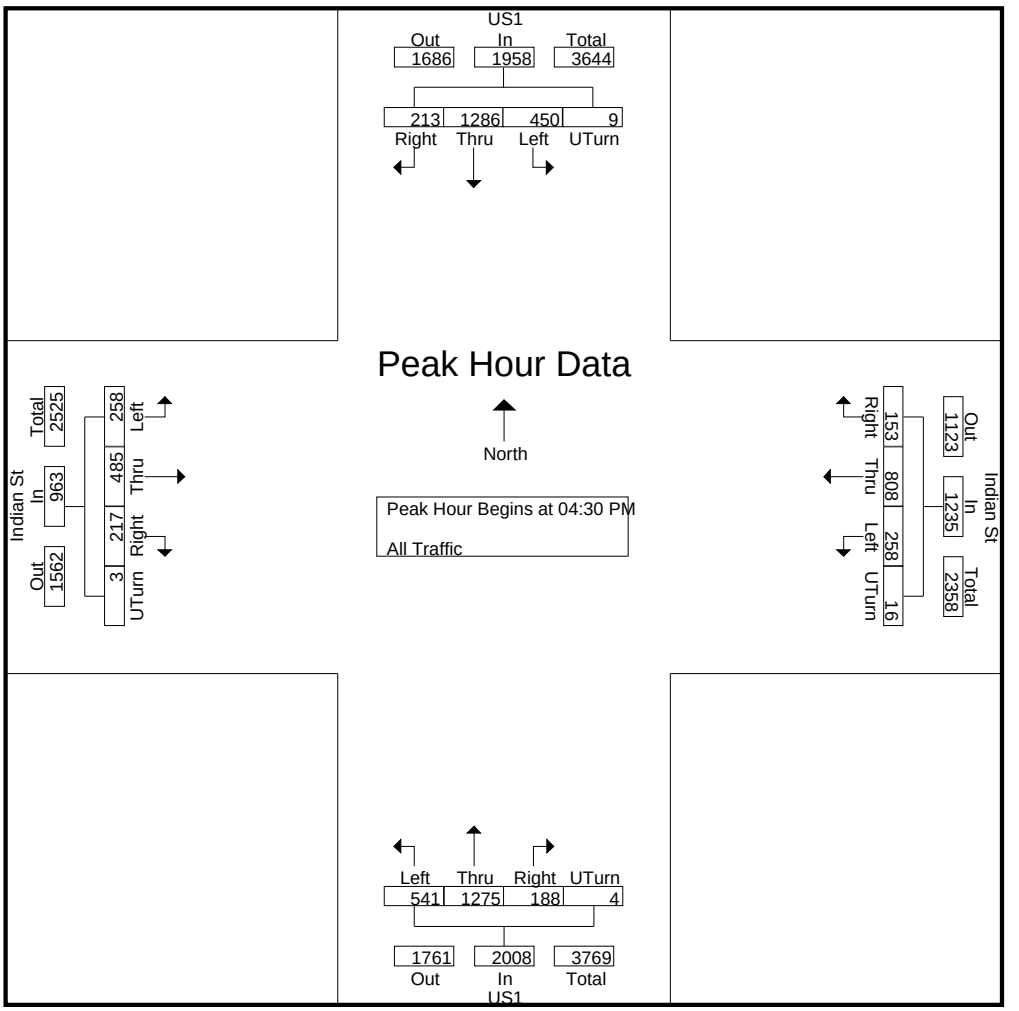
Manual Traffic Count - All Traffic
US1 and Indian St
Stuart, FL

File Name : US1-INDIAN
Site Code : SW2226
Start Date : 9/20/2022
Page No : 3

	US1 NB					US1 SB					Indian St EB					Indian St WB					
Start Time	Left	Thru	Right	UTurn	App. Total	Left	Thru	Right	UTurn	App. Total	Left	Thru	Right	UTurn	App. Total	Left	Thru	Right	UTurn	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	147	326	52	1	526	131	257	50	1	439	78	108	37	0	223	72	210	48	3	333	1521
04:45 PM	136	300	35	1	472	109	300	58	3	470	65	123	62	0	250	62	226	52	3	343	1535
05:00 PM	131	305	48	2	486	87	425	46	3	561	62	138	71	3	274	60	199	22	3	284	1605
05:15 PM	127	344	53	0	524	123	304	59	2	488	53	116	47	0	216	64	173	31	7	275	1503
Total Volume	541	1275	188	4	2008	450	1286	213	9	1958	258	485	217	3	963	258	808	153	16	1235	6164
% App. Total	26.9	63.5	9.4	0.2		23	65.7	10.9	0.5		26.8	50.4	22.5	0.3		20.9	65.4	12.4	1.3		
PHF	.920	.927	.887	.500	.954	.859	.756	.903	.750	.873	.827	.879	.764	.250	.879	.896	.894	.736	.571	.900	.960



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Manual Traffic Count - All Traffic
US1 and Fisher St
Stuart, FL

File Name : US1-FISHER
Site Code : JO2226
Start Date : 9/20/2022
Page No : 1

Groups Printed- All traffic

	US1 NB				US1 SB				Fisher St EB			Fisher St WB			
Start Time	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	17	257	3	1	7	369	1	8	12	1	0	1	0	4	681
07:15 AM	16	310	2	1	9	375	2	11	18	0	0	1	1	8	754
07:30 AM	15	333	2	1	10	425	1	12	23	2	4	1	1	14	844
07:45 AM	20	383	1	4	9	342	2	7	20	1	3	2	3	8	805
Total	68	1283	8	7	35	1511	6	38	73	4	7	5	5	34	3084
08:00 AM	29	290	4	3	7	375	2	7	18	3	6	0	0	12	756
08:15 AM	26	360	4	6	9	378	13	10	22	1	10	1	3	16	859
08:30 AM	34	300	4	2	6	365	5	16	30	3	5	1	2	11	784
08:45 AM	39	312	2	0	5	344	1	8	40	6	15	3	1	15	791
Total	128	1262	14	11	27	1462	21	41	110	13	36	5	6	54	3190
*** BREAK ***															
04:00 PM	26	395	8	3	7	397	9	7	46	5	22	3	1	22	951
04:15 PM	34	364	9	4	10	373	10	20	37	3	22	1	6	16	909
04:30 PM	31	449	7	7	9	455	14	15	33	9	18	4	6	18	1075
04:45 PM	36	414	7	6	7	380	10	17	41	5	23	1	2	19	968
Total	127	1622	31	20	33	1605	43	59	157	22	85	9	15	75	3903
05:00 PM	34	475	6	14	7	454	6	16	40	4	27	4	2	20	1109
05:15 PM	35	467	7	4	5	463	6	15	37	3	30	4	8	10	1094
05:30 PM	33	410	4	6	5	342	16	21	50	2	19	0	3	11	922
05:45 PM	41	380	2	5	7	373	11	37	23	1	12	0	3	5	900
Total	143	1732	19	29	24	1632	39	89	150	10	88	8	16	46	4025
Grand Total	466	5899	72	67	119	6210	109	227	490	49	216	27	42	209	14202
Apprch %	7.2	90.7	1.1	1	1.8	93.2	1.6	3.4	64.9	6.5	28.6	9.7	15.1	75.2	
Total %	3.3	41.5	0.5	0.5	0.8	43.7	0.8	1.6	3.5	0.3	1.5	0.2	0.3	1.5	

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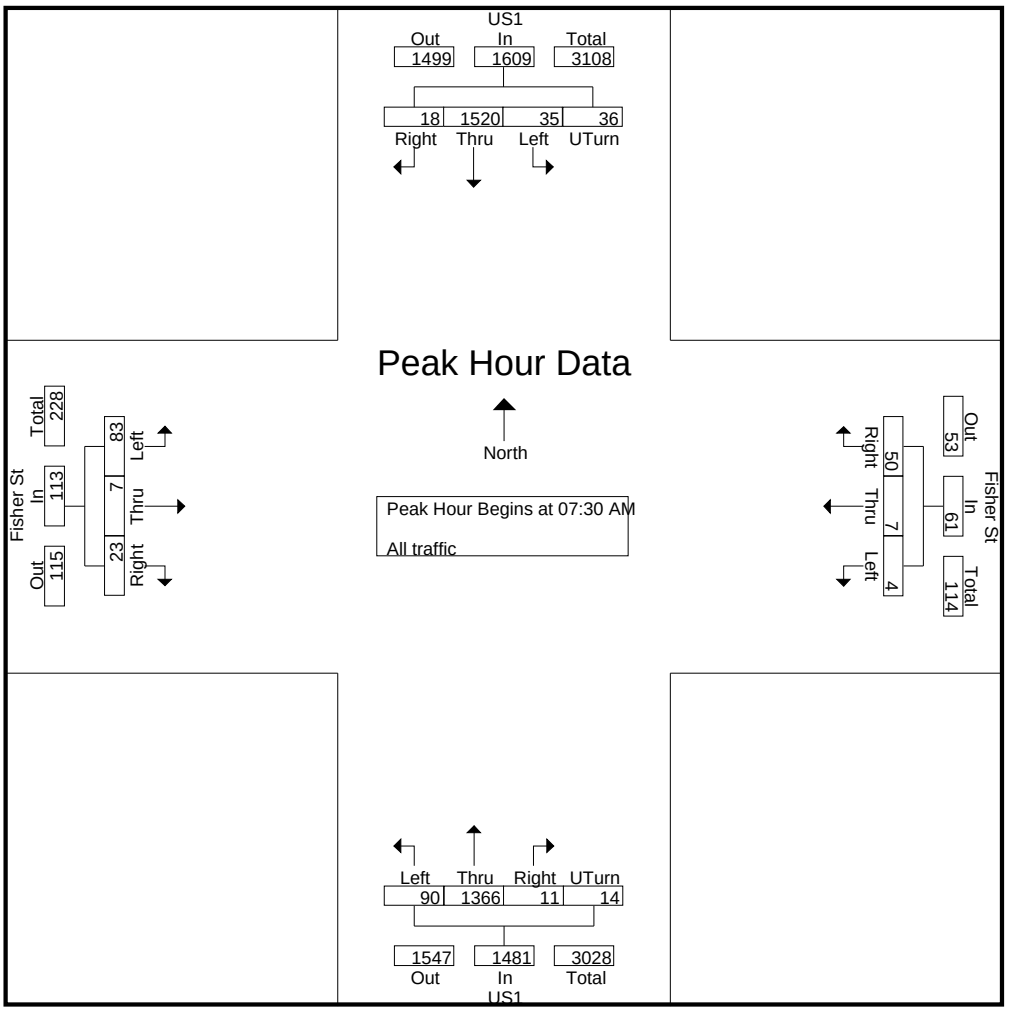
Manual Traffic Count - All Traffic
US1 and Fisher St
Stuart, FL

File Name : US1-FISHER
Site Code : JO2226
Start Date : 9/20/2022
Page No : 2

	US1 NB					US1 SB					Fisher St EB				Fisher St WB				
Start Time	Left	Thru	Right	UTurn	App. Total	Left	Thru	Right	UTurn	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	15	333	2	1	351	10	425	1	12	448	23	2	4	29	1	1	14	16	844
07:45 AM	20	383	1	4	408	9	342	2	7	360	20	1	3	24	2	3	8	13	805
08:00 AM	29	290	4	3	326	7	375	2	7	391	18	3	6	27	0	0	12	12	756
08:15 AM	26	360	4	6	396	9	378	13	10	410	22	1	10	33	1	3	16	20	859
Total Volume	90	1366	11	14	1481	35	1520	18	36	1609	83	7	23	113	4	7	50	61	3264
% App. Total	6.1	92.2	0.7	0.9		2.2	94.5	1.1	2.2		73.5	6.2	20.4		6.6	11.5	82		
PHF	.776	.892	.688	.583	.907	.875	.894	.346	.750	.898	.902	.583	.575	.856	.500	.583	.781	.763	.950



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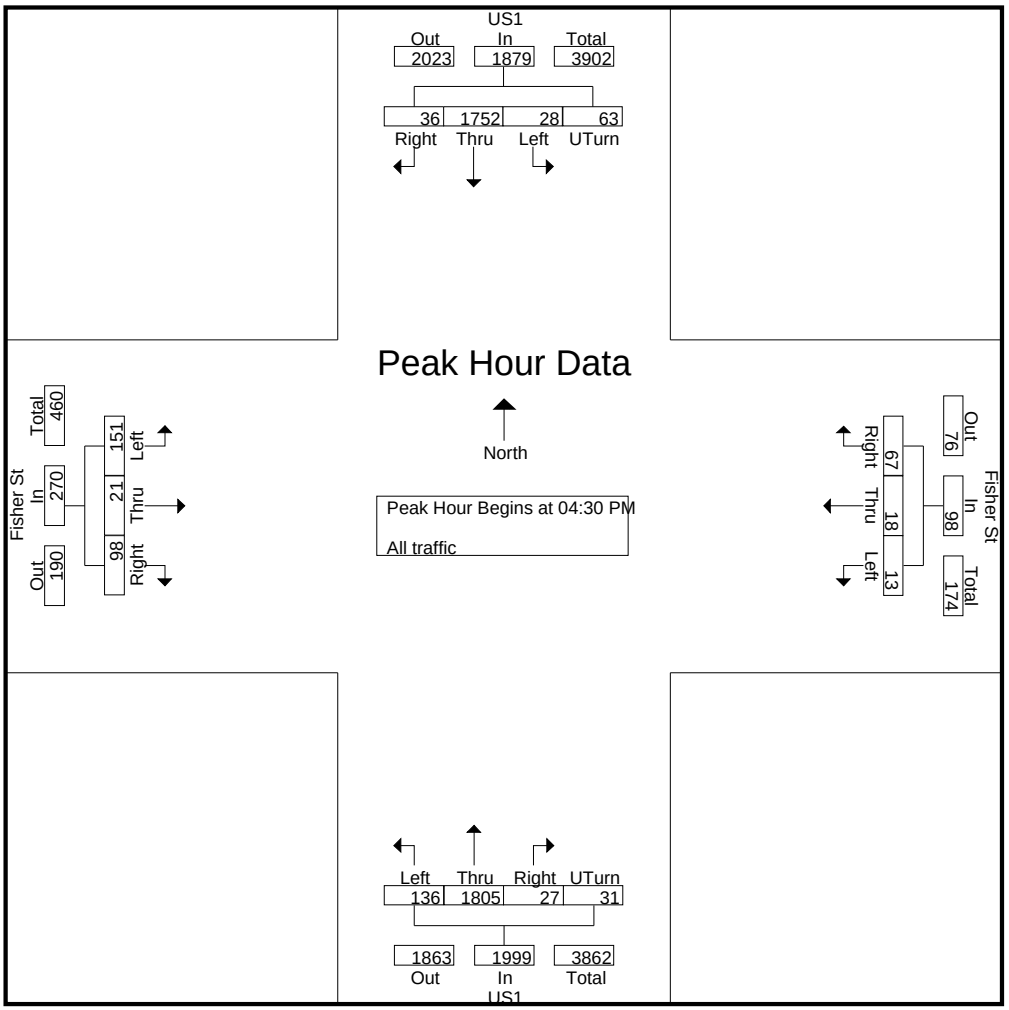
Manual Traffic Count - All Traffic
US1 and Fisher St
Stuart, FL

File Name : US1-FISHER
Site Code : JO2226
Start Date : 9/20/2022
Page No : 3

	US1 NB					US1 SB					Fisher St EB				Fisher St WB				
Start Time	Left	Thru	Right	UTurn	App. Total	Left	Thru	Right	UTurn	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	31	449	7	7	494	9	455	14	15	493	33	9	18	60	4	6	18	28	1075
04:45 PM	36	414	7	6	463	7	380	10	17	414	41	5	23	69	1	2	19	22	968
05:00 PM	34	475	6	14	529	7	454	6	16	483	40	4	27	71	4	2	20	26	1109
05:15 PM	35	467	7	4	513	5	463	6	15	489	37	3	30	70	4	8	10	22	1094
Total Volume	136	1805	27	31	1999	28	1752	36	63	1879	151	21	98	270	13	18	67	98	4246
% App. Total	6.8	90.3	1.4	1.6		1.5	93.2	1.9	3.4		55.9	7.8	36.3		13.3	18.4	68.4		
PHF	.944	.950	.964	.554	.945	.778	.946	.643	.926	.953	.921	.583	.817	.951	.813	.563	.838	.875	.957



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Manual Traffic Count - All Traffic
US1 and Miami Ave
Stuart, FL

File Name : US1-MIAMI AVE
Site Code : JO2226
Start Date : 9/20/2022
Page No : 1

Groups Printed- All traffic

	US1 NB			US1 SB			Miami Ave WB	
Start Time	Thru	Right	Uturn	Left	Thru	Uturn	Right	Int. Total
07:00 AM	292	5	6	39	343	3	11	699
07:15 AM	327	4	4	36	387	6	7	771
07:30 AM	396	11	8	32	351	4	8	810
07:45 AM	386	11	8	32	366	4	10	817
Total	1401	31	26	139	1447	17	36	3097
08:00 AM	421	6	8	24	314	4	8	785
08:15 AM	425	7	12	23	415	10	15	907
08:30 AM	380	12	8	23	355	6	14	798
08:45 AM	435	10	13	44	388	2	11	903
Total	1661	35	41	114	1472	22	48	3393
*** BREAK ***								
04:00 PM	364	1	14	29	326	5	34	773
04:15 PM	481	2	12	46	422	3	16	982
04:30 PM	458	4	13	31	404	3	40	953
04:45 PM	456	6	12	27	417	2	19	939
Total	1759	13	51	133	1569	13	109	3647
05:00 PM	511	5	16	23	553	3	34	1145
05:15 PM	444	7	16	39	466	1	29	1002
05:30 PM	391	2	16	27	418	1	28	883
05:45 PM	403	4	10	35	429	4	15	900
Total	1749	18	58	124	1866	9	106	3930
Grand Total	6570	97	176	510	6354	61	299	14067
Apprch %	96	1.4	2.6	7.4	91.8	0.9	100	
Total %	46.7	0.7	1.3	3.6	45.2	0.4	2.1	

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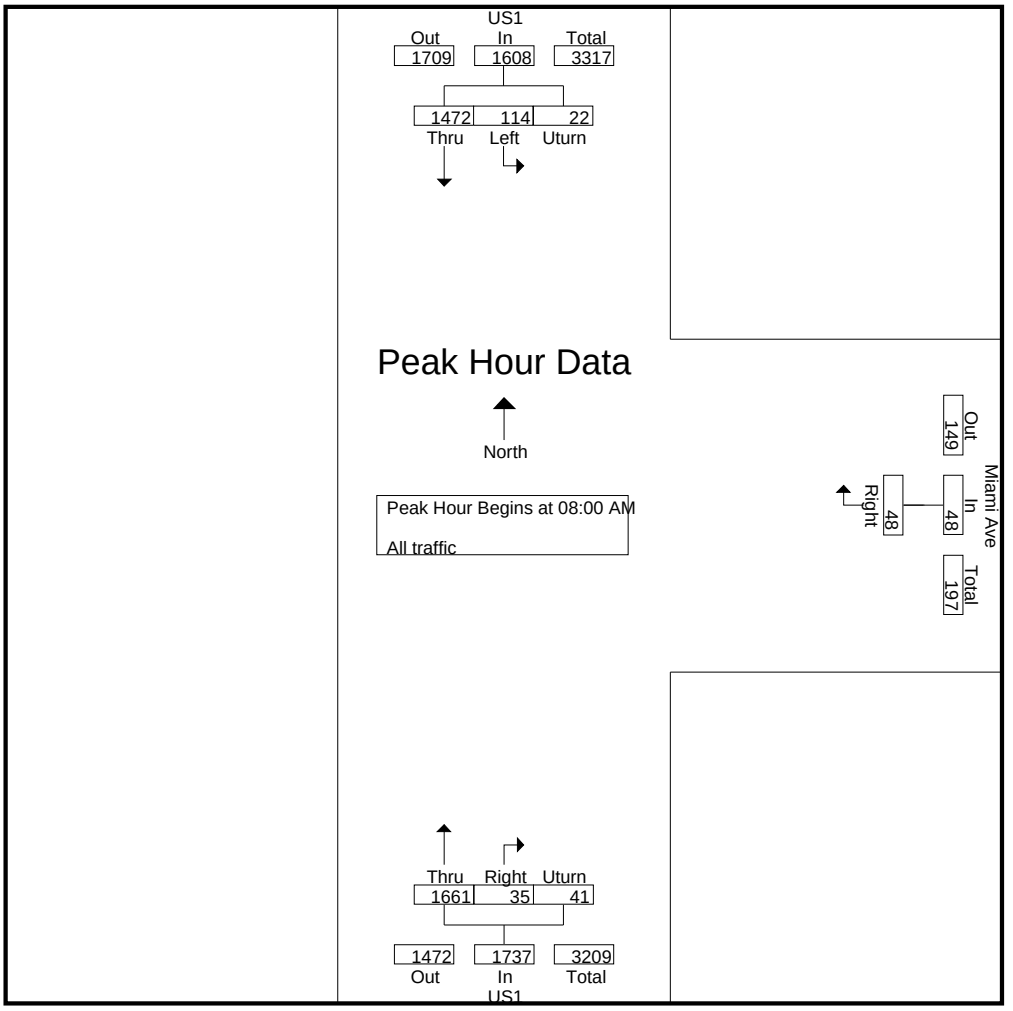
Manual Traffic Count - All Traffic
US1 and Miami Ave
Stuart, FL

File Name : US1-MIAMI AVE
Site Code : JO2226
Start Date : 9/20/2022
Page No : 2

	US1 NB				US1 SB				Miami Ave WB		
Start Time	Thru	Right	Uturn	App. Total	Left	Thru	Uturn	App. Total	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 08:00 AM											
08:00 AM	421	6	8	435	24	314	4	342	8	8	785
08:15 AM	425	7	12	444	23	415	10	448	15	15	907
08:30 AM	380	12	8	400	23	355	6	384	14	14	798
08:45 AM	435	10	13	458	44	388	2	434	11	11	903
Total Volume	1661	35	41	1737	114	1472	22	1608	48	48	3393
% App. Total	95.6	2	2.4		7.1	91.5	1.4		100		
PHF	.955	.729	.788	.948	.648	.887	.550	.897	.800	.800	.935



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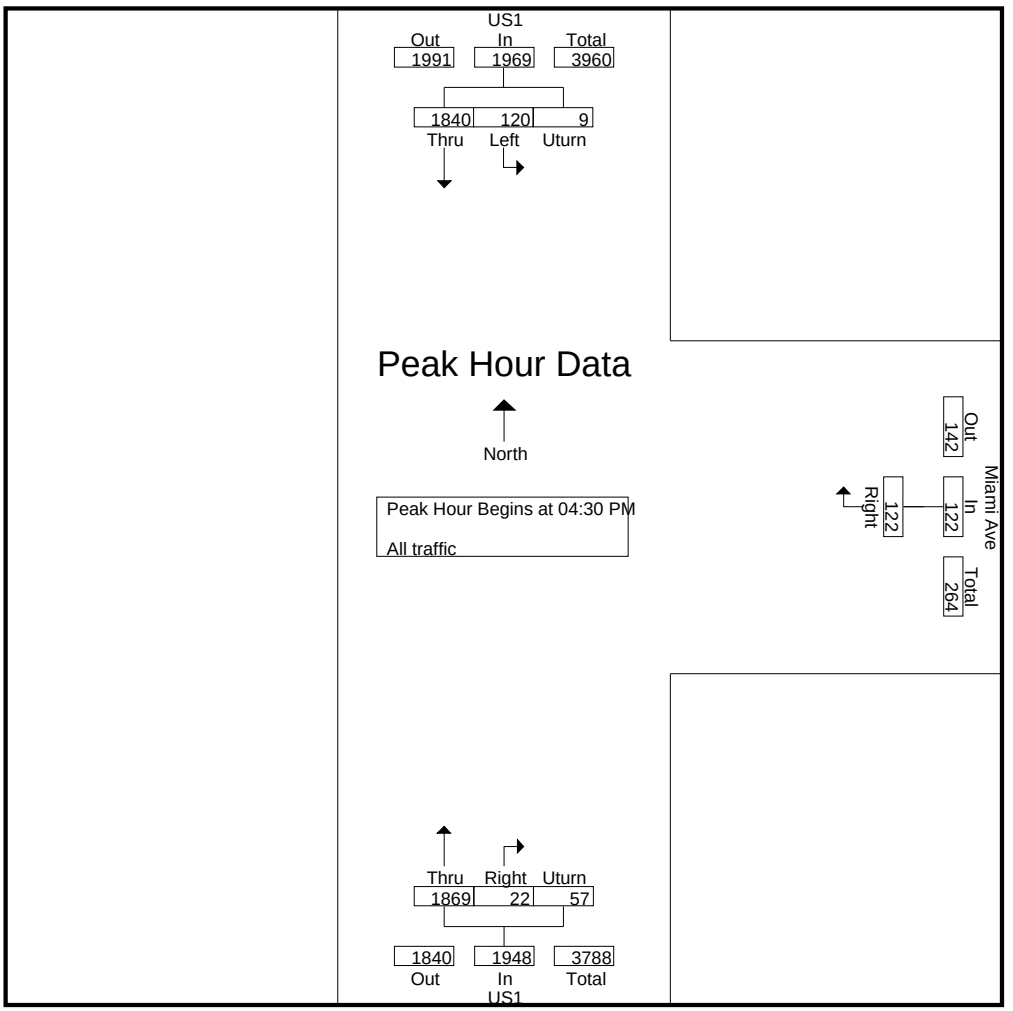
Manual Traffic Count - All Traffic
US1 and Miami Ave
Stuart, FL

File Name : US1-MIAMI AVE
Site Code : JO2226
Start Date : 9/20/2022
Page No : 3

	US1 NB				US1 SB				Miami Ave WB		
Start Time	Thru	Right	Uturn	App. Total	Left	Thru	Uturn	App. Total	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	458	4	13	475	31	404	3	438	40	40	953
04:45 PM	456	6	12	474	27	417	2	446	19	19	939
05:00 PM	511	5	16	532	23	553	3	579	34	34	1145
05:15 PM	444	7	16	467	39	466	1	506	29	29	1002
Total Volume	1869	22	57	1948	120	1840	9	1969	122	122	4039
% App. Total	95.9	1.1	2.9		6.1	93.4	0.5		100		
PHF	.914	.786	.891	.915	.769	.832	.750	.850	.763	.763	.882



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Manual Traffic Count - All Traffic
US1 and Walmart/Car Delearship
Stuart, FL

File Name : AM PM WALMART-DEALER
Site Code : JO2226
Start Date : 9/20/2022
Page No : 1

Groups Printed- All Traffic

	US1 NB		US1 SB		car delear EB	Walmart WB	
Start Time	Thru	Right	Thru	Right	Right	Right	Int. Total
07:00 AM	299	3	342	7	1	5	657
07:15 AM	321	2	388	3	0	11	725
07:30 AM	409	2	351	8	1	7	778
07:45 AM	395	3	360	14	3	10	785
Total	1424	10	1441	32	5	33	2945
08:00 AM	429	0	308	14	5	6	762
08:15 AM	438	5	413	15	4	3	878
08:30 AM	396	2	347	16	3	4	768
08:45 AM	451	6	380	21	8	8	874
Total	1714	13	1448	66	20	21	3282
*** BREAK ***							
04:00 PM	386	12	335	5	12	26	776
04:15 PM	473	3	428	6	9	19	938
04:30 PM	454	2	410	7	8	15	896
04:45 PM	459	2	423	6	11	13	914
Total	1772	19	1596	24	40	73	3524
05:00 PM	513	3	555	4	13	10	1098
05:15 PM	457	6	477	5	13	12	970
05:30 PM	379	7	430	4	12	24	856
05:45 PM	402	5	436	3	10	11	867
Total	1751	21	1898	16	48	57	3791
Grand Total	6661	63	6383	138	113	184	13542
Apprch %	99.1	0.9	97.9	2.1	100	100	
Total %	49.2	0.5	47.1	1	0.8	1.4	

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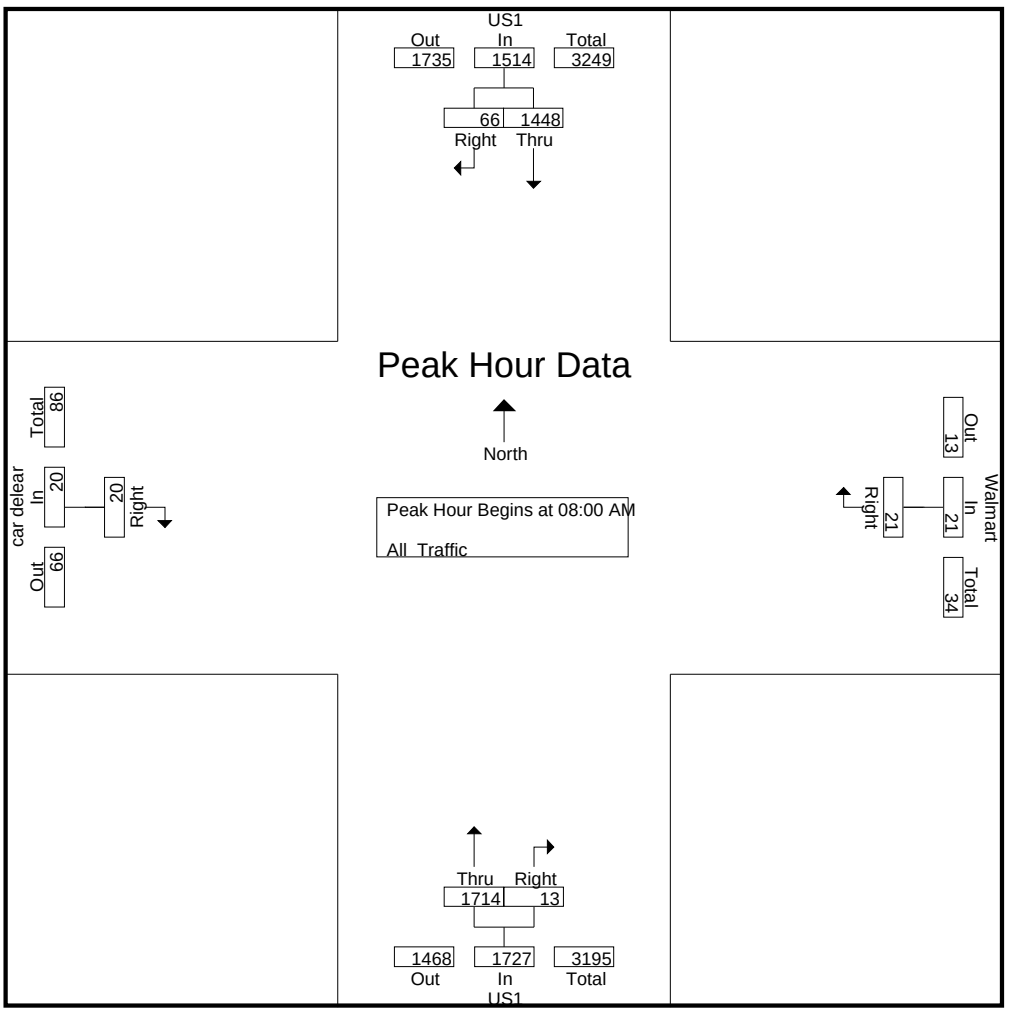
Manual Traffic Count - All Traffic
US1 and Walmart/Car Delearship
Stuart, FL

File Name : AM PM WALMART-DEALER
Site Code : JO2226
Start Date : 9/20/2022
Page No : 2

	US1 NB			US1 SB			car delear EB		Walmart WB		
Start Time	Thru	Right	App. Total	Thru	Right	App. Total	Right	App. Total	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 08:00 AM											
08:00 AM	429	0	429	308	14	322	5	5	6	6	762
08:15 AM	438	5	443	413	15	428	4	4	3	3	878
08:30 AM	396	2	398	347	16	363	3	3	4	4	768
08:45 AM	451	6	457	380	21	401	8	8	8	8	874
Total Volume	1714	13	1727	1448	66	1514	20	20	21	21	3282
% App. Total	99.2	0.8		95.6	4.4		100		100		
PHF	.950	.542	.945	.877	.786	.884	.625	.625	.656	.656	.935



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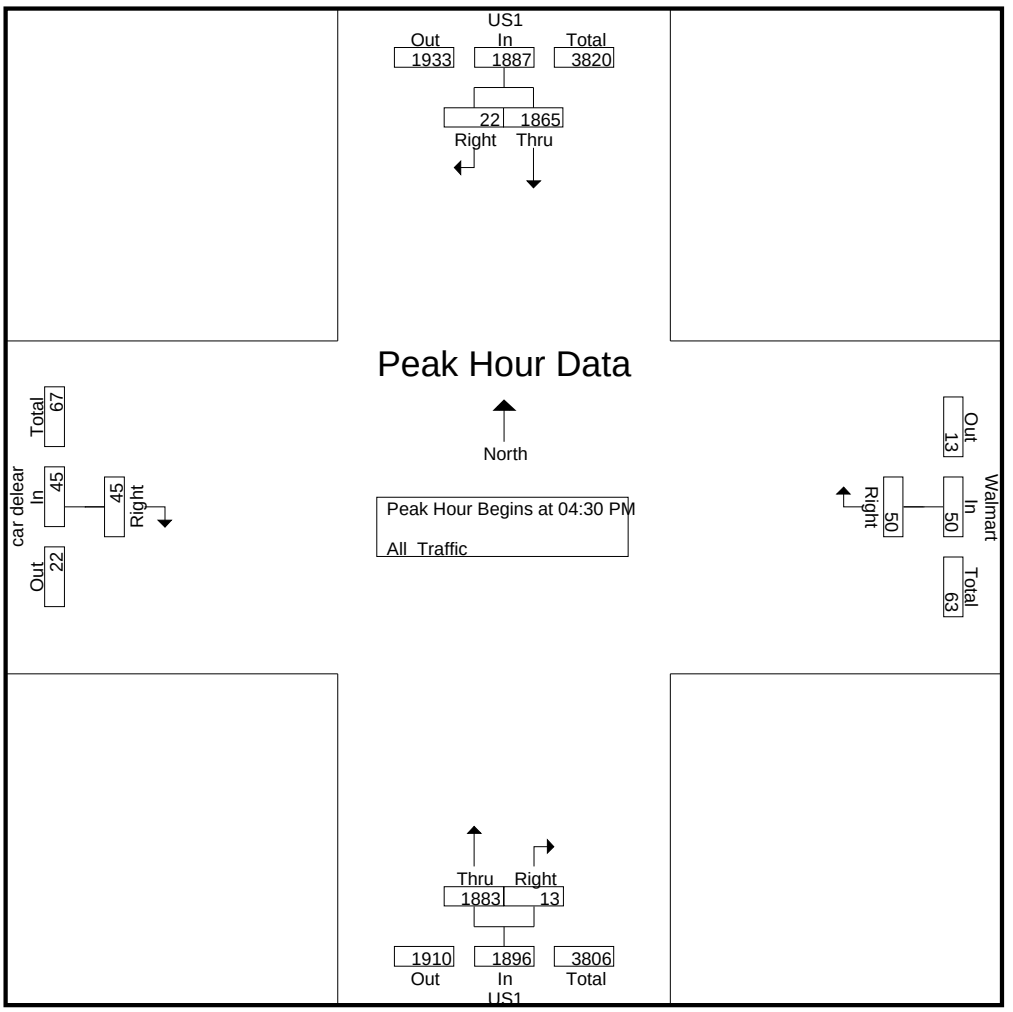
Manual Traffic Count - All Traffic
US1 and Walmart/Car Delearship
Stuart, FL

File Name : AM PM WALMART-DEALER
Site Code : JO2226
Start Date : 9/20/2022
Page No : 3

	US1 NB			US1 SB			car delear EB		Walmart WB		
Start Time	Thru	Right	App. Total	Thru	Right	App. Total	Right	App. Total	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	454	2	456	410	7	417	8	8	15	15	896
04:45 PM	459	2	461	423	6	429	11	11	13	13	914
05:00 PM	513	3	516	555	4	559	13	13	10	10	1098
05:15 PM	457	6	463	477	5	482	13	13	12	12	970
Total Volume	1883	13	1896	1865	22	1887	45	45	50	50	3878
% App. Total	99.3	0.7		98.8	1.2		100		100		
PHF	.918	.542	.919	.840	.786	.844	.865	.865	.833	.833	.883



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Manual Traffic Count - All Traffic
US1 and Pomeroy St
Stuart, FL

File Name : US1-POMERY
Site Code : JO2226
Start Date : 9/20/2022
Page No : 1

Groups Printed- All traffic

	US1 NB				US1 SB				Pomeroy St EB				Pomeroy St WB			
Start Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Int. Total
07:00 AM	17	264	10	0	15	318	15	0	26	30	39	0	16	22	12	784
07:15 AM	15	269	10	1	17	362	13	1	33	51	74	0	14	17	20	897
07:30 AM	22	368	13	0	14	330	13	0	26	32	42	1	25	18	17	921
07:45 AM	30	321	26	1	29	313	18	2	58	64	42	0	17	22	17	960
Total	84	1222	59	2	75	1323	59	3	143	177	197	1	72	79	66	3562
08:00 AM	20	348	19	3	27	262	19	2	50	53	35	0	18	19	29	904
08:15 AM	15	374	19	1	36	358	18	3	41	53	43	0	22	24	25	1032
08:30 AM	19	333	18	0	31	299	18	0	50	37	28	2	19	12	15	881
08:45 AM	20	330	23	4	24	335	28	1	52	30	27	0	26	17	24	941
Total	74	1385	79	8	118	1254	83	6	193	173	133	2	85	72	93	3758
*** BREAK ***																
04:00 PM	48	343	25	2	49	283	31	9	31	50	28	2	48	54	15	1018
04:15 PM	44	387	40	3	41	345	42	7	32	30	14	1	52	38	50	1126
04:30 PM	42	398	33	3	33	325	53	5	22	34	28	0	40	62	31	1109
04:45 PM	46	373	40	3	44	327	56	6	43	34	32	2	44	67	39	1156
Total	180	1501	138	11	167	1280	182	27	128	148	102	5	184	221	135	4409
05:00 PM	52	435	31	5	44	441	79	3	36	32	25	5	45	65	42	1340
05:15 PM	33	385	31	0	37	393	50	6	45	30	21	5	36	61	27	1160
05:30 PM	45	325	35	2	36	352	45	7	23	21	25	1	29	50	31	1027
05:45 PM	18	361	36	1	61	335	46	3	24	42	17	1	45	37	19	1046
Total	148	1506	133	8	178	1521	220	19	128	125	88	12	155	213	119	4573
Grand Total	486	5614	409	29	538	5378	544	55	592	623	520	20	496	585	413	16302
Apprch %	7.4	85.9	6.3	0.4	8.3	82.5	8.3	0.8	33.7	35.5	29.6	1.1	33.2	39.2	27.6	
Total %	3	34.4	2.5	0.2	3.3	33	3.3	0.3	3.6	3.8	3.2	0.1	3	3.6	2.5	

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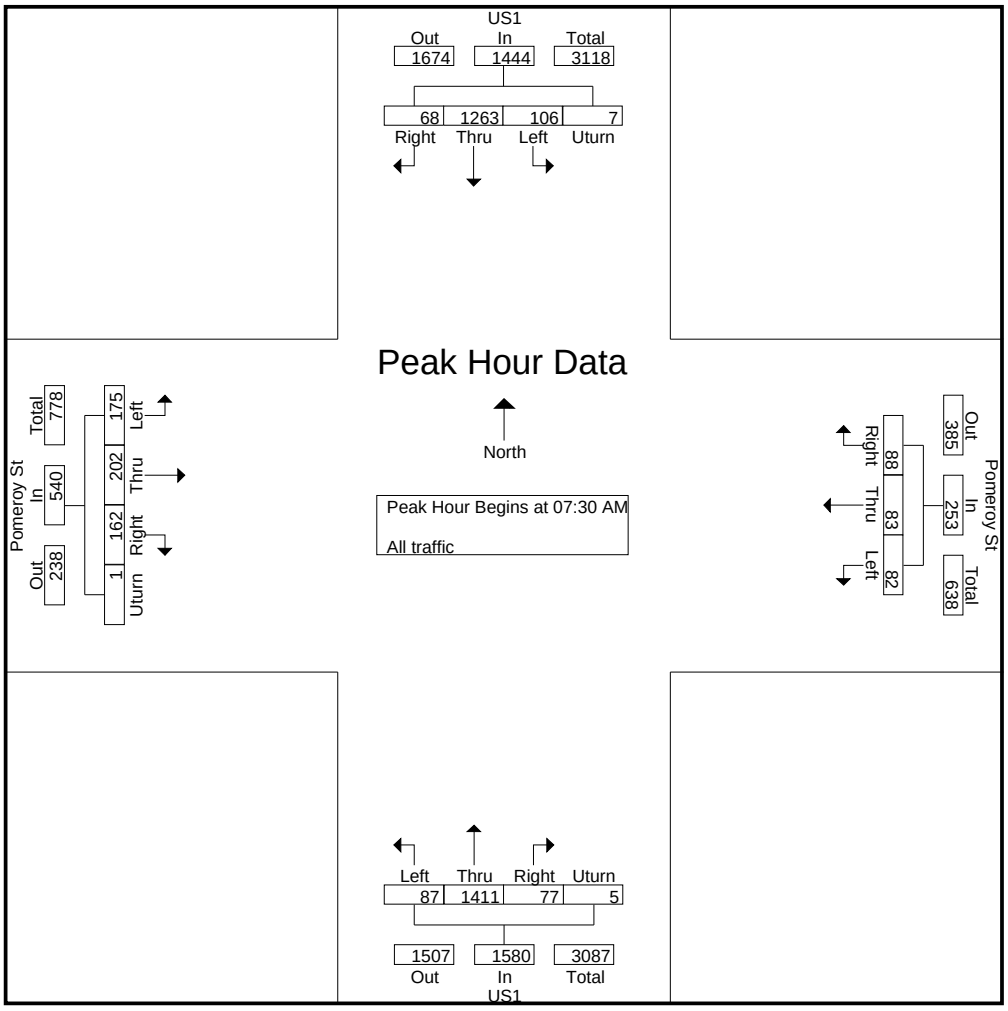
Manual Traffic Count - All Traffic
US1 and Pomeroy St
Stuart, FL

File Name : US1-POMERY
Site Code : JO2226
Start Date : 9/20/2022
Page No : 2

	US1 NB					US1 SB					Pomeroy St EB					Pomeroy St WB				
Start Time	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	Uturn	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	22	368	13	0	403	14	330	13	0	357	26	32	42	1	101	25	18	17	60	921
07:45 AM	30	321	26	1	378	29	313	18	2	362	58	64	42	0	164	17	22	17	56	960
08:00 AM	20	348	19	3	390	27	262	19	2	310	50	53	35	0	138	18	19	29	66	904
08:15 AM	15	374	19	1	409	36	358	18	3	415	41	53	43	0	137	22	24	25	71	1032
Total Volume	87	1411	77	5	1580	106	1263	68	7	1444	175	202	162	1	540	82	83	88	253	3817
% App. Total	5.5	89.3	4.9	0.3		7.3	87.5	4.7	0.5		32.4	37.4	30	0.2		32.4	32.8	34.8		
PHF	.725	.943	.740	.417	.966	.736	.882	.895	.583	.870	.754	.789	.942	.250	.823	.820	.865	.759	.891	.925



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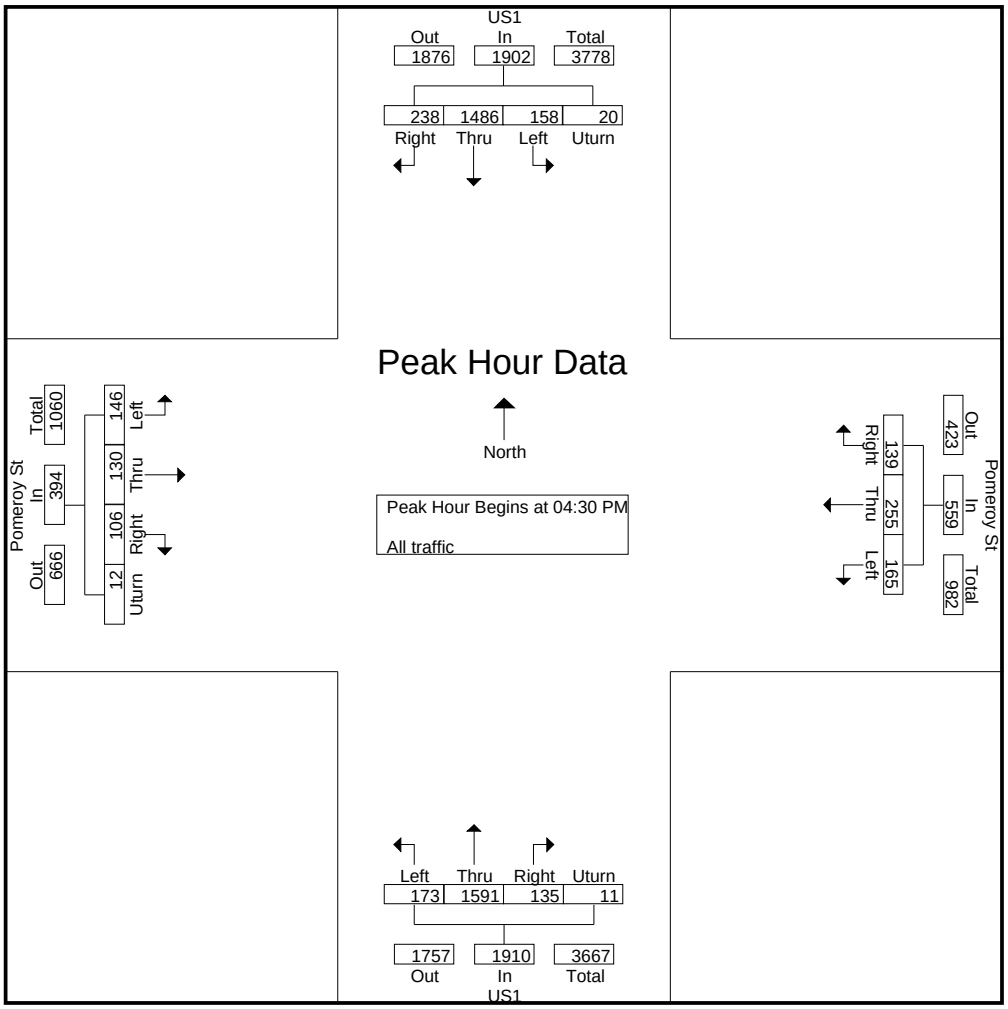
Manual Traffic Count - All Traffic
US1 and Pomeroy St
Stuart, FL

File Name : US1-POMERY
Site Code : JO2226
Start Date : 9/20/2022
Page No : 3

	US1 NB					US1 SB					Pomeroy St EB					Pomeroy St WB				
Start Time	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	Uturn	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	42	398	33	3	476	33	325	53	5	416	22	34	28	0	84	40	62	31	133	1109
04:45 PM	46	373	40	3	462	44	327	56	6	433	43	34	32	2	111	44	67	39	150	1156
05:00 PM	52	435	31	5	523	44	441	79	3	567	36	32	25	5	98	45	65	42	152	1340
05:15 PM	33	385	31	0	449	37	393	50	6	486	45	30	21	5	101	36	61	27	124	1160
Total Volume	173	1591	135	11	1910	158	1486	238	20	1902	146	130	106	12	394	165	255	139	559	4765
% App. Total	9.1	83.3	7.1	0.6		8.3	78.1	12.5	1.1		37.1	33	26.9	3		29.5	45.6	24.9		
PHF	.832	.914	.844	.550	.913	.898	.842	.753	.833	.839	.811	.956	.828	.600	.887	.917	.951	.827	.919	.889



2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8901 CEN.-W OF US1 TO I95

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2019 - 01/05/2019	0.96	1.01
2	01/06/2019 - 01/12/2019	0.97	1.02
3	01/13/2019 - 01/19/2019	0.98	1.03
* 4	01/20/2019 - 01/26/2019	0.97	1.02
* 5	01/27/2019 - 02/02/2019	0.96	1.01
* 6	02/03/2019 - 02/09/2019	0.95	1.00
* 7	02/10/2019 - 02/16/2019	0.95	1.00
* 8	02/17/2019 - 02/23/2019	0.94	0.99
* 9	02/24/2019 - 03/02/2019	0.94	0.99
*10	03/03/2019 - 03/09/2019	0.93	0.98
*11	03/10/2019 - 03/16/2019	0.93	0.98
*12	03/17/2019 - 03/23/2019	0.94	0.99
*13	03/24/2019 - 03/30/2019	0.95	1.00
*14	03/31/2019 - 04/06/2019	0.96	1.01
*15	04/07/2019 - 04/13/2019	0.97	1.02
*16	04/14/2019 - 04/20/2019	0.98	1.03
17	04/21/2019 - 04/27/2019	0.99	1.04
18	04/28/2019 - 05/04/2019	1.01	1.06
19	05/05/2019 - 05/11/2019	1.02	1.07
20	05/12/2019 - 05/18/2019	1.04	1.09
21	05/19/2019 - 05/25/2019	1.04	1.09
22	05/26/2019 - 06/01/2019	1.05	1.11
23	06/02/2019 - 06/08/2019	1.06	1.12
24	06/09/2019 - 06/15/2019	1.07	1.13
25	06/16/2019 - 06/22/2019	1.06	1.12
26	06/23/2019 - 06/29/2019	1.06	1.12
27	06/30/2019 - 07/06/2019	1.06	1.12
28	07/07/2019 - 07/13/2019	1.06	1.12
29	07/14/2019 - 07/20/2019	1.06	1.12
30	07/21/2019 - 07/27/2019	1.05	1.11
31	07/28/2019 - 08/03/2019	1.04	1.09
32	08/04/2019 - 08/10/2019	1.03	1.08
33	08/11/2019 - 08/17/2019	1.03	1.08
34	08/18/2019 - 08/24/2019	1.04	1.09
35	08/25/2019 - 08/31/2019	1.05	1.11
36	09/01/2019 - 09/07/2019	1.06	1.12
37	09/08/2019 - 09/14/2019	1.07	1.13
38	09/15/2019 - 09/21/2019	1.09	1.15
39	09/22/2019 - 09/28/2019	1.06	1.12
40	09/29/2019 - 10/05/2019	1.04	1.09
41	10/06/2019 - 10/12/2019	1.01	1.06
42	10/13/2019 - 10/19/2019	0.99	1.04
43	10/20/2019 - 10/26/2019	0.99	1.04
44	10/27/2019 - 11/02/2019	0.99	1.04
45	11/03/2019 - 11/09/2019	0.98	1.03
46	11/10/2019 - 11/16/2019	0.98	1.03
47	11/17/2019 - 11/23/2019	0.98	1.03
48	11/24/2019 - 11/30/2019	0.97	1.02
49	12/01/2019 - 12/07/2019	0.97	1.02
50	12/08/2019 - 12/14/2019	0.96	1.01
51	12/15/2019 - 12/21/2019	0.96	1.01
52	12/22/2019 - 12/28/2019	0.97	1.02
53	12/29/2019 - 12/31/2019	0.98	1.03

* PEAK SEASON

14-FEB-2020 15:39:27 830UPD 4_8901_PKSEASON.TXT

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8901 CEN.-W OF US1 TO I95

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.98	1.02
2	01/02/2022 - 01/08/2022	0.99	1.03
3	01/09/2022 - 01/15/2022	1.00	1.04
4	01/16/2022 - 01/22/2022	0.99	1.03
5	01/23/2022 - 01/29/2022	0.98	1.02
* 6	01/30/2022 - 02/05/2022	0.97	1.01
* 7	02/06/2022 - 02/12/2022	0.96	1.00
* 8	02/13/2022 - 02/19/2022	0.95	0.99
* 9	02/20/2022 - 02/26/2022	0.95	0.99
*10	02/27/2022 - 03/05/2022	0.95	0.99
*11	03/06/2022 - 03/12/2022	0.95	0.99
*12	03/13/2022 - 03/19/2022	0.95	0.99
*13	03/20/2022 - 03/26/2022	0.95	0.99
*14	03/27/2022 - 04/02/2022	0.96	1.00
*15	04/03/2022 - 04/09/2022	0.96	1.00
*16	04/10/2022 - 04/16/2022	0.97	1.01
*17	04/17/2022 - 04/23/2022	0.97	1.01
*18	04/24/2022 - 04/30/2022	0.98	1.02
19	05/01/2022 - 05/07/2022	0.98	1.02
20	05/08/2022 - 05/14/2022	0.99	1.03
21	05/15/2022 - 05/21/2022	1.00	1.04
22	05/22/2022 - 05/28/2022	1.01	1.05
23	05/29/2022 - 06/04/2022	1.02	1.06
24	06/05/2022 - 06/11/2022	1.03	1.07
25	06/12/2022 - 06/18/2022	1.05	1.09
26	06/19/2022 - 06/25/2022	1.05	1.09
27	06/26/2022 - 07/02/2022	1.05	1.09
28	07/03/2022 - 07/09/2022	1.05	1.09
29	07/10/2022 - 07/16/2022	1.06	1.10
30	07/17/2022 - 07/23/2022	1.05	1.09
31	07/24/2022 - 07/30/2022	1.05	1.09
32	07/31/2022 - 08/06/2022	1.04	1.08
33	08/07/2022 - 08/13/2022	1.04	1.08
34	08/14/2022 - 08/20/2022	1.04	1.08
35	08/21/2022 - 08/27/2022	1.05	1.09
36	08/28/2022 - 09/03/2022	1.06	1.10
37	09/04/2022 - 09/10/2022	1.08	1.13
38	09/11/2022 - 09/17/2022	1.09	1.14
39	09/18/2022 - 09/24/2022	1.07	1.11
40	09/25/2022 - 10/01/2022	1.04	1.08
41	10/02/2022 - 10/08/2022	1.02	1.06
42	10/09/2022 - 10/15/2022	1.00	1.04
43	10/16/2022 - 10/22/2022	1.00	1.04
44	10/23/2022 - 10/29/2022	1.00	1.04
45	10/30/2022 - 11/05/2022	1.00	1.04
46	11/06/2022 - 11/12/2022	1.00	1.04
47	11/13/2022 - 11/19/2022	1.01	1.05
48	11/20/2022 - 11/26/2022	1.00	1.04
49	11/27/2022 - 12/03/2022	0.99	1.03
50	12/04/2022 - 12/10/2022	0.98	1.02
51	12/11/2022 - 12/17/2022	0.98	1.02
52	12/18/2022 - 12/24/2022	0.99	1.03
53	12/25/2022 - 12/31/2022	1.00	1.04

* PEAK SEASON

23-FEB-2023 09:11:22 830UPD 4_8901_PKSEASON.TXT

2022 PSF was not available at the time the original traffic analysis was prepared. Included for reference only. A PHF of 1.12 was used to determine peak hour, as that was the factor available at the time the original traffic analysis was prepared.

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Exhibit 6: Areawide Growth Rate

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Eden Mar Stuart Areawide Growth Rate

Roadway	From	To	AADT	Growth Rate	AADT X GR
Indian St	Willoughby Blvd	SR-5	27,852	2.8%	780
Indian St	SR-5	Commerce Ave	22,368	0.5%	112
Indian St	Commerce Ave	CR-A1A	25,515	2.5%	638
Market Pl	SR-5	Commerce Ave	4,589	0.6%	28
Pomeroy St	Willoughby Blvd	SR-5	8,687	2.3%	200
SR-5 (US-1)	Salerno Rd	Monroe St	40,491	0.5%	202
SR-5 (US-1)	Monroe St	Indian St	37,491	0.5%	187
SR-5 (US-1)	Indian St	SR-714	45,498	0.5%	227
		Σ	212,491	10.20%	2,374

Areawide Growth	**1.12%**

Martin County 2019 Roadway Level of Service Inventory Report

Road Name	From	To	Type	Generalized Service Capacity	2019 Average Annual Daily Traffic	2019 Peak Hour Directional Volume	2019 Generalized LOS	Avg. Annual Growth Rate
Goldenrod Rd	SR-732	SR-5	Class II: 2-Ln Undivided	750	6,877	402	D	1.9%
Goldenrod Rd	SR-5	Westmoreland Blvd	Class II: 2-Ln Undivided	750	4,635	295	C	3.0%
Gomez Ave	CR-708	Crossrip St	Class II: 2-Ln Undivided	750	3,732	199	C	1.4%
Gomez Ave	Crossrip St	Osprey St	Class II: 2-Ln Undivided	750	1,065	61	C	0.5%
Green River Parkway	Dixie Hwy	Baker Rd	Class II: 2-Ln Undivided	750	6,833	351	C	3.1%
Green River Parkway	Baker Rd	SR-732	Class I: 2-Ln Undivided	880	8,341	596	C	4.3%
Green River Parkway	SR-732	St. Lucie County	2-Ln Uninter /Undivided Flow	1190	8,667	576	C	1.8%
Horseshoe Point Rd	CR-A1A	Kubin Ave	2-Ln Undivided Non-State	675	5,647	285	C	0.5%
Indian St	SR-76	Willoughby Blvd	Class I: 4-Ln Divided	2000	29,306	1,729	C	4.7%
Indian St	Willoughby Blvd	SR-5	Class I: 4-Ln Divided	2000	27,852	1,236	C	2.8%
Indian St	SR-5	Commerce Ave	Class I: 4-Ln Divided	2000	22,368	995	C	0.5%
Indian St	Commerce Ave	CR-A1A	Class I: 4-Ln Divided	2000	25,515	1,199	C	2.5%
Indian St	CR-A1A	St Lucie Blvd	2-Ln Undivided Non-State	675	7,051	346	D	1.1%
Indian River Dr	Palmer St	CR-707	Class II: 2-Ln Undivided	750	7,509	374	D	3.7%
Island Way	Palm Beach County	Jupiter Road	Transitional 2-Ln Uninter /Undivided Flow	1200	4,493	302	A/B	3.4%
Island Way	Jupiter Road	Country Club Dr	Class II: 2-Ln Undivided	750	4,855	213	C	0.5%
Jack James Rd	SR-76	Blue Water Wy	Class II: 2-Ln Undivided	750	3,132	294	C	0.5%
Lares St	CR-708	CR-A1A	2-Ln Undivided Non-State	675	3,349	235	C	0.6%
Little Club Wy	Country Club Dr	Wooden Bridge Wy	2-Ln Undivided Non-State	675	2,273	103	C	0.5%
Locks Rd	Canal St	SR-76	2-Ln Undivided Non-State	675	3,667	232	C	2.0%
MacArthur Blvd	Sailfish Point	SR-A1A	2-Ln Undivided Non-State	675	5,989	368	D	6.8%

Segments with shaded LOS require additional analysis.
The peaks are: CR-A1A (PM/SB) and Murphy Rd (PM/NB).

Martin County 2019 Roadway Level of Service Inventory Report

Road Name	From	To	Type	Generalized Service Capacity	2019 Average Annual Daily Traffic	2019 Peak Hour Directional Volume	2019 Generalized LOS	Avg. Annual Growth Rate
Mapp Rd	South End	CR-714	Class II: 2-Ln Undivided	750	5,236	249	C	0.5%
Mapp Rd	CR-714	SR-714	Class II: 2-Ln Undivided	750	11,668	557	D	0.5%
Mapp Rd	SR-714	Matheson Ave	Class II: 2-Ln Undivided	750	5,278	301	C	0.5%
Mapp Rd	Matheson Ave	North End	Class II: 2-Ln Undivided	750	7,320	314	C	0.7%
Market Pl	SR-5	Commerce Ave	Class II: 2-Ln Divided	790	4,589	254	C	0.6%
Matheson Ave	SR-714	Mapp Rd	Class II: 2-Ln Undivided	750	5,845	324	C	0.5%
Monroe St	SR-5	Commerce Ave	Class II: 2-Ln Undivided	750	1,874	161	C	3.0%
Murphy Rd	Mapp Rd	High Meadow Ave	Class II: 2-Ln Undivided	750	6,712	375	D	4.5%
Murphy Rd	High Meadow Ave	St Lucie County	Class II: 2-Ln Undivided	750	9,721	908	F	3.3%
Ocean Blvd	Flagler Ave	Palm Beach Rd	Class II: 2-Ln Divided	790	10,107	565	D	0.5%
Ocean Blvd	Palm Beach Rd	SR-714	4-Ln Divided Non-State	1465	12,415	652	C	0.5%
Osprey St	SR-5	CR-A1A	Class II: 2-Ln Undivided	750	5,203	216	C	2.3%
Osprey St	CR-A1A	Gomez Ave	Class II: 2-Ln Undivided	750	1,926	118	C	0.5%
Palm Beach Rd	SR-714	Ocean Blvd	2-Ln Divided Non-State	710	8,894	426	D	0.5%
Palm City Rd	SR-714	SR-5	Class II: 2-Ln Undivided	750	7,832	419	D	3.8%
Palmer St	CR-707	Indian River Dr	Class II: 2-Ln Undivided	750	3,111	213	C	3.8%
Pineapple Wy	CR-707A(Jensen Beach Blvd.)	SR-732	Class II: 2-Ln Undivided	750	11,820	614	D	3.9%
Pomeroy St	SR-76	Willoughby Blvd	Class II: 2-Ln Divided	790	8,781	479	D	0.5%
Pomeroy St	Willoughby Blvd	SR-5	Class II: 2-Ln Divided	790	8,687	466	D	2.3%
Salerno Rd	SR-76	Willoughby Blvd	Class I: 2-Ln Undivided	880	7,831	429	C	1.5%
Salerno Rd	Willoughby Blvd	SR-5	Class II: 2-Ln Divided	790	9,509	524	D	1.1%

Segments with shaded LOS require additional analysis.
The peaks are: CR-A1A (PM/SB) and Murphy Rd (PM/NB).

Martin County 2019 Roadway Level of Service Inventory Report

Road Name	From	To	Type	Generalized Service Capacity	2019 Average Annual Daily Traffic	2019 Peak Hour Directional Volume	2019 Generalized LOS	Avg. Annual Growth Rate
Salerno Rd	SR-5	Commerce Ave	Class II: 2-Ln Undivided	750	9,794	440	D	8.0%
Salerno Rd	Commerce Ave	CR-A1A	Class II: 2-Ln Undivided	750	7,955	346	C	0.5%
Seabranch Blvd	Doubletree Dr	SR-5	Class I: 4-Ln Divided	2000	6,693	335	C	0.5%
Sewalls Pt Rd	SR-A1A	Palmer St	2-Ln Undivided Non-State	675	9,496	470	D	3.0%
Skyline Dr	CR-707A	CR-707	2-Ln Undivided Non-State	675	1,634	84	C	0.5%
SR-5 (US-1)	Palm Beach County	CR-A1A	Transitional 4-Ln Uninter /Divided Flow	3110	20,848	1,062	A/B	1.9%
SR-5 (US-1)	CR-A1A	CR-708	Class I: 4-Ln Divided	2000	17,201	1,001	C	3.1%
SR-5 (US-1)	CR-708	Osprey St	Class I: 4-Ln Divided	2000	24,807	1,670	C	2.2%
SR-5 (US-1)	Osprey St	Seabranch Blvd	Class I: 4-Ln Divided	2000	23,579	1,046	C	0.6%
SR-5 (US-1)	Seabranch Blvd	Cove Rd	Class I: 6-Ln Divided	3020	30,507	1,426	C	0.5%
SR-5 (US-1)	Cove Rd	Salerno Rd	Class I: 6-Ln Divided	3020	32,412	1,433	C	0.5%
SR-5 (US-1)	Salerno Rd	Monroe St	Class I: 6-Ln Divided	3020	40,491	1,673	C	0.5%
SR-5 (US-1)	Monroe St	Indian St	Class I: 6-Ln Divided	3020	37,491	1,859	C	0.5%
SR-5 (US-1)	Indian St	SR-714	Class I: 6-Ln Divided	3020	45,498	2,267	C	0.5%
SR-5 (US-1)	SR-714	SR-5A	Class I: 6-Ln Divided	3020	37,271	1,822	C	0.5%
SR-5 (US-1)	SR-5A(Cut-off Rd)	SR-76	Class I: 6-Ln Divided	3020	32,616	1,625	C	0.5%
SR-5 (US-1)	SR-76	Palm City Rd	Class II: 6-Ln Divided	2520	47,483	1,986	D	0.5%
SR-5 (US-1)	Palm City Rd	Joan Jefferson Wy	Class II: 6-Ln Divided	2520	54,897	2,473	D	0.5%
SR-5 (US-1)	Joan Jefferson Wy	Wright Blvd	Class I: 6-Ln Divided	3020	59,873	2,874	C	0.5%
SR-5 (US-1)	Wright Blvd	Baker Rd	Class I: 6-Ln Divided	3020	52,644	2,491	C	0.5%
SR-5 (US-1)	Baker Rd	Britt Rd	Class I: 6-Ln Divided	3020	51,826	2,481	C	0.5%

Segments with shaded LOS require additional analysis.
The peaks are: CR-A1A (PM/SB) and Murphy Rd (PM/NB).

Exhibit 7: Synchro Analyses

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Critical Movement Analysis

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Traffic Engineering • Transportation Planning
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US 1 & Indian Street

Eden Mar Stuart

Input Data

GR	=	1.12%
Peak Season	=	1.12
Traffic Count Year	=	2022
Buildout Year	=	2026
Years	=	4

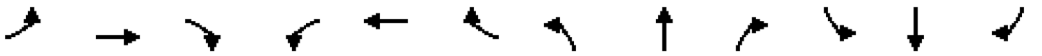
AM Peak Hour		PM Peak Hour	
In	Out	In	Out
103	102	101	103

AM Peak Hour

AM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 20-Sep-22	241	585	264	160	475	165	413	901	210	352	1212	187
Peak Season Volume	270	655	296	179	532	185	463	1009	235	394	1357	209
2026 Historic Growth	**282**	**685**	**309**	**187**	**556**	**193**	**484**	**1055**	**246**	**412**	**1419**	**218**
% Project Traffic	-	-	25%	10%	-	-	25%	25%	10%	-	25%	-
Project Traffic Direction	-	-	IN	IN	-	-	OUT	OUT	OUT	-	IN	-
Project Traffic	-	-	26	10	-	-	26	26	10	-	26	-
2026 Total Traffic[1]	**282**	**685**	**335**	**197**	**556**	**193**	**510**	**1081**	**256**	**412**	**1445**	**218**

PM Peak Hour

PM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 20-Sep-22	261	485	217	274	808	153	545	1275	188	459	1286	213
Peak Season Volume	292	543	243	307	905	171	610	1428	211	514	1440	239
2026 Historic Growth	**305**	**568**	**254**	**321**	**946**	**179**	**638**	**1493**	**221**	**537**	**1505**	**250**
% Project Traffic	-	-	25%	10%	-	-	25%	25%	10%	-	25%	-
Project Traffic Direction	-	-	IN	IN	-	-	OUT	OUT	OUT	-	IN	-
Project Traffic	-	-	25	10	-	-	26	26	10	-	25	-
2026 Total Traffic [1]	**305**	**568**	**279**	**331**	**946**	**179**	**664**	**1519**	**231**	**537**	**1530**	**250**

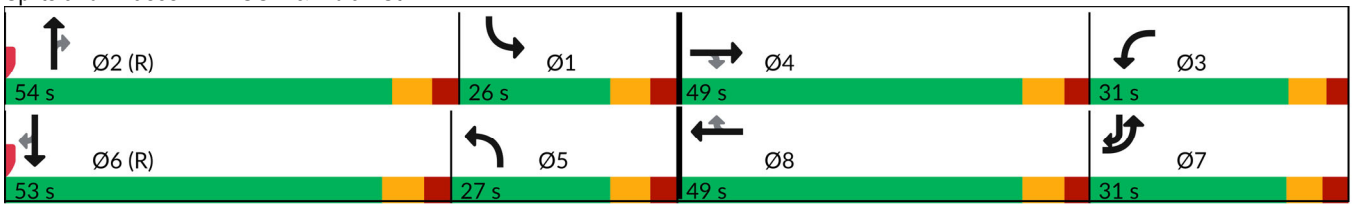


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	282	685	309	187	556	193	484	1055	246	412	1419	218
Future Volume (vph)	282	685	309	187	556	193	484	1055	246	412	1419	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		235	215		260	375		870	400		490
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	240			220			100			100		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			270			205			262			86
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		667			714			1552			750	
Travel Time (s)		10.1			10.8			23.5			11.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	300	729	329	199	591	205	515	1122	262	438	1510	232
Shared Lane Traffic (%)												
Lane Group Flow (vph)	300	729	329	199	591	205	515	1122	262	438	1510	232
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	15.0	15.0	7.0	15.0	7.0
Minimum Split (s)	14.4	25.7	25.7	14.1	25.7	25.7	14.9	25.9	25.9	14.9	25.9	14.4
Total Split (s)	31.0	49.0	49.0	31.0	49.0	49.0	27.0	54.0	54.0	26.0	53.0	31.0
Total Split (%)	19.4%	30.6%	30.6%	19.4%	30.6%	30.6%	16.9%	33.8%	33.8%	16.3%	33.1%	19.4%
Maximum Green (s)	23.6	41.3	41.3	23.9	41.3	41.3	19.1	46.1	46.1	18.1	45.1	23.6
Yellow Time (s)	4.4	4.8	4.8	4.4	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.4
All-Red Time (s)	3.0	2.9	2.9	2.7	2.9	2.9	3.1	3.1	3.1	3.1	3.1	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.7	7.7	7.1	7.7	7.7	7.9	7.9	7.9	7.9	7.9	7.4
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	4.0	5.0	5.0	4.0	5.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	None
Act Effct Green (s)	20.5	38.6	38.6	15.7	33.4	33.4	19.1	55.4	55.4	19.8	56.1	84.5
Actuated g/C Ratio	0.13	0.24	0.24	0.10	0.21	0.21	0.12	0.35	0.35	0.12	0.35	0.53
v/c Ratio	0.68	0.85	0.56	0.59	0.79	0.41	1.25	0.63	0.36	1.03	0.84	0.26
Control Delay (s/veh)	74.7	68.6	14.1	75.8	68.4	8.3	169.6	30.3	7.3	117.9	53.7	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	74.7	68.6	14.1	75.8	68.4	8.3	169.6	30.3	7.3	117.9	53.7	14.2
LOS	E	E	B	E	E	A	F	C	A	F	D	B
Approach Delay (s/veh)		56.8			57.6			65.0			62.4	
Approach LOS		E			E			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 140 (88%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.26			
Intersection Signal Delay (s/veh): 61.2		Intersection LOS: E	
Intersection Capacity Utilization 91.5%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 1: US 1 & Indian St



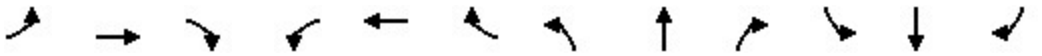
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	685	309	187	556	193	484	1055	246	412	1419	218
Future Volume (veh/h)	282	685	309	187	556	193	484	1055	246	412	1419	218
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	300	729	329	199	591	205	515	1122	262	438	1510	232
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	381	830	370	249	695	310	757	1374	427	801	1439	621
Arrive On Green	0.11	0.23	0.23	0.07	0.20	0.20	0.29	0.36	0.36	0.23	0.28	0.28
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	300	729	329	199	591	205	515	1122	262	438	1510	232
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	13.5	31.6	32.1	9.1	25.7	19.1	21.1	31.9	21.8	17.8	45.1	0.0
Cycle Q Clear(g_c), s	13.5	31.6	32.1	9.1	25.7	19.1	21.1	31.9	21.8	17.8	45.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	381	830	370	249	695	310	757	1374	427	801	1439	621
V/C Ratio(X)	0.79	0.88	0.89	0.80	0.85	0.66	0.68	0.82	0.61	0.55	1.05	0.37
Avail Cap(c_a), veh/h	510	917	409	516	917	409	757	1471	457	801	1439	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	0.81	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.4	59.1	59.3	73.1	62.1	59.4	51.7	47.8	44.5	54.1	57.4	34.6
Incr Delay (d2), s/veh	5.9	9.1	19.3	5.8	6.0	2.4	2.2	4.5	5.3	1.0	37.8	1.7
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	10.3	21.4	20.9	7.5	17.7	12.4	13.2	18.5	12.9	12.4	33.0	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.2	68.2	78.6	78.9	68.0	61.9	54.0	52.3	49.8	55.1	95.2	36.4
LnGrp LOS	E	E	E	E	E	E	D	D	D	E	F	D
Approach Vol, veh/h		1358			995			1899			2180	
Approach Delay, s/veh		72.3			68.9			52.4			80.9	
Approach LOS		E			E			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	45.0	51.0	18.9	45.1	43.0	53.0	25.0	39.0
Change Period (Y+Rc), s	7.9	7.9	* 7.4	* 7.7	7.9	7.9	* 7.4	7.7
Max Green Setting (Gmax), s	18.1	46.1	* 24	* 41	19.1	45.1	* 24	41.3
Max Q Clear Time (g_c+I1), s	19.8	33.9	11.1	34.1	23.1	47.1	15.5	27.7
Green Ext Time (p_c), s	0.0	9.2	0.5	3.3	0.0	0.0	0.6	3.6

Intersection Summary	
HCM 7th Control Delay, s/veh	68.8
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

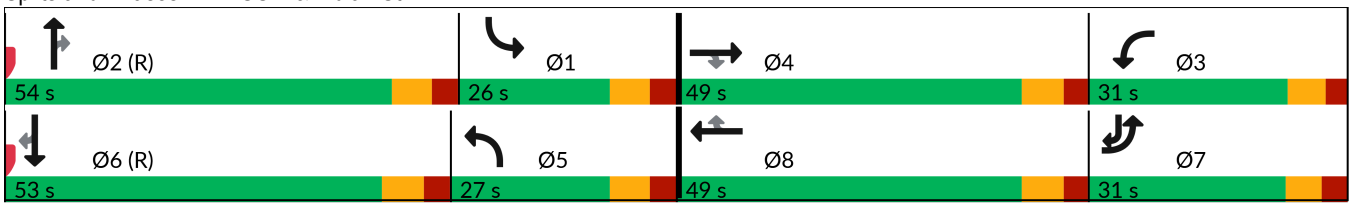


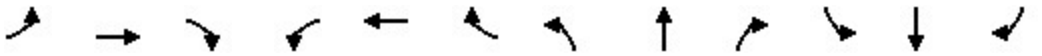
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	282	685	335	197	556	193	510	1081	256	412	1445	218
Future Volume (vph)	282	685	335	197	556	193	510	1081	256	412	1445	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		235	215		260	375		870	400		490
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	240			220			100			100		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			274			205			272			86
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		667			714			1552			750	
Travel Time (s)		10.1			10.8			23.5			11.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	300	729	356	210	591	205	543	1150	272	438	1537	232
Shared Lane Traffic (%)												
Lane Group Flow (vph)	300	729	356	210	591	205	543	1150	272	438	1537	232
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	15.0	15.0	7.0	15.0	7.0
Minimum Split (s)	14.4	25.7	25.7	14.1	25.7	25.7	14.9	25.9	25.9	14.9	25.9	14.4
Total Split (s)	31.0	49.0	49.0	31.0	49.0	49.0	27.0	54.0	54.0	26.0	53.0	31.0
Total Split (%)	19.4%	30.6%	30.6%	19.4%	30.6%	30.6%	16.9%	33.8%	33.8%	16.3%	33.1%	19.4%
Maximum Green (s)	23.6	41.3	41.3	23.9	41.3	41.3	19.1	46.1	46.1	18.1	45.1	23.6
Yellow Time (s)	4.4	4.8	4.8	4.4	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.4
All-Red Time (s)	3.0	2.9	2.9	2.7	2.9	2.9	3.1	3.1	3.1	3.1	3.1	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.7	7.7	7.1	7.7	7.7	7.9	7.9	7.9	7.9	7.9	7.4
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	4.0	5.0	5.0	4.0	5.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	None
Act Effct Green (s)	21.0	38.7	38.7	16.0	33.4	33.4	19.1	55.2	55.2	19.5	55.6	84.5
Actuated g/C Ratio	0.13	0.24	0.24	0.10	0.21	0.21	0.12	0.35	0.35	0.12	0.35	0.53
v/c Ratio	0.67	0.85	0.60	0.61	0.80	0.42	1.33	0.66	0.38	1.05	0.87	0.26
Control Delay (s/veh)	73.7	68.3	16.9	76.2	68.5	8.3	198.4	35.0	8.1	121.8	55.4	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.7	68.3	16.9	76.2	68.5	8.3	198.4	35.0	8.1	121.8	55.4	14.3
LOS	E	E	B	E	E	A	F	D	A	F	E	B
Approach Delay (s/veh)		56.2			57.8			76.5			64.2	
Approach LOS		E			E			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 140 (88%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.33			
Intersection Signal Delay (s/veh): 65.2		Intersection LOS: E	
Intersection Capacity Utilization 92.7%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 1: US 1 & Indian St





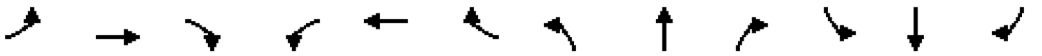
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	685	335	197	556	193	510	1081	256	412	1445	218
Future Volume (veh/h)	282	685	335	197	556	193	510	1081	256	412	1445	218
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	300	729	356	210	591	205	543	1150	272	438	1537	232
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	432	872	389	261	695	310	706	1389	431	740	1439	645
Arrive On Green	0.13	0.25	0.25	0.08	0.20	0.20	0.27	0.36	0.36	0.21	0.28	0.28
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	300	729	356	210	591	205	543	1150	272	438	1537	232
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	13.3	31.2	35.0	9.6	25.7	19.1	23.1	32.8	22.7	18.3	45.1	0.0
Cycle Q Clear(g_c), s	13.3	31.2	35.0	9.6	25.7	19.1	23.1	32.8	22.7	18.3	45.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	432	872	389	261	695	310	706	1389	431	740	1439	645
V/C Ratio(X)	0.69	0.84	0.92	0.81	0.85	0.66	0.77	0.83	0.63	0.59	1.07	0.36
Avail Cap(c_a), veh/h	510	917	409	516	917	409	706	1471	457	740	1439	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.1	57.3	58.8	72.8	62.1	59.4	54.8	47.6	44.4	56.6	57.4	33.0
Incr Delay (d2), s/veh	3.3	6.6	24.4	5.8	6.0	2.4	4.4	4.7	5.5	1.5	44.2	1.6
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	10.0	20.8	23.0	7.8	17.7	12.4	14.5	18.9	13.4	12.7	34.4	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	70.4	63.9	83.2	78.6	68.0	61.9	59.2	52.3	49.9	58.1	101.6	34.5
LnGrp LOS	E	E	F	E	E	E	E	D	D	E	F	C
Approach Vol, veh/h		1385			1006			1965			2207	
Approach Delay, s/veh		70.3			69.0			53.9			85.9	
Approach LOS		E			E			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	42.1	51.4	19.5	46.9	40.6	53.0	27.4	39.0
Change Period (Y+Rc), s	7.9	7.9	* 7.4	* 7.7	7.9	7.9	* 7.4	7.7
Max Green Setting (Gmax), s	18.1	46.1	* 24	* 41	19.1	45.1	* 24	41.3
Max Q Clear Time (g_c+I1), s	20.3	34.8	11.6	37.0	25.1	47.1	15.3	27.7
Green Ext Time (p_c), s	0.0	8.7	0.5	2.3	0.0	0.0	0.6	3.6

Intersection Summary	
HCM 7th Control Delay, s/veh	70.4
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

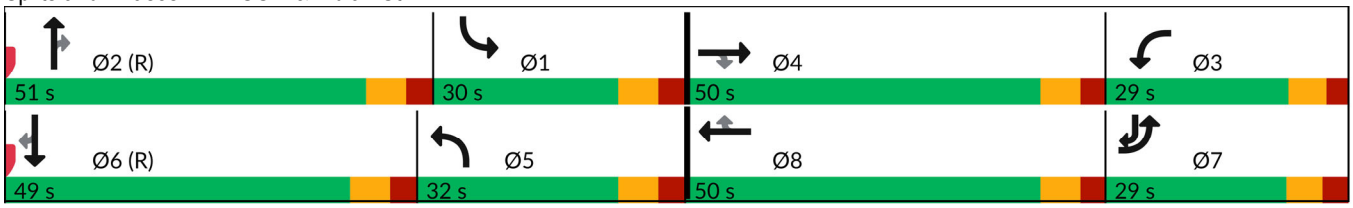


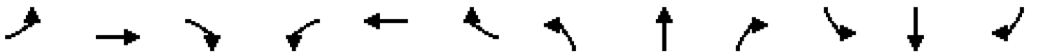
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	305	568	254	321	946	179	638	1493	221	537	1505	250
Future Volume (vph)	305	568	254	321	946	179	638	1493	221	537	1505	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		235	215		260	375		870	400		490
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	240			220			100			100		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			265			138			230			86
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		667			714			1552			750	
Travel Time (s)		10.1			10.8			23.5			11.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	318	592	265	334	985	186	665	1555	230	559	1568	260
Shared Lane Traffic (%)												
Lane Group Flow (vph)	318	592	265	334	985	186	665	1555	230	559	1568	260
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	15.0	15.0	7.0	15.0	7.0
Minimum Split (s)	14.4	25.7	25.7	14.1	25.7	25.7	14.9	25.9	25.9	14.9	25.9	14.4
Total Split (s)	29.0	50.0	50.0	29.0	50.0	50.0	32.0	51.0	51.0	30.0	49.0	29.0
Total Split (%)	18.1%	31.3%	31.3%	18.1%	31.3%	31.3%	20.0%	31.9%	31.9%	18.8%	30.6%	18.1%
Maximum Green (s)	21.6	42.3	42.3	21.9	42.3	42.3	24.1	43.1	43.1	22.1	41.1	21.6
Yellow Time (s)	4.4	4.8	4.8	4.4	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.4
All-Red Time (s)	3.0	2.9	2.9	2.7	2.9	2.9	3.1	3.1	3.1	3.1	3.1	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.7	7.7	7.1	7.7	7.7	7.9	7.9	7.9	7.9	7.9	7.4
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	4.0	5.0	5.0	4.0	5.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	None
Act Effct Green (s)	19.3	34.0	34.0	27.9	42.3	42.3	24.1	45.4	45.4	22.1	43.4	70.6
Actuated g/C Ratio	0.12	0.21	0.21	0.17	0.26	0.26	0.15	0.28	0.28	0.14	0.27	0.44
v/c Ratio	0.76	0.78	0.48	0.55	1.05	0.35	1.28	1.07	0.37	1.17	1.13	0.34
Control Delay (s/veh)	81.0	67.3	8.1	65.2	99.9	15.6	184.1	88.8	9.0	157.6	121.7	20.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	81.0	67.3	8.1	65.2	99.9	15.6	184.1	88.8	9.0	157.6	121.7	20.6
LOS	F	E	A	E	F	B	F	F	A	F	F	C
Approach Delay (s/veh)		57.7			81.8			107.2			119.1	
Approach LOS		E			F			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 121 (76%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.29			
Intersection Signal Delay (s/veh): 98.2		Intersection LOS: F	
Intersection Capacity Utilization 107.9%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 1: US 1 & Indian St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	568	254	321	946	179	638	1493	221	537	1505	250
Future Volume (veh/h)	305	568	254	321	946	179	638	1493	221	537	1505	250
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	318	592	265	334	985	186	665	1555	230	559	1568	260
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	367	704	314	596	940	419	620	1375	427	577	1312	575
Arrive On Green	0.11	0.20	0.20	0.17	0.26	0.26	0.18	0.27	0.27	0.17	0.26	0.26
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	318	592	265	334	985	186	665	1555	230	559	1568	260
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	14.5	25.6	25.8	14.2	42.3	15.6	28.7	43.1	19.8	25.7	41.1	3.0
Cycle Q Clear(g_c), s	14.5	25.6	25.8	14.2	42.3	15.6	28.7	43.1	19.8	25.7	41.1	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	367	704	314	596	940	419	620	1375	427	577	1312	575
V/C Ratio(X)	0.87	0.84	0.84	0.56	1.05	0.44	1.07	1.13	0.54	0.97	1.20	0.45
Avail Cap(c_a), veh/h	467	940	419	596	940	419	620	1375	427	577	1312	575
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.58	0.58	0.58	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.4	61.7	61.8	60.7	58.8	49.0	65.6	58.5	50.0	66.2	59.5	38.8
Incr Delay (d2), s/veh	13.1	5.3	11.3	1.2	42.9	0.7	49.1	64.7	2.8	29.8	95.7	2.6
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	11.3	17.6	16.7	10.3	33.2	10.3	22.6	35.4	11.7	19.6	41.8	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	83.5	67.0	73.0	61.9	101.7	49.8	114.8	123.2	52.8	96.0	155.1	41.4
LnGrp LOS	F	E	E	E	F	D	F	F	D	F	F	D
Approach Vol, veh/h		1175			1505			2450			2387	
Approach Delay, s/veh		72.8			86.5			114.3			128.9	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.6	51.0	35.0	39.4	36.6	49.0	24.4	50.0
Change Period (Y+Rc), s	7.9	7.9	* 7.4	* 7.7	7.9	7.9	* 7.4	7.7
Max Green Setting (Gmax), s	22.1	43.1	* 22	* 42	24.1	41.1	* 22	42.3
Max Q Clear Time (g_c+I1), s	27.7	45.1	16.2	27.8	30.7	43.1	16.5	44.3
Green Ext Time (p_c), s	0.0	0.0	0.6	4.0	0.0	0.0	0.5	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	106.9
HCM 7th LOS	F

Notes

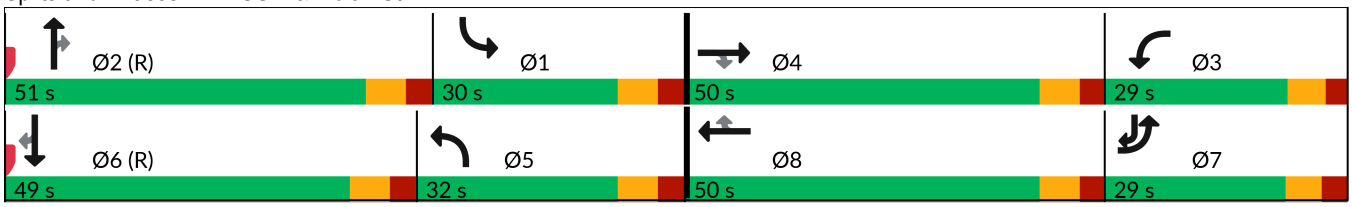
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

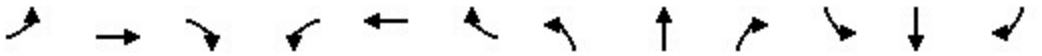
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	305	568	279	331	946	179	664	1519	231	537	1530	250
Future Volume (vph)	305	568	279	331	946	179	664	1519	231	537	1530	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		235	215		260	375		870	400		490
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	240			220			100			100		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			291			138			241			86
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		667			714			1552			750	
Travel Time (s)		10.1			10.8			23.5			11.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	318	592	291	345	985	186	692	1582	241	559	1594	260
Shared Lane Traffic (%)												
Lane Group Flow (vph)	318	592	291	345	985	186	692	1582	241	559	1594	260
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	15.0	15.0	7.0	15.0	7.0
Minimum Split (s)	14.4	25.7	25.7	14.1	25.7	25.7	14.9	25.9	25.9	14.9	25.9	14.4
Total Split (s)	29.0	50.0	50.0	29.0	50.0	50.0	32.0	51.0	51.0	30.0	49.0	29.0
Total Split (%)	18.1%	31.3%	31.3%	18.1%	31.3%	31.3%	20.0%	31.9%	31.9%	18.8%	30.6%	18.1%
Maximum Green (s)	21.6	42.3	42.3	21.9	42.3	42.3	24.1	43.1	43.1	22.1	41.1	21.6
Yellow Time (s)	4.4	4.8	4.8	4.4	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.4
All-Red Time (s)	3.0	2.9	2.9	2.7	2.9	2.9	3.1	3.1	3.1	3.1	3.1	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.7	7.7	7.1	7.7	7.7	7.9	7.9	7.9	7.9	7.9	7.4
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	4.0	5.0	5.0	4.0	5.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	None
Act Effct Green (s)	19.3	34.0	34.0	27.9	42.3	42.3	24.1	45.4	45.4	22.1	43.4	70.6
Actuated g/C Ratio	0.12	0.21	0.21	0.17	0.26	0.26	0.15	0.28	0.28	0.14	0.27	0.44
v/c Ratio	0.77	0.79	0.52	0.58	1.05	0.36	1.34	1.10	0.39	1.18	1.16	0.35
Control Delay (s/veh)	81.1	67.3	8.1	65.7	99.9	15.6	195.1	93.1	10.2	157.7	128.7	20.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	81.1	67.3	8.1	65.7	99.9	15.6	195.1	93.1	10.2	157.7	128.7	20.6
LOS	F	E	A	E	F	B	F	F	B	F	F	C
Approach Delay (s/veh)		56.6			81.8			113.3			123.7	
Approach LOS		E			F			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 121 (76%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.34			
Intersection Signal Delay (s/veh): 101.4		Intersection LOS: F	
Intersection Capacity Utilization 109.1%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 1: US 1 & Indian St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	568	279	331	946	179	664	1519	231	537	1530	250
Future Volume (veh/h)	305	568	279	331	946	179	664	1519	231	537	1530	250
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	318	592	291	345	985	186	692	1582	241	559	1594	260
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	367	756	337	546	940	419	620	1375	427	577	1312	575
Arrive On Green	0.11	0.21	0.21	0.16	0.26	0.26	0.18	0.27	0.27	0.17	0.26	0.26
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	318	592	291	345	985	186	692	1582	241	559	1594	260
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	14.5	25.2	28.3	14.9	42.3	15.6	28.7	43.1	21.0	25.7	41.1	3.0
Cycle Q Clear(g_c), s	14.5	25.2	28.3	14.9	42.3	15.6	28.7	43.1	21.0	25.7	41.1	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	367	756	337	546	940	419	620	1375	427	577	1312	575
V/C Ratio(X)	0.87	0.78	0.86	0.63	1.05	0.44	1.12	1.15	0.56	0.97	1.22	0.45
Avail Cap(c_a), veh/h	467	940	419	546	940	419	620	1375	427	577	1312	575
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.55	0.55	0.55	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.4	59.5	60.8	63.0	58.8	49.0	65.6	58.5	50.4	66.2	59.5	38.8
Incr Delay (d2), s/veh	13.1	3.5	14.3	2.4	42.9	0.7	64.6	72.7	3.0	29.8	104.1	2.6
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	11.3	17.1	18.3	10.9	33.2	10.3	24.6	36.9	12.1	19.6	43.5	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	83.5	63.0	75.0	65.4	101.7	49.8	130.2	131.1	53.3	96.0	163.5	41.4
LnGrp LOS	F	E	E	E	F	D	F	F	D	F	F	D
Approach Vol, veh/h		1201			1516			2515			2413	
Approach Delay, s/veh		71.3			87.1			123.4			134.7	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.6	51.0	32.7	41.7	36.6	49.0	24.4	50.0
Change Period (Y+Rc), s	7.9	7.9	* 7.4	* 7.7	7.9	7.9	* 7.4	7.7
Max Green Setting (Gmax), s	22.1	43.1	* 22	* 42	24.1	41.1	* 22	42.3
Max Q Clear Time (g_c+I1), s	27.7	45.1	16.9	30.3	30.7	43.1	16.5	44.3
Green Ext Time (p_c), s	0.0	0.0	0.5	3.7	0.0	0.0	0.5	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	111.6
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

MARTIN COUNTY TRAFFIC

Intersection: 75 SR-5 (US1) @ INDIAN STREET

	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB
PHASE	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Min green	7	15	7	10	7	15	7	10
Vehicle Ext	4	5	3	3	4	5	3	3
Max 1	30	55	25	45	35	55	25	45
Max 2								
Yellow	4.8	4.8	4.4	4.8	4.8	4.8	4.4	4.8
Red Clear	3.1	3.1	3	2.9	3.1	3.1	2.7	2.9
Delay Green								4
Walk	0	7	0	5	0	7	0	5
Ped Clear	0	32	0	36	0	32	0	36
Start Up		Green				Green		
Locking Detector		X				X		
Veh. Recalls		Min				Min		
Assigned ph.								
Cross Switch Ph								

September 12, 2022

LOCATION: **75** **SR-5 (US1) @ INDIAN STREET**

Day Plan

Day 2 = Weekdays Day 1 = Weekends

DAY		START		COBALT plan			
1		9:00		1			
1		21:00		99	Free		
2		6:00		3			
2		9:30		5			
2		15:00		7			
2		18:30		9			
2		20:30		99	Free		

Plan		1		3	5	7	9	
OFFSET		10		140	9	121	72	
CYCLE LENGTH		160		160	160	160	140	
Cobalt sequence		16		16	16	16	16	
PHASE		SPLITS (SECONDS)						
1	NBLT	**28**		**27**	**35**	**32**	**22**	
2	SB	57		53	47	49	50	
3	EBLT	**26**		**31**	**29**	**29**	**19**	
4	WB	49		49	49	50	49	
5	SBLT	**24**		**26**	**33**	**30**	**22**	
6	NB	61		54	49	51	50	
7	WBLT	**26**		**31**	**29**	**29**	**19**	
8	EB	49		49	49	50	49	

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

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Critical Movement Analysis

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US 1 and Fischer Street

Eden Mar Stuart

Input Data

GR	=	1.12%
Peak Season	=	1.12
Traffic Count Year	=	2022
Buildout Year	=	2026
Years	=	4

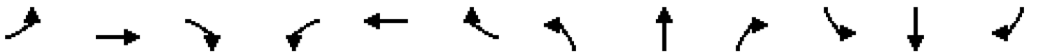
AM Peak Hour		PM Peak Hour	
In	Out	In	Out
103	102	101	103

AM Peak Hour

AM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 20-Sep-22	83	7	23	4	7	50	104	1366	11	71	1520	18
Peak Season Volume	93	8	26	4	8	56	116	1530	12	80	1702	20
2026 Historic Growth	**97**	**8**	**27**	**4**	**8**	**59**	**121**	**1600**	**13**	**84**	**1779**	**21**
% Project Traffic	-	-	-	-	-	-	-	60%	-	-	60%	-
Project Traffic Direction	-	-	-	-	-	-	-	OUT	-	-	IN	-
Project Traffic	-	-	-	-	-	-	-	61	-	-	62	-
2026 Total Traffic[1]	**97**	**8**	**27**	**4**	**8**	**59**	**121**	**1661**	**13**	**84**	**1841**	**21**

PM Peak Hour

PM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 20-Sep-22	151	21	98	13	18	67	167	1805	27	91	1752	36
Peak Season Volume	169	24	110	15	20	75	187	2022	30	102	1962	40
2026 Historic Growth	**177**	**25**	**115**	**16**	**21**	**78**	**195**	**2114**	**31**	**107**	**2051**	**42**
% Project Traffic	-	-	-	-	-	-	-	60%	-	-	60%	-
Project Traffic Direction	-	-	-	-	-	-	-	OUT	-	-	IN	-
Project Traffic	-	-	-	-	-	-	-	62	-	-	61	-
2026 Total Traffic [1]	**177**	**25**	**115**	**16**	**21**	**78**	**195**	**2176**	**31**	**107**	**2112**	**42**

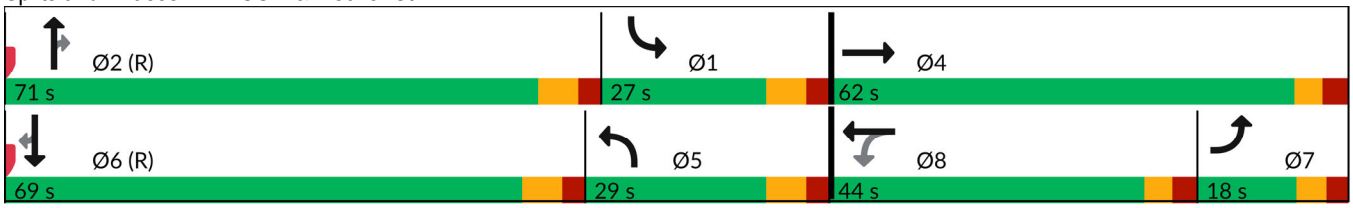


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	8	27	4	8	59	121	1600	13	84	1779	21
Future Volume (vph)	97	8	27	4	8	59	121	1600	13	84	1779	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	225		0	425		1000	375		500
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	100			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.883			0.867				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1645	0	1770	1615	0	1770	5085	1583	1770	5085	1583
Flt Permitted	0.950			0.734			0.950			0.950		
Satd. Flow (perm)	3433	1645	0	1367	1615	0	1770	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			62				117			117
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		336			396			1519			1552	
Travel Time (s)		7.6			9.0			23.0			23.5	
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
Adj. Flow (vph)	102	8	28	4	8	62	127	1684	14	88	1873	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	102	36	0	4	70	0	127	1684	14	88	1873	22
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases				8					2			6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0	8.0		6.0	20.0	20.0	6.0	20.0	20.0
Minimum Split (s)	16.1	24.4		24.3	24.3		13.4	27.4	27.4	13.4	27.4	27.4
Total Split (s)	18.0	62.0		44.0	44.0		29.0	71.0	71.0	27.0	69.0	69.0
Total Split (%)	11.3%	38.8%		27.5%	27.5%		18.1%	44.4%	44.4%	16.9%	43.1%	43.1%
Maximum Green (s)	11.9	55.6		37.7	37.7		21.6	63.6	63.6	19.6	61.6	61.6
Yellow Time (s)	3.4	3.4		3.4	3.4		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.7	3.0		2.9	2.9		2.6	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.4		6.3	6.3		7.4	7.4	7.4	7.4	7.4	7.4
Lead/Lag	Lag			Lead	Lead		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	10.9	25.6		8.8	8.8		16.5	94.6	94.6	18.6	96.7	96.7
Actuated g/C Ratio	0.07	0.16		0.06	0.06		0.10	0.59	0.59	0.12	0.60	0.60
v/c Ratio	0.43	0.12		0.05	0.47		0.69	0.56	0.01	0.42	0.60	0.02
Control Delay (s/veh)	77.5	23.9		72.2	30.5		103.7	21.2	0.0	65.3	4.2	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	77.5	23.9		72.2	30.5		103.7	21.2	0.0	65.3	4.2	0.0
LOS	E	C		E	C		F	C	A	E	A	A
Approach Delay (s/veh)		63.5			32.8			26.9			6.9	
Approach LOS		E			C			C			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 159 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 18.4		Intersection LOS: B	
Intersection Capacity Utilization 68.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: US 1 & Fischer St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	8	27	4	8	59	121	1600	13	84	1779	21
Future Volume (veh/h)	97	8	27	4	8	59	121	1600	13	84	1779	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	8	28	4	8	62	127	1684	14	88	1873	22
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	214	58	202	98	11	82	583	1972	612	575	1949	605
Arrive On Green	0.06	0.16	0.16	0.06	0.06	0.06	0.33	0.39	0.39	0.65	0.76	0.76
Sat Flow, veh/h	3456	365	1276	1372	184	1429	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	102	0	36	4	0	70	127	1684	14	88	1873	22
Grp Sat Flow(s),veh/h/ln	1728	0	1641	1372	0	1613	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	4.6	0.0	3.0	0.4	0.0	6.8	8.3	48.3	0.9	3.1	52.1	0.5
Cycle Q Clear(g_c), s	4.6	0.0	3.0	3.5	0.0	6.8	8.3	48.3	0.9	3.1	52.1	0.5
Prop In Lane	1.00		0.78	1.00		0.89	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	214	0	260	98	0	92	583	1972	612	575	1949	605
V/C Ratio(X)	0.48	0.00	0.14	0.04	0.00	0.76	0.22	0.85	0.02	0.15	0.96	0.04
Avail Cap(c_a), veh/h	257	0	570	342	0	380	583	2030	630	575	1966	610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.54	0.54	0.54
Uniform Delay (d), s/veh	72.6	0.0	57.9	74.2	0.0	74.3	39.0	45.0	30.4	19.7	17.9	11.8
Incr Delay (d2), s/veh	1.7	0.0	0.2	0.2	0.0	12.0	0.2	5.0	0.1	0.1	8.3	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.8	0.0	2.3	0.3	0.0	5.7	6.5	28.2	0.6	2.3	13.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.2	0.0	58.2	74.4	0.0	86.3	39.2	50.0	30.5	19.8	26.2	11.8
LnGrp LOS	E		E	E		F	D	D	C	B	C	B
Approach Vol, veh/h		138			74			1825			1983	
Approach Delay, s/veh		70.0			85.7			49.1			25.7	
Approach LOS		E			F			D			C	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	59.1	69.2		31.7	59.8	68.5	16.3	15.4				
Change Period (Y+Rc), s	7.4	7.4		6.4	7.4	7.4	6.4	* 6.3				
Max Green Setting (Gmax), s	19.6	63.6		55.6	21.6	61.6	11.9	* 38				
Max Q Clear Time (g_c+I1), s	5.1	50.3		5.0	10.3	54.1	6.6	8.8				
Green Ext Time (p_c), s	0.1	11.4		0.2	0.2	7.0	0.1	0.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	38.9
HCM 7th LOS	D

Notes

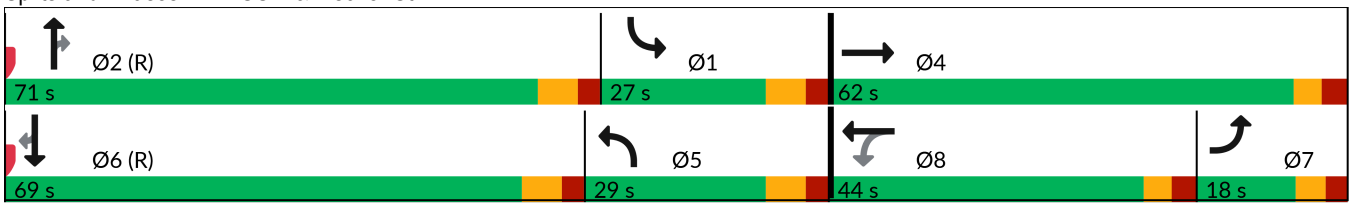
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

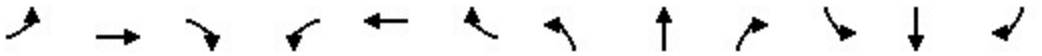
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	8	27	4	8	59	121	1661	13	84	1841	21
Future Volume (vph)	97	8	27	4	8	59	121	1661	13	84	1841	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	225		0	425		1000	375		500
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	100			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.883			0.867				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1645	0	1770	1615	0	1770	5085	1583	1770	5085	1583
Flt Permitted	0.950			0.734			0.950			0.950		
Satd. Flow (perm)	3433	1645	0	1367	1615	0	1770	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			62				117			117
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		336			396			1519			1552	
Travel Time (s)		7.6			9.0			23.0			23.5	
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
Adj. Flow (vph)	102	8	28	4	8	62	127	1748	14	88	1938	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	102	36	0	4	70	0	127	1748	14	88	1938	22
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases				8					2			6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0	8.0		6.0	20.0	20.0	6.0	20.0	20.0
Minimum Split (s)	16.1	24.4		24.3	24.3		13.4	27.4	27.4	13.4	27.4	27.4
Total Split (s)	18.0	62.0		44.0	44.0		29.0	71.0	71.0	27.0	69.0	69.0
Total Split (%)	11.3%	38.8%		27.5%	27.5%		18.1%	44.4%	44.4%	16.9%	43.1%	43.1%
Maximum Green (s)	11.9	55.6		37.7	37.7		21.6	63.6	63.6	19.6	61.6	61.6
Yellow Time (s)	3.4	3.4		3.4	3.4		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.7	3.0		2.9	2.9		2.6	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.4		6.3	6.3		7.4	7.4	7.4	7.4	7.4	7.4
Lead/Lag	Lag			Lead	Lead		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	10.9	25.6		8.8	8.8		16.5	95.3	95.3	17.9	96.7	96.7
Actuated g/C Ratio	0.07	0.16		0.06	0.06		0.10	0.60	0.60	0.11	0.60	0.60
v/c Ratio	0.44	0.13		0.05	0.48		0.70	0.58	0.01	0.45	0.63	0.02
Control Delay (s/veh)	77.5	24.0		72.3	30.5		89.5	42.9	0.0	66.8	4.6	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	77.5	24.0		72.3	30.5		89.5	42.9	0.0	66.8	4.6	0.0
LOS	E	C		E	C		F	D	A	E	A	A
Approach Delay (s/veh)		63.5			32.8			45.8			7.3	
Approach LOS		E			C			D			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 159 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 27.1		Intersection LOS: C	
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: US 1 & Fischer St





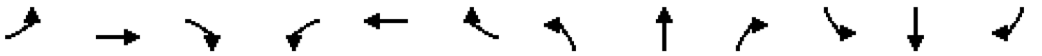
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	8	27	4	8	59	121	1661	13	84	1841	21
Future Volume (veh/h)	97	8	27	4	8	59	121	1661	13	84	1841	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	8	28	4	8	62	127	1748	14	88	1938	22
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	214	58	202	98	11	82	578	1992	618	568	1964	610
Arrive On Green	0.06	0.16	0.16	0.06	0.06	0.06	0.32	0.39	0.39	0.64	0.77	0.77
Sat Flow, veh/h	3456	365	1276	1372	184	1429	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	102	0	36	4	0	70	127	1748	14	88	1938	22
Grp Sat Flow(s),veh/h/ln	1728	0	1641	1372	0	1613	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	4.6	0.0	3.0	0.4	0.0	6.8	8.3	50.8	0.9	3.2	58.1	0.5
Cycle Q Clear(g_c), s	4.6	0.0	3.0	3.5	0.0	6.8	8.3	50.8	0.9	3.2	58.1	0.5
Prop In Lane	1.00		0.78	1.00		0.89	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	214	0	260	98	0	92	578	1992	618	568	1964	610
V/C Ratio(X)	0.48	0.00	0.14	0.04	0.00	0.76	0.22	0.88	0.02	0.15	0.99	0.04
Avail Cap(c_a), veh/h	257	0	570	342	0	380	578	2030	630	568	1966	610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.50	0.50	0.50
Uniform Delay (d), s/veh	72.6	0.0	57.9	74.2	0.0	74.3	39.3	45.2	30.0	20.3	18.1	11.4
Incr Delay (d2), s/veh	1.7	0.0	0.2	0.2	0.0	12.0	0.2	5.8	0.1	0.1	11.6	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.8	0.0	2.3	0.3	0.0	5.7	6.6	29.6	0.6	2.3	14.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.2	0.0	58.2	74.4	0.0	86.3	39.5	51.1	30.1	20.4	29.6	11.5
LnGrp LOS	E		E	E		F	D	D	C	C	C	B
Approach Vol, veh/h		138			74			1889			2048	
Approach Delay, s/veh		70.0			85.7			50.1			29.0	
Approach LOS		E			F			D			C	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	58.4	69.8		31.7	59.3	69.0	16.3	15.4				
Change Period (Y+Rc), s	7.4	7.4		6.4	7.4	7.4	6.4	* 6.3				
Max Green Setting (Gmax), s	19.6	63.6		55.6	21.6	61.6	11.9	* 38				
Max Q Clear Time (g_c+I1), s	5.2	52.8		5.0	10.3	60.1	6.6	8.8				
Green Ext Time (p_c), s	0.1	9.6		0.2	0.2	1.4	0.1	0.4				

Intersection Summary		
HCM 7th Control Delay, s/veh		41.0
HCM 7th LOS		D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

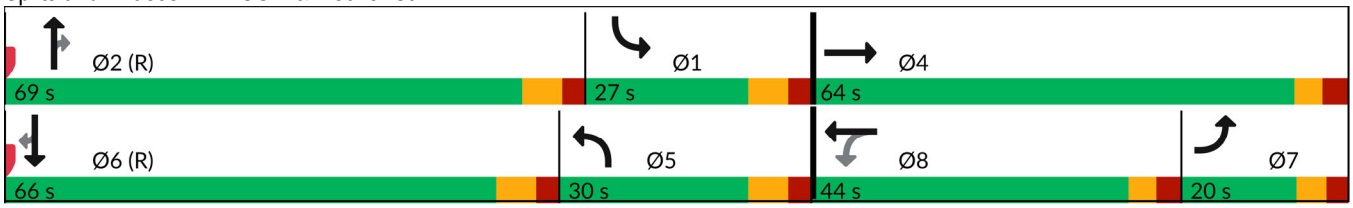


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	25	115	16	21	78	195	2114	31	107	2051	42
Future Volume (vph)	177	25	115	16	21	78	195	2114	31	107	2051	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	225		0	425		1000	375		500
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	100			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.877			0.882				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1634	0	1770	1643	0	1770	5085	1583	1770	5085	1583
Flt Permitted	0.950			0.417			0.950			0.950		
Satd. Flow (perm)	3433	1634	0	777	1643	0	1770	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		120			81				117			117
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		336			396			1519			1552	
Travel Time (s)		7.6			9.0			23.0			23.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	184	26	120	17	22	81	203	2202	32	111	2136	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	146	0	17	103	0	203	2202	32	111	2136	44
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases				8					2			6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0	8.0		6.0	20.0	20.0	6.0	20.0	20.0
Minimum Split (s)	16.1	24.4		24.3	24.3		13.4	27.4	27.4	13.4	27.4	27.4
Total Split (s)	20.0	64.0		44.0	44.0		30.0	69.0	69.0	27.0	66.0	66.0
Total Split (%)	12.5%	40.0%		27.5%	27.5%		18.8%	43.1%	43.1%	16.9%	41.3%	41.3%
Maximum Green (s)	13.9	57.6		37.7	37.7		22.6	61.6	61.6	19.6	58.6	58.6
Yellow Time (s)	3.4	3.4		3.4	3.4		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.7	3.0		2.9	2.9		2.6	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.4		6.3	6.3		7.4	7.4	7.4	7.4	7.4	7.4
Lead/Lag	Lag			Lead	Lead		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	13.9	29.5		9.6	9.6		21.2	91.1	91.1	18.2	88.1	88.1
Actuated g/C Ratio	0.09	0.18		0.06	0.06		0.13	0.57	0.57	0.11	0.55	0.55
v/c Ratio	0.61	0.36		0.36	0.58		0.86	0.76	0.03	0.55	0.76	0.04
Control Delay (s/veh)	79.4	15.4		93.1	34.9		57.9	43.7	1.6	54.7	15.1	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	79.4	15.4		93.1	34.9		57.9	43.7	1.6	54.7	15.1	0.0
LOS	E	B		F	C		E	D	A	D	B	A
Approach Delay (s/veh)		51.2			43.2			44.4			16.8	
Approach LOS		D			D			D			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 127 (79%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 32.6		Intersection LOS: C	
Intersection Capacity Utilization 81.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 2: US 1 & Fischer St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	25	115	16	21	78	195	2114	31	107	2051	42
Future Volume (veh/h)	177	25	115	16	21	78	195	2114	31	107	2051	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	184	26	120	17	22	81	203	2202	32	111	2136	44
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	229	62	285	82	37	138	514	1966	610	481	1870	581
Arrive On Green	0.07	0.21	0.21	0.11	0.11	0.11	0.29	0.38	0.38	0.54	0.73	0.73
Sat Flow, veh/h	3456	290	1339	1242	350	1288	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	184	0	146	17	0	103	203	2202	32	111	2136	44
Grp Sat Flow(s),veh/h/ln	1728	0	1629	1242	0	1638	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	8.4	0.0	12.4	2.2	0.0	9.6	14.6	61.6	2.0	5.2	58.6	1.3
Cycle Q Clear(g_c), s	8.4	0.0	12.4	14.6	0.0	9.6	14.6	61.6	2.0	5.2	58.6	1.3
Prop In Lane	1.00		0.82	1.00		0.79	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	229	0	346	82	0	175	514	1966	610	481	1870	581
V/C Ratio(X)	0.81	0.00	0.42	0.21	0.00	0.59	0.39	1.12	0.05	0.23	1.14	0.08
Avail Cap(c_a), veh/h	300	0	587	241	0	386	514	1966	610	481	1870	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.17	0.17	0.17
Uniform Delay (d), s/veh	73.7	0.0	54.5	76.4	0.0	68.1	45.7	49.2	30.9	28.1	21.4	13.7
Incr Delay (d2), s/veh	11.3	0.0	0.8	1.2	0.0	3.1	0.5	61.6	0.2	0.0	65.3	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	7.4	0.0	9.0	1.3	0.0	7.5	10.7	50.3	1.4	3.1	28.3	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	85.0	0.0	55.3	77.6	0.0	71.2	46.2	110.8	31.0	28.1	86.7	13.8
LnGrp LOS	F		E	E		E	D	F	C	C	F	B
Approach Vol, veh/h		330			120			2437			2291	
Approach Delay, s/veh		71.9			72.1			104.3			82.4	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	50.6	69.0		40.4	53.6	66.0	17.0	23.4				
Change Period (Y+Rc), s	7.4	7.4		6.4	7.4	7.4	6.4	* 6.3				
Max Green Setting (Gmax), s	19.6	61.6		57.6	22.6	58.6	13.9	* 38				
Max Q Clear Time (g_c+I1), s	7.2	63.6		14.4	16.6	60.6	10.4	16.6				
Green Ext Time (p_c), s	0.2	0.0		1.0	0.3	0.0	0.2	0.6				

Intersection Summary		
HCM 7th Control Delay, s/veh		91.8
HCM 7th LOS		F

Notes

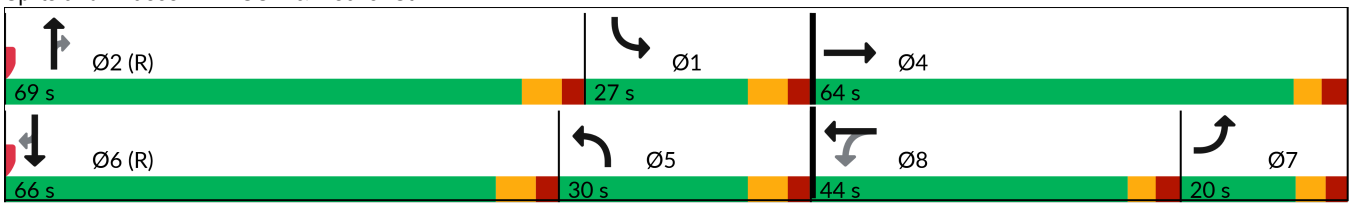
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

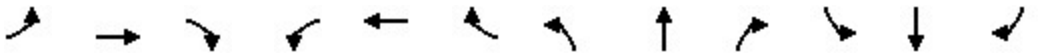
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	25	115	16	21	78	195	2176	31	107	2112	42
Future Volume (vph)	177	25	115	16	21	78	195	2176	31	107	2112	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	225		0	425		1000	375		500
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	100			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.877			0.882				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1634	0	1770	1643	0	1770	5085	1583	1770	5085	1583
Flt Permitted	0.950			0.417			0.950			0.950		
Satd. Flow (perm)	3433	1634	0	777	1643	0	1770	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		120			81				117			117
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		336			396			1519			1552	
Travel Time (s)		7.6			9.0			23.0			23.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	184	26	120	17	22	81	203	2267	32	111	2200	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	146	0	17	103	0	203	2267	32	111	2200	44
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases				8					2			6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0	8.0		6.0	20.0	20.0	6.0	20.0	20.0
Minimum Split (s)	16.1	24.4		24.3	24.3		13.4	27.4	27.4	13.4	27.4	27.4
Total Split (s)	20.0	64.0		44.0	44.0		30.0	69.0	69.0	27.0	66.0	66.0
Total Split (%)	12.5%	40.0%		27.5%	27.5%		18.8%	43.1%	43.1%	16.9%	41.3%	41.3%
Maximum Green (s)	13.9	57.6		37.7	37.7		22.6	61.6	61.6	19.6	58.6	58.6
Yellow Time (s)	3.4	3.4		3.4	3.4		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.7	3.0		2.9	2.9		2.6	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.4		6.3	6.3		7.4	7.4	7.4	7.4	7.4	7.4
Lead/Lag	Lag			Lead	Lead		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	13.9	29.5		9.6	9.6		21.2	91.1	91.1	18.2	88.1	88.1
Actuated g/C Ratio	0.09	0.18		0.06	0.06		0.13	0.57	0.57	0.11	0.55	0.55
v/c Ratio	0.62	0.37		0.37	0.59		0.87	0.78	0.03	0.56	0.79	0.05
Control Delay (s/veh)	79.5	15.5		93.2	34.9		98.3	52.6	2.8	54.9	16.6	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	79.5	15.5		93.2	34.9		98.3	52.6	2.8	54.9	16.6	0.0
LOS	E	B		F	C		F	D	A	D	B	A
Approach Delay (s/veh)		51.2			43.2			55.7			18.1	
Approach LOS		D			D			E			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 127 (79%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 38.4		Intersection LOS: D	
Intersection Capacity Utilization 82.5%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 2: US 1 & Fischer St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	25	115	16	21	78	195	2176	31	107	2112	42
Future Volume (veh/h)	177	25	115	16	21	78	195	2176	31	107	2112	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	184	26	120	17	22	81	203	2267	32	111	2200	44
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	229	62	285	82	37	138	514	1966	610	481	1870	581
Arrive On Green	0.07	0.21	0.21	0.11	0.11	0.11	0.29	0.38	0.38	0.54	0.73	0.73
Sat Flow, veh/h	3456	290	1339	1242	350	1288	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	184	0	146	17	0	103	203	2267	32	111	2200	44
Grp Sat Flow(s),veh/h/ln	1728	0	1629	1242	0	1638	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	8.4	0.0	12.4	2.2	0.0	9.6	14.6	61.6	2.0	5.2	58.6	1.3
Cycle Q Clear(g_c), s	8.4	0.0	12.4	14.6	0.0	9.6	14.6	61.6	2.0	5.2	58.6	1.3
Prop In Lane	1.00		0.82	1.00		0.79	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	229	0	346	82	0	175	514	1966	610	481	1870	581
V/C Ratio(X)	0.81	0.00	0.42	0.21	0.00	0.59	0.39	1.15	0.05	0.23	1.18	0.08
Avail Cap(c_a), veh/h	300	0	587	241	0	386	514	1966	610	481	1870	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.13	0.13	0.13
Uniform Delay (d), s/veh	73.7	0.0	54.5	76.4	0.0	68.1	45.7	49.2	30.9	28.1	21.4	13.7
Incr Delay (d2), s/veh	11.3	0.0	0.8	1.2	0.0	3.1	0.5	75.3	0.2	0.0	80.2	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	7.4	0.0	9.0	1.3	0.0	7.5	10.7	54.3	1.4	3.0	31.6	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	85.0	0.0	55.3	77.6	0.0	71.2	46.2	124.5	31.0	28.1	101.6	13.8
LnGrp LOS	F		E	E		E	D	F	C	C	F	B
Approach Vol, veh/h		330			120			2502			2355	
Approach Delay, s/veh		71.9			72.1			116.9			96.5	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	50.6	69.0		40.4	53.6	66.0	17.0	23.4				
Change Period (Y+Rc), s	7.4	7.4		6.4	7.4	7.4	6.4	* 6.3				
Max Green Setting (Gmax), s	19.6	61.6		57.6	22.6	58.6	13.9	* 38				
Max Q Clear Time (g_c+I1), s	7.2	63.6		14.4	16.6	60.6	10.4	16.6				
Green Ext Time (p_c), s	0.2	0.0		1.0	0.3	0.0	0.2	0.6				

Intersection Summary		
HCM 7th Control Delay, s/veh		104.0
HCM 7th LOS		F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

MARTIN COUNTY TRAFFIC

Intersection: 80 SR-5 (US1) @ FISCHER STREET

	NBLT	SB	EBLT	WB	SBLT	NB		EB
PHASE	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Min green	6	20	10	8	6	20	0	8
Vehicle Ext	3	5	3	3	3	5	0	3
Max 1	20	60	20	30	20	60	0	30
Max 2								
Yellow	4.8	4.8	3.4	3.4	4.8	4.8	3	3.4
Red Clear	2.6	2.6	2.7	2.9	2.6	2.6	0	3
Walk	0	7	0	5	0	7	0	5
Ped Clear	0	24	0	31	0	21	0	31
Start Up		Green				Green		
Locking Detector		X				X		
Veh. Recalls		Min				Min		
Assigned ph.								
Cross Switch Ph								

September 12, 2022

MARTIN COUNTY TRAFFIC

LOCATION: **80** **SR-5 (US1) @ FISCHER STREET**

Day Plan

Day 2 = Weekdays Day 1 = Weekends

DAY	START	COBALT plan
1	9:00	1
1	21:00	99
2	6:00	3
2	9:30	5
2	15:00	7
2	18:30	9
2	20:30	99

Plan		1		3	5	7	9	
OFFSET		27		159	14	127	110	
CYCLE LENGTH		160		160	160	160	140	
Cobalt Sequence		5		5	5	5	5	
PHASE		SPLITS (SECONDS)						
1	NBLT	33		29	35	30	25	
2	SB	63		69	62	66	53	
3	EBLT	21		18	20	20	19	
4	WB	43		44	43	44	43	
5	SBLT	**31**		**27**	**29**	**27**	**23**	
6	NB	65		71	68	69	55	
7		0		0	0	0	0	
8	EB	64		62	63	64	62	

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

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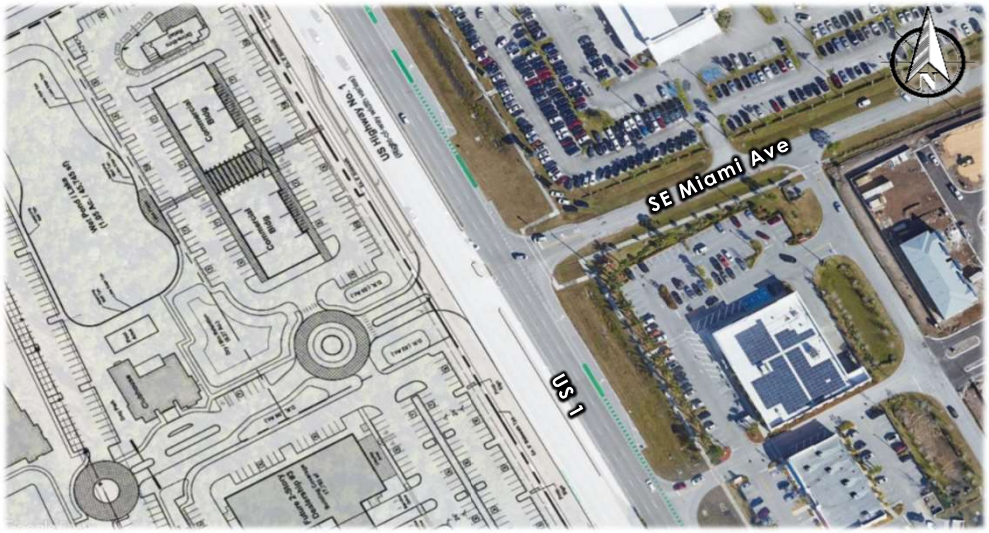

US 1 & Miami Ave/Project Driveway

Eden Mar Stuart

Input Data

GR	=	1.12%
Peak Season	=	1.12
Traffic Count Year	=	2022
Buildout Year	=	2026
Years	=	4

AM Peak Hour		PM Peak Hour		
In	Out	In	Out	
205	195	163	165	Gross Trips
103	102	101	103	Net Trips

AM Peak Hour

AM	Eastbound			Westbound			Northbound				Southbound		
	LT	Thru	RT	LT	Thru	RT	U	LT	Thru	RT	LT	Thru	RT
Volume 20-Sep-22	-	-	0	-	-	48	41	-	1661	35	136	1472	0
Peak Season Volume	-	-	0	-	-	54	46	-	1860	39	152	1649	0
2026 Historic Growth	**-**	**-**	**0**	**-**	**-**	**56**	**48**		**1945**	**41**	**159**	**1724**	**0**
% Background Traffic	-	-	-	-	-	-	75%	25%	-	-	-	-	-
Background Traffic	-	-	-	-	-	-	36	12	-	-	-	-	-
% Project Traffic	-	-	40%	-	-	-	-	40%	60%	-	-	35%	25%
Project Traffic Direction	-	-	OUT	-	-	-	-	IN	OUT	-	-	IN	IN
Project Traffic	-	-	78	-	-	-	-	82	61	-	-	36	51
2026 Total Traffic[1]	**-**	**-**	**78**	**-**	**-**	**56**	**36**	**94**	**2006**	**41**	**159**	**1760**	**51**

PM Peak Hour

PM	Eastbound			Westbound			Northbound				Southbound		
	LT	Thru	RT	LT	Thru	RT	U	LT	Thru	RT	LT	Thru	RT
Volume 20-Sep-22	-	-	0	-	-	122	57	-	1869	22	129	1840	0
Peak Season Volume	-	-	0	-	-	137	64	-	2093	25	144	2061	0
2026 Historic Growth	**-**	**-**	**0**	**-**	**-**	**143**	**67**		**2188**	**26**	**151**	**2155**	**0**
% Background Traffic	-	-	-	-	-	-	75%	25%	-	-	-	-	-
Background Traffic	-	-	-	-	-	-	50	17	-	-	-	-	-
% Project Traffic	-	-	40%	-	-	-	-	40%	60%	-	-	35%	25%
Project Traffic Direction	-	-	OUT	-	-	-	-	IN	OUT	-	-	IN	IN
Project Traffic	-	-	66	-	-	-	-	65	62	-	-	35	41
2026 Total Traffic [1]	**-**	**-**	**66**	**-**	**-**	**143**	**50**	**82**	**2250**	**26**	**151**	**2190**	**41**

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	56	48	0	1945	41	159	1724
Future Volume (vph)	0	0	0	0	0	56	48	0	1945	41	159	1724
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	12	12	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0		300		200	340	
Storage Lanes	0		1	0		1		1		1	1	
Taper Length (ft)	25			25				50			50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91
Frt						0.865				0.850		
Flt Protected							0.950				0.950	
Satd. Flow (prot)	0	0	2111	0	0	1611	1770	0	5085	1583	1770	5085
Flt Permitted							0.950				0.950	
Satd. Flow (perm)	0	0	2111	0	0	1611	1770	0	5085	1583	1770	5085
Link Speed (mph)		30			30				45			45
Link Distance (ft)		264			317				712			1519
Travel Time (s)		6.0			7.2				10.8			23.0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.95	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	0	0	60	51	0	2069	44	169	1834
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	60	51	0	2069	44	169	1834
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		10			0				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Sign Control		Stop			Stop				Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.1%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	240
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	1863
Flt Permitted	
Satd. Flow (perm)	1863
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.94
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	0	0	0	56	48	0	1945	41	159	1724	0
Future Vol, veh/h	0	0	0	0	0	56	48	0	1945	41	159	1724	0
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	300	-	200	340	-	240
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	95	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	60	51	0	2069	44	169	1834	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	-	-	917	-	-	1035	1339	-	0	0	2113	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.64	-	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	2.32	-	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	*650	0	0	*617	1050	0	-	-	279	-	-
Stage 1	0	0	-	0	0	-	-	0	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	0	-	-	-	-	-
Platoon blocked, %			0			0	0		-	-	0	-	-
Mov Cap-1 Maneuver	-	-	*650	-	-	*617	1050	-	-	-	279	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	11.45	0.2	3.04
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBU	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1050	-	-	-	617	279	-	-
HCM Lane V/C Ratio	0.048	-	-	-	0.097	0.607	-	-
HCM Control Delay (s/veh)	8.6	-	-	0	11.5	36	-	-
HCM Lane LOS	A	-	-	A	B	E	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-	0.3	3.7	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	78	0	0	56	36	94	2006	41	159	1760
Future Volume (vph)	0	0	78	0	0	56	36	94	2006	41	159	1760
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	12	12	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0		300		200	340	
Storage Lanes	0		1	0		1		1		1	1	
Taper Length (ft)	25			25				50			50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	1.00	0.91
Frt			0.865			0.865				0.850		
Flt Protected								0.950			0.950	
Satd. Flow (prot)	0	0	1826	0	0	1611	0	1770	5085	1583	1770	5085
Flt Permitted								0.950			0.950	
Satd. Flow (perm)	0	0	1826	0	0	1611	0	1770	5085	1583	1770	5085
Link Speed (mph)		30			30				45			45
Link Distance (ft)		264			317				712			1519
Travel Time (s)		6.0			7.2				10.8			23.0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.95	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	83	0	0	60	38	100	2134	44	169	1872
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	83	0	0	60	0	138	2134	44	169	1872
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		10			0				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Sign Control		Stop			Stop				Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.0%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	51
Future Volume (vph)	51
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	240
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.94
Adj. Flow (vph)	54
Shared Lane Traffic (%)	
Lane Group Flow (vph)	54
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	78	0	0	56	36	94	2006	41	159	1760	51
Future Vol, veh/h	0	0	78	0	0	56	36	94	2006	41	159	1760	51
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	300	-	200	340	-	240
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	95	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	83	0	0	60	38	100	2134	44	169	1872	54

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	-	-	936	-	-	1067	1367	1927	0	0	2178	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.64	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	2.32	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	*639	0	0	*606	*1080	338	-	-	264	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %			0			0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	-	-	*639	-	-	*606	*411	411	-	-	264	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.47	11.58	1.08	3.25
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	411	-	-	639	606	264	-	-
HCM Lane V/C Ratio	0.336	-	-	0.13	0.098	0.642	-	-
HCM Control Delay (s/veh)	18.1	-	-	11.5	11.6	40.2	-	-
HCM Lane LOS	C	-	-	B	B	E	-	-
HCM 95th %tile Q(veh)	1.5	-	-	0.4	0.3	4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	143	67	0	2188	26	151	2155
Future Volume (vph)	0	0	0	0	0	143	67	0	2188	26	151	2155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	12	12	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0		300		200	340	
Storage Lanes	0		1	0		1		1		1	1	
Taper Length (ft)	25			25				50			50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91
Frt						0.865				0.850		
Flt Protected							0.950				0.950	
Satd. Flow (prot)	0	0	2111	0	0	1611	1770	0	5085	1583	1770	5085
Flt Permitted							0.950				0.950	
Satd. Flow (perm)	0	0	2111	0	0	1611	1770	0	5085	1583	1770	5085
Link Speed (mph)		30			30				45			45
Link Distance (ft)		264			317				712			1519
Travel Time (s)		6.0			7.2				10.8			23.0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.95	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	0	0	0	0	163	71	0	2486	30	172	2449
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	163	71	0	2486	30	172	2449
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		10			0				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Sign Control		Stop			Stop				Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.8%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	240
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	1863
Flt Permitted	
Satd. Flow (perm)	1863
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.88
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	0	0	0	143	67	0	2188	26	151	2155	0
Future Vol, veh/h	0	0	0	0	0	143	67	0	2188	26	151	2155	0
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	300	-	200	340	-	240
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	95	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	163	71	0	2486	30	172	2449	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	-	-	1224	-	-	1243	1788	-	0	0	2516	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.64	-	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	2.32	-	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	*584	0	0	*573	736	0	-	-	~ 171	-	-
Stage 1	0	0	-	0	0	-	-	0	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	0	-	-	-	-	-
Platoon blocked, %			0			0	0		-	-	0	-	-
Mov Cap-1 Maneuver	-	-	*584	-	-	*573	736	-	-	-	~ 171	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	13.75	0.28	8.2
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBU	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	736	-	-	-	573	~ 171	-	-
HCM Lane V/C Ratio	0.096	-	-	-	0.284	1.006	-	-
HCM Control Delay (s/veh)	10.4	-	-	0	13.8	125.2	-	-
HCM Lane LOS	B	-	-	A	B	F	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-	1.2	8.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	66	0	0	143	50	82	2250	26	151	2190
Future Volume (vph)	0	0	66	0	0	143	50	82	2250	26	151	2190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	12	12	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0		300		200	340	
Storage Lanes	0		1	0		1		1		1	1	
Taper Length (ft)	25			25				50			50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	1.00	0.91
Frt			0.865			0.865				0.850		
Flt Protected								0.950			0.950	
Satd. Flow (prot)	0	0	1826	0	0	1611	0	1770	5085	1583	1770	5085
Flt Permitted								0.950			0.950	
Satd. Flow (perm)	0	0	1826	0	0	1611	0	1770	5085	1583	1770	5085
Link Speed (mph)		30			30				45			45
Link Distance (ft)		264			317				712			1519
Travel Time (s)		6.0			7.2				10.8			23.0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.95	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	0	75	0	0	163	53	93	2557	30	172	2489
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	75	0	0	163	0	146	2557	30	172	2489
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		10			0				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Sign Control		Stop			Stop				Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.7%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	41
Future Volume (vph)	41
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	240
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.88
Adj. Flow (vph)	47
Shared Lane Traffic (%)	
Lane Group Flow (vph)	47
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	66	0	0	143	50	82	2250	26	151	2190	41
Future Vol, veh/h	0	0	66	0	0	143	50	82	2250	26	151	2190	41
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	300	-	200	340	-	240
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	95	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	75	0	0	163	53	93	2557	30	172	2489	47

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	-	-	1244	-	-	1278	1817	2535	0	0	2586	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.64	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	2.32	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	*573	0	0	*562	755	165	-	-	~ 158	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %			0			0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	-	-	*573	-	-	*562	226	226	-	-	~ 158	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.23	13.99	2.46	9.85
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	226	-	-	573	562	~ 158	-	-
HCM Lane V/C Ratio	0.646	-	-	0.131	0.289	1.089	-	-
HCM Control Delay (s/veh)	46.1	-	-	12.2	14	155.4	-	-
HCM Lane LOS	E	-	-	B	B	F	-	-
HCM 95th %tile Q(veh)	3.9	-	-	0.4	1.2	8.9	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

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Critical Movement Analysis

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US 1 and Walmart/Maserati Driveway

Eden Mar Stuart

Input Data

GR	=	1.12%
Peak Season	=	1.12
Traffic Count Year	=	2022
Buildout Year	=	2026
Years	=	4

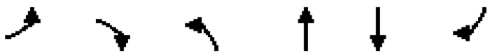
AM Peak Hour		PM Peak Hour		
In	Out	In	Out	
205	195	163	165	Gross Trips
103	102	101	103	Net Trips

AM Peak Hour

AM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 20-Sep-22	-	-	20	-	-	21	-	1714	13	-	1448	66
Peak Season Volume	-	-	22	-	-	24	-	1920	15	-	1622	74
2026 Historic Growth	**-**	**-**	**23**	**-**	**-**	**25**	**-**	**2007**	**16**	**-**	**1696**	**77**
% Project Traffic	-	-	60%	-	-	-	-	60%	-	-	-	35%
Project Traffic Direction	-	-	OUT	-	-	-	-	OUT	-	-	-	IN
Project Traffic	-	-	117	-	-	-	-	61	-	-	-	72
2026 Total Traffic[1]	**-**	**-**	**140**	**-**	**-**	**25**	**-**	**2068**	**16**	**-**	**1696**	**149**

PM Peak Hour

PM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 20-Sep-22	-	-	45	-	-	50	-	1883	13	-	1865	22
Peak Season Volume	-	-	50	-	-	56	-	2109	15	-	2089	25
2026 Historic Growth	**-**	**-**	**52**	**-**	**-**	**59**	**-**	**2205**	**16**	**-**	**2184**	**26**
% Project Traffic	-	-	60%	-	-	-	-	60%	-	-	-	35%
Project Traffic Direction	-	-	OUT	-	-	-	-	OUT	-	-	-	IN
Project Traffic	-	-	99	-	-	-	-	62	-	-	-	57
2026 Total Traffic [1]	**-**	**-**	**151**	**-**	**-**	**59**	**-**	**2267**	**16**	**-**	**2184**	**83**



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	23	0	2007	1696	77
Future Volume (vph)	0	23	0	2007	1696	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			240
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1611	0	5085	5085	1583
Flt Permitted						
Satd. Flow (perm)	0	1611	0	5085	5085	1583
Link Speed (mph)	30			45	45	
Link Distance (ft)	194			95	712	
Travel Time (s)	4.4			1.4	10.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	24	0	2135	1804	82
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	24	0	2135	1804	82
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	42.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	23	0	2007	1696	77
Future Vol, veh/h	0	23	0	2007	1696	77
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	-	-	-	240
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	24	0	2135	1804	82

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	902	-	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	*650	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		0		-	-	-
Mov Cap-1 Maneuver	-	*650	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.75	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	650	-	-
HCM Lane V/C Ratio	-	0.038	-	-
HCM Control Delay (s/veh)	-	10.8	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	25	2007	16	0	1696
Future Volume (vph)	0	25	2007	16	0	1696
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.999			
Flt Protected						
Satd. Flow (prot)	0	1611	5080	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	5080	0	0	5085
Link Speed (mph)	30		45			45
Link Distance (ft)	409		779			95
Travel Time (s)	9.3		17.7			2.2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	27	2135	17	0	1804
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	27	2152	0	0	1804
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	25	2007	16	0	1696
Future Vol, veh/h	0	25	2007	16	0	1696
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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	2135	17	0	1804

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1076	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	*606	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		0	-	-		-
Mov Cap-1 Maneuver	-	*606	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.21	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	606	-
HCM Lane V/C Ratio	-	-	0.044	-
HCM Control Delay (s/veh)	-	-	11.2	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	140	0	2068	1696	149
Future Volume (vph)	0	140	0	2068	1696	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			240
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1611	0	5085	5085	1583
Flt Permitted						
Satd. Flow (perm)	0	1611	0	5085	5085	1583
Link Speed (mph)	30			45	45	
Link Distance (ft)	194			95	712	
Travel Time (s)	4.4			1.4	10.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	149	0	2200	1804	159
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	149	0	2200	1804	159
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	140	0	2068	1696	149
Future Vol, veh/h	0	140	0	2068	1696	149
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	-	-	-	240
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	149	0	2200	1804	159

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	902	-	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	*650	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		0		-	-	-
Mov Cap-1 Maneuver	-	*650	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.17	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	650	-	-
HCM Lane V/C Ratio	-	0.229	-	-
HCM Control Delay (s/veh)	-	12.2	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.9	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	25	2068	16	0	1696
Future Volume (vph)	0	25	2068	16	0	1696
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.999			
Flt Protected						
Satd. Flow (prot)	0	1611	5080	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	5080	0	0	5085
Link Speed (mph)	30		45			45
Link Distance (ft)	409		779			95
Travel Time (s)	9.3		11.8			1.4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	27	2200	17	0	1804
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	27	2217	0	0	1804
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

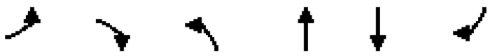
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	25	2068	16	0	1696
Future Vol, veh/h	0	25	2068	16	0	1696
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	2200	17	0	1804

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1109	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	*595	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		0	-	-		-
Mov Cap-1 Maneuver	-	*595	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.33	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	595	-
HCM Lane V/C Ratio	-	-	0.045	-
HCM Control Delay (s/veh)	-	-	11.3	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	52	0	2205	2184	26
Future Volume (vph)	0	52	0	2205	2184	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			240
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1611	0	5085	5085	1583
Flt Permitted						
Satd. Flow (perm)	0	1611	0	5085	5085	1583
Link Speed (mph)	30			45	45	
Link Distance (ft)	194			95	712	
Travel Time (s)	4.4			1.4	10.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	59	0	2506	2482	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	59	0	2506	2482	30
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	52.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	52	0	2205	2184	26
Future Vol, veh/h	0	52	0	2205	2184	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	-	-	-	240
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	59	0	2506	2482	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1241	-	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	*573	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		0		-	-	-
Mov Cap-1 Maneuver	-	*573	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	573	-	-
HCM Lane V/C Ratio	-	0.103	-	-
HCM Control Delay (s/veh)	-	12	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	59	2205	16	0	2184
Future Volume (vph)	0	59	2205	16	0	2184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.999			
Flt Protected						
Satd. Flow (prot)	0	1611	5080	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	5080	0	0	5085
Link Speed (mph)	30		45			45
Link Distance (ft)	409		779			95
Travel Time (s)	9.3		17.7			2.2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	67	2506	18	0	2482
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	67	2524	0	0	2482
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	59	2205	16	0	2184
Future Vol, veh/h	0	59	2205	16	0	2184
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	67	2506	18	0	2482

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1262	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	*573	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		0	-	-		-
Mov Cap-1 Maneuver	-	*573	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	573	-
HCM Lane V/C Ratio	-	-	0.117	-
HCM Control Delay (s/veh)	-	-	12.1	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	151	0	2267	2184	83
Future Volume (vph)	0	151	0	2267	2184	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			240
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1611	0	5085	5085	1583
Flt Permitted						
Satd. Flow (perm)	0	1611	0	5085	5085	1583
Link Speed (mph)	30			45	45	
Link Distance (ft)	194			95	712	
Travel Time (s)	4.4			1.4	10.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	172	0	2576	2482	94
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	172	0	2576	2482	94
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	151	0	2267	2184	83
Future Vol, veh/h	0	151	0	2267	2184	83
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	-	-	-	240
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	172	0	2576	2482	94

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1241	-	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	*573	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		0		-	-	-
Mov Cap-1 Maneuver	-	*573	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.95	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	573	-	-
HCM Lane V/C Ratio	-	0.299	-	-
HCM Control Delay (s/veh)	-	13.9	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	1.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	59	2267	16	0	2184
Future Volume (vph)	0	59	2267	16	0	2184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.999			
Flt Protected						
Satd. Flow (prot)	0	1611	5080	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	5080	0	0	5085
Link Speed (mph)	30		45			45
Link Distance (ft)	409		779			95
Travel Time (s)	9.3		11.8			1.4
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	67	2576	18	0	2482
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	67	2594	0	0	2482
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	59	2267	16	0	2184
Future Vol, veh/h	0	59	2267	16	0	2184
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	67	2576	18	0	2482

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1297	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	*562	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		0	-	-		-
Mov Cap-1 Maneuver	-	*562	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.27	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	562	-
HCM Lane V/C Ratio	-	-	0.119	-
HCM Control Delay (s/veh)	-	-	12.3	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

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Critical Movement Analysis

JFO GROUP INC
Traffic Engineering • Transportation Planning
www.jfogroupinc.com

US 1 & Pomeroy Street

Eden Mar Stuart

Input Data

GR	=	1.12%
Peak Season	=	1.12
Traffic Count Year	=	2022
Buildout Year	=	2026
Years	=	4

AM Peak Hour		PM Peak Hour		
In	Out	In	Out	
103	102	101	103	Net Traffic
102	93	62	62	Pass-By Traffic

AM Peak Hour

AM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 20-Sep-22	176	202	162	82	83	88	92	1411	77	113	1263	68
Peak Season Volume	197	226	181	92	93	99	103	1580	86	127	1415	76
2026 Historic Growth	**206**	**236**	**189**	**96**	**97**	**103**	**108**	**1652**	**90**	**133**	**1479**	**79**
% Project Traffic (Net)	10%	-	-	-	-	-	-	30%	-	-	30%	10%
Project Traffic Direction (Net)	IN	-	-	-	-	-	-	IN	-	-	OUT	OUT
Project Traffic (Net)	10	-	-	-	-	-	-	31	-	-	31	10
% Project Traffic (Pass-By)	-	-	-	-	-	-	-	-	-	40%	-	-
Project Traffic Direction (Pass-By)	-	-	-	-	-	-	-	-	-	OUT	-	-
Project Traffic (Pass-By)	-	-	-	-	-	-	-	-	-	37	-	-
2026 Total Traffic	**216**	**236**	**189**	**96**	**97**	**103**	**108**	**1683**	**90**	**170**	**1510**	**89**

PM Peak Hour

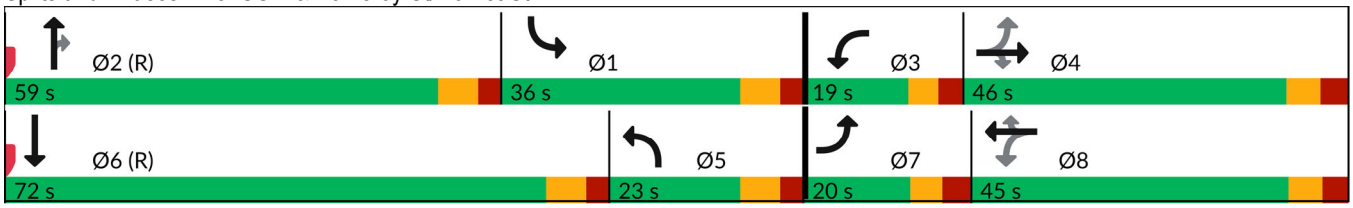
PM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 20-Sep-22	158	130	106	165	255	139	184	1591	135	178	1486	238
Peak Season Volume	177	146	119	185	286	156	206	1782	151	199	1664	267
2026 Historic Growth	**185**	**153**	**124**	**193**	**299**	**163**	**215**	**1863**	**158**	**208**	**1740**	**279**
% Project Traffic (Net)	10%	-	-	-	-	-	-	30%	-	-	30%	10%
Project Traffic Direction (Net)	IN	-	-	-	-	-	-	IN	-	-	OUT	OUT
Project Traffic (Net)	10	-	-	-	-	-	-	30	-	-	31	10
% Project Traffic (Pass-By)	-	-	-	-	-	-	-	-	-	40%	-	-
Project Traffic Direction (Pass-By)	-	-	-	-	-	-	-	-	-	OUT	-	-
Project Traffic (Pass-By)	-	-	-	-	-	-	-	-	-	25	-	-
2026 Total Traffic	**195**	**153**	**124**	**193**	**299**	**163**	**215**	**1893**	**158**	**233**	**1771**	**289**

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	236	189	96	97	103	108	1652	90	133	1479	79
Future Volume (vph)	206	236	189	96	97	103	108	1652	90	133	1479	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	365		380	700		415	500		650	615		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Frt			0.850			0.850			0.850		0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	5085	1583	1770	5045	0
Flt Permitted	0.557			0.338			0.950			0.950		
Satd. Flow (perm)	1038	1863	1583	630	1863	1583	1770	5085	1583	1770	5045	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			203			175			175		6	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		552			804			859			779	
Travel Time (s)		10.8			15.7			13.0			11.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	222	254	203	103	104	111	116	1776	97	143	1590	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	222	254	203	103	104	111	116	1776	97	143	1675	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	25.0	25.0	10.0	25.0	
Minimum Split (s)	12.1	25.4	25.4	11.4	25.1	25.1	17.4	32.4	32.4	17.4	32.4	
Total Split (s)	20.0	46.0	46.0	19.0	45.0	45.0	23.0	59.0	59.0	36.0	72.0	
Total Split (%)	12.5%	28.8%	28.8%	11.9%	28.1%	28.1%	14.4%	36.9%	36.9%	22.5%	45.0%	
Maximum Green (s)	12.9	38.6	38.6	12.6	37.9	37.9	15.6	51.6	51.6	28.6	64.6	
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.4	3.4	3.4	2.7	3.1	3.1	2.6	2.6	2.6	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.1	7.4	7.4	6.4	7.1	7.1	7.4	7.4	7.4	7.4	7.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	41.8	27.4	27.4	35.7	23.7	23.7	16.1	69.4	69.4	23.2	76.6	
Actuated g/C Ratio	0.26	0.17	0.17	0.22	0.15	0.15	0.10	0.43	0.43	0.15	0.48	
v/c Ratio	0.65	0.79	0.46	0.46	0.37	0.28	0.65	0.80	0.12	0.55	0.69	
Control Delay (s/veh)	57.3	81.3	9.7	48.4	62.8	1.9	87.4	44.6	0.3	78.2	22.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	57.3	81.3	9.7	48.4	62.8	1.9	87.4	44.6	0.3	78.2	22.4	
LOS	E	F	A	D	E	A	F	D	A	E	C	
Approach Delay (s/veh)		52.1			36.9			44.9			26.8	
Approach LOS		D			D			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 65 (41%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 38.5		Intersection LOS: D	
Intersection Capacity Utilization 84.2%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 5: US 1 & Pomeroy St/Market St



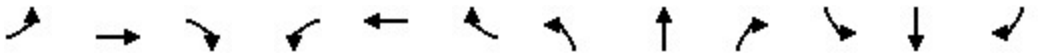
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	236	189	96	97	103	108	1652	90	133	1479	79
Future Volume (veh/h)	206	236	189	96	97	103	108	1652	90	133	1479	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	222	254	203	103	104	111	116	1776	97	143	1590	85
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	293	248	177	249	211	400	1647	511	500	1876	100
Arrive On Green	0.08	0.16	0.16	0.06	0.13	0.13	0.22	0.32	0.32	0.28	0.38	0.38
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	4962	265
Grp Volume(v), veh/h	222	254	203	103	104	111	116	1776	97	143	1091	584
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1823
Q Serve(g_s), s	12.9	21.2	12.4	7.9	8.2	5.9	8.6	51.6	5.5	10.0	46.9	46.9
Cycle Q Clear(g_c), s	12.9	21.2	12.4	7.9	8.2	5.9	8.6	51.6	5.5	10.0	46.9	46.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	285	293	248	177	249	211	400	1647	511	500	1287	689
V/C Ratio(X)	0.78	0.87	0.82	0.58	0.42	0.53	0.29	1.08	0.19	0.29	0.85	0.85
Avail Cap(c_a), veh/h	285	451	382	208	443	375	400	1647	511	500	1374	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.3	65.8	25.4	56.1	63.6	21.0	51.4	54.2	23.9	45.0	45.5	45.5
Incr Delay (d2), s/veh	13.0	10.7	7.8	3.0	1.1	2.0	0.4	46.7	0.8	0.4	7.0	12.3
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	6.3	16.4	9.0	6.7	7.2	7.6	7.0	39.3	5.2	7.9	28.0	30.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.3	76.5	33.2	59.1	64.8	23.0	51.8	100.9	24.7	45.5	52.6	57.9
LnGrp LOS	E	E	C	E	E	C	D	F	C	D	D	E
Approach Vol, veh/h		679			318			1989			1818	
Approach Delay, s/veh		62.2			48.3			94.3			53.7	
Approach LOS		E			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	52.3	59.0	16.3	32.5	43.4	67.9	20.0	28.7
Change Period (Y+Rc), s	7.4	7.4	6.4	7.4	7.4	7.4	* 7.1	* 7.4
Max Green Setting (Gmax), s	28.6	51.6	12.6	38.6	15.6	64.6	* 13	* 38
Max Q Clear Time (g_c+I1), s	12.0	53.6	9.9	23.2	10.6	48.9	14.9	10.2
Green Ext Time (p_c), s	0.5	0.0	0.1	1.9	0.1	11.6	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	71.4
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

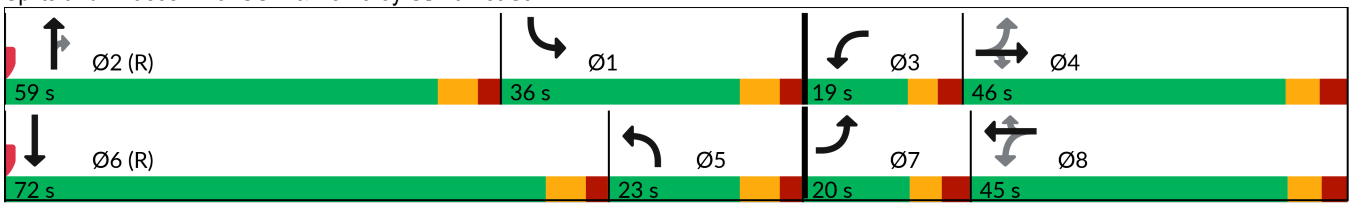


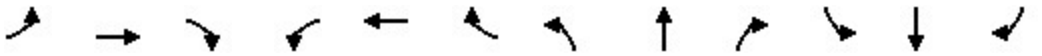
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	236	189	96	97	103	108	1683	90	170	1510	89
Future Volume (vph)	216	236	189	96	97	103	108	1683	90	170	1510	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	365		380	700		415	500		650	615		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Frt			0.850			0.850			0.850		0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	5085	1583	1770	5045	0
Flt Permitted	0.549			0.342			0.950			0.950		
Satd. Flow (perm)	1023	1863	1583	637	1863	1583	1770	5085	1583	1770	5045	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			203			175			175		7	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		552			804			859			779	
Travel Time (s)		10.8			15.7			13.0			11.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	232	254	203	103	104	111	116	1810	97	183	1624	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	232	254	203	103	104	111	116	1810	97	183	1720	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	10.0	25.0	25.0	10.0	25.0	
Minimum Split (s)	14.1	25.4	25.4	13.4	25.1	25.1	17.4	32.4	32.4	17.4	32.4	
Total Split (s)	20.0	46.0	46.0	19.0	45.0	45.0	23.0	59.0	59.0	36.0	72.0	
Total Split (%)	12.5%	28.8%	28.8%	11.9%	28.1%	28.1%	14.4%	36.9%	36.9%	22.5%	45.0%	
Maximum Green (s)	12.9	38.6	38.6	12.6	37.9	37.9	15.6	51.6	51.6	28.6	64.6	
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.4	3.4	3.4	2.7	3.1	3.1	2.6	2.6	2.6	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.1	7.4	7.4	6.4	7.1	7.1	7.4	7.4	7.4	7.4	7.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	41.8	27.4	27.4	35.5	23.4	23.4	16.2	68.4	68.4	24.2	76.4	
Actuated g/C Ratio	0.26	0.17	0.17	0.22	0.15	0.15	0.10	0.43	0.43	0.15	0.48	
v/c Ratio	0.69	0.80	0.46	0.47	0.38	0.29	0.65	0.83	0.13	0.68	0.71	
Control Delay (s/veh)	59.3	81.3	9.7	48.4	63.1	1.9	86.9	46.1	0.3	56.9	14.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	59.3	81.3	9.7	48.4	63.1	1.9	86.9	46.1	0.3	56.9	14.5	
LOS	E	F	A	D	E	A	F	D	A	E	B	
Approach Delay (s/veh)		52.8			37.0			46.3			18.6	
Approach LOS		D			D			D			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 29 (18%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 35.9		Intersection LOS: D	
Intersection Capacity Utilization 86.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 5: US 1 & Pomeroy St/Market St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	236	189	96	97	103	108	1683	90	170	1510	89
Future Volume (veh/h)	216	236	189	96	97	103	108	1683	90	170	1510	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	232	254	203	103	104	111	116	1810	97	183	1624	96
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	293	248	177	249	211	391	1647	511	500	1890	112
Arrive On Green	0.08	0.16	0.16	0.06	0.13	0.13	0.22	0.32	0.32	0.28	0.38	0.38
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	4931	291
Grp Volume(v), veh/h	232	254	203	103	104	111	116	1810	97	183	1121	599
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1818
Q Serve(g_s), s	12.9	21.2	12.5	7.9	8.2	5.9	8.7	51.6	5.5	13.2	48.4	48.5
Cycle Q Clear(g_c), s	12.9	21.2	12.5	7.9	8.2	5.9	8.7	51.6	5.5	13.2	48.4	48.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	285	293	248	177	249	211	391	1647	511	500	1305	697
V/C Ratio(X)	0.82	0.87	0.82	0.58	0.42	0.53	0.30	1.10	0.19	0.37	0.86	0.86
Avail Cap(c_a), veh/h	285	451	382	208	443	375	391	1647	511	500	1374	734
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.1	65.8	25.9	56.1	63.6	21.0	52.1	54.2	23.9	46.2	45.4	45.4
Incr Delay (d2), s/veh	16.6	10.7	7.8	3.0	1.1	2.0	0.4	54.5	0.8	0.6	7.5	13.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.6	16.4	9.1	6.7	7.2	7.6	7.0	41.3	5.2	9.9	28.9	31.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.7	76.5	33.7	59.1	64.8	23.0	52.5	108.7	24.7	46.8	52.9	58.5
LnGrp LOS	E	E	C	E	E	C	D	F	C	D	D	E
Approach Vol, veh/h		689			318			2023			1903	
Approach Delay, s/veh		64.0			48.3			101.5			54.1	
Approach LOS		E			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	52.3	59.0	16.3	32.5	42.5	68.7	20.0	28.7
Change Period (Y+Rc), s	7.4	7.4	6.4	7.4	7.4	7.4	* 7.1	* 7.4
Max Green Setting (Gmax), s	28.6	51.6	12.6	38.6	15.6	64.6	* 13	* 38
Max Q Clear Time (g_c+I1), s	15.2	53.6	9.9	23.2	10.7	50.5	14.9	10.2
Green Ext Time (p_c), s	0.6	0.0	0.1	1.9	0.1	10.8	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	74.5
HCM 7th LOS	E

Notes

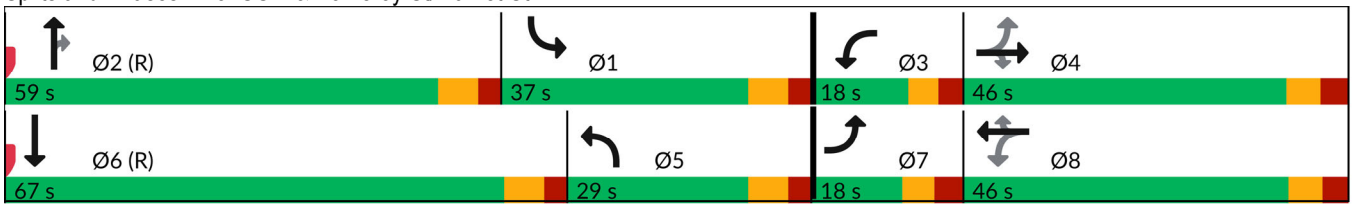
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

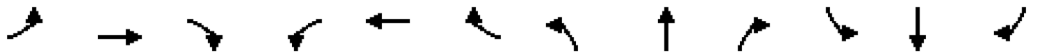
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	153	124	193	299	163	215	1863	158	208	1740	279
Future Volume (vph)	185	153	124	193	299	163	215	1863	158	208	1740	279
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	365		380	700		415	500		650	615		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Frt			0.850			0.850			0.850		0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	5085	1583	1770	4979	0
Flt Permitted	0.188			0.532			0.950			0.950		
Satd. Flow (perm)	350	1863	1583	991	1863	1583	1770	5085	1583	1770	4979	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179			183			179		22	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		552			804			859			779	
Travel Time (s)		10.8			15.7			13.0			11.8	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	208	172	139	217	336	183	242	2093	178	234	1955	313
Shared Lane Traffic (%)												
Lane Group Flow (vph)	208	172	139	217	336	183	242	2093	178	234	2268	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	10.0	25.0	25.0	10.0	25.0	
Minimum Split (s)	14.1	25.4	25.4	13.4	25.1	25.1	17.4	32.4	32.4	17.4	32.4	
Total Split (s)	18.0	46.0	46.0	18.0	46.0	46.0	29.0	59.0	59.0	37.0	67.0	
Total Split (%)	11.3%	28.8%	28.8%	11.3%	28.8%	28.8%	18.1%	36.9%	36.9%	23.1%	41.9%	
Maximum Green (s)	10.9	38.6	38.6	11.6	38.9	38.9	21.6	51.6	51.6	29.6	59.6	
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.4	3.4	3.4	2.7	3.1	3.1	2.6	2.6	2.6	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.1	7.4	7.4	6.4	7.1	7.1	7.4	7.4	7.4	7.4	7.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	44.3	33.1	33.1	45.7	33.4	33.4	21.6	57.1	57.1	29.6	65.1	
Actuated g/C Ratio	0.28	0.21	0.21	0.29	0.21	0.21	0.14	0.36	0.36	0.19	0.41	
v/c Ratio	1.07	0.44	0.29	0.64	0.86	0.38	1.01	1.15	0.26	0.71	1.11	
Control Delay (s/veh)	129.4	58.2	3.7	52.0	82.4	8.4	128.9	121.1	5.7	65.0	109.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	129.4	58.2	3.7	52.0	82.4	8.4	128.9	121.1	5.7	65.0	109.2	
LOS	F	E	A	D	F	A	F	F	A	E	F	
Approach Delay (s/veh)		72.2			55.1			113.7			105.1	
Approach LOS		E			E			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 121 (76%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.15			
Intersection Signal Delay (s/veh): 100.0		Intersection LOS: F	
Intersection Capacity Utilization 101.9%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 5: US 1 & Pomeroy St/Market St





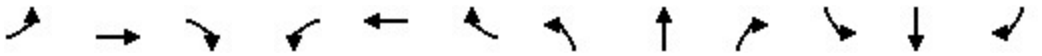
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	153	124	193	299	163	215	1863	158	208	1740	279
Future Volume (veh/h)	185	153	124	193	299	163	215	1863	158	208	1740	279
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	208	172	139	217	336	183	242	2093	178	234	1955	313
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	372	315	300	372	315	316	1647	511	405	1657	261
Arrive On Green	0.07	0.20	0.20	0.07	0.20	0.20	0.18	0.32	0.32	0.23	0.37	0.37
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	4448	701
Grp Volume(v), veh/h	208	172	139	217	336	183	242	2093	178	234	1489	779
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1744
Q Serve(g_s), s	10.9	13.0	8.2	11.6	28.1	10.1	20.7	51.6	10.5	18.7	59.6	59.6
Cycle Q Clear(g_c), s	10.9	13.0	8.2	11.6	28.1	10.1	20.7	51.6	10.5	18.7	59.6	59.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.40
Lane Grp Cap(c), veh/h	187	372	315	300	372	315	316	1647	511	405	1268	650
V/C Ratio(X)	1.11	0.46	0.44	0.72	0.90	0.58	0.77	1.27	0.35	0.58	1.17	1.20
Avail Cap(c_a), veh/h	187	451	382	300	455	385	316	1647	511	405	1268	650
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	56.6	24.7	52.8	62.6	20.9	62.6	54.2	24.3	55.0	50.2	50.2
Incr Delay (d2), s/veh	99.3	0.9	1.0	8.4	18.7	1.7	10.7	126.9	1.9	2.5	87.0	104.0
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	12.4	10.3	5.8	6.0	21.6	7.1	15.4	59.3	7.6	13.4	56.0	61.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	154.9	57.5	25.7	61.1	81.3	22.6	73.3	181.1	26.1	57.5	137.2	154.2
LnGrp LOS	F	E	C	E	F	C	E	F	C	E	F	F
Approach Vol, veh/h		519			736			2513			2502	
Approach Delay, s/veh		88.0			60.8			159.7			135.0	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	43.8	59.0	18.0	39.2	35.8	67.0	18.0	39.2
Change Period (Y+Rc), s	7.4	7.4	6.4	7.4	7.4	7.4	* 7.1	* 7.4
Max Green Setting (Gmax), s	29.6	51.6	11.6	38.6	21.6	59.6	* 11	* 39
Max Q Clear Time (g_c+I1), s	20.7	53.6	13.6	15.0	22.7	61.6	12.9	30.1
Green Ext Time (p_c), s	0.7	0.0	0.0	1.4	0.0	0.0	0.0	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	132.3
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

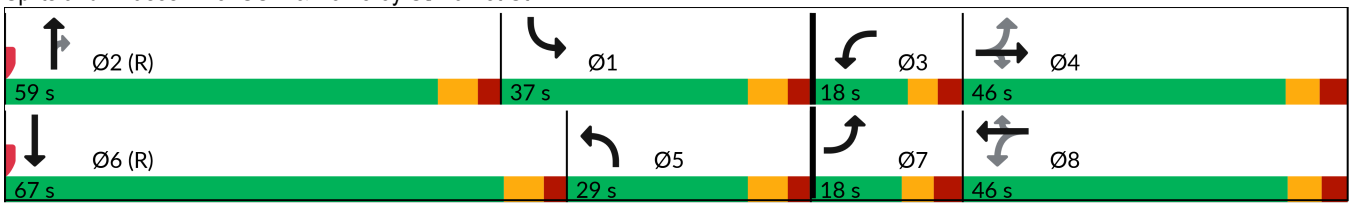


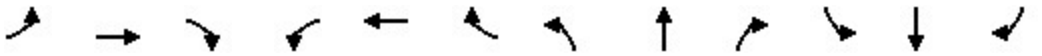
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	195	153	124	193	299	163	215	1893	158	233	1771	289
Future Volume (vph)	195	153	124	193	299	163	215	1893	158	233	1771	289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	365		380	700		415	500		650	615		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Frt			0.850			0.850			0.850		0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	5085	1583	1770	4979	0
Flt Permitted	0.188			0.532			0.950			0.950		
Satd. Flow (perm)	350	1863	1583	991	1863	1583	1770	5085	1583	1770	4979	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179			183			179		22	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		552			804			859			779	
Travel Time (s)		10.8			15.7			13.0			11.8	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	219	172	139	217	336	183	242	2127	178	262	1990	325
Shared Lane Traffic (%)												
Lane Group Flow (vph)	219	172	139	217	336	183	242	2127	178	262	2315	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	10.0	25.0	25.0	10.0	25.0	
Minimum Split (s)	14.1	25.4	25.4	13.4	25.1	25.1	17.4	32.4	32.4	17.4	32.4	
Total Split (s)	18.0	46.0	46.0	18.0	46.0	46.0	29.0	59.0	59.0	37.0	67.0	
Total Split (%)	11.3%	28.8%	28.8%	11.3%	28.8%	28.8%	18.1%	36.9%	36.9%	23.1%	41.9%	
Maximum Green (s)	10.9	38.6	38.6	11.6	38.9	38.9	21.6	51.6	51.6	29.6	59.6	
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.4	3.4	3.4	2.7	3.1	3.1	2.6	2.6	2.6	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.1	7.4	7.4	6.4	7.1	7.1	7.4	7.4	7.4	7.4	7.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	44.3	33.1	33.1	45.7	33.4	33.4	21.6	57.1	57.1	29.6	65.1	
Actuated g/C Ratio	0.28	0.21	0.21	0.29	0.21	0.21	0.14	0.36	0.36	0.19	0.41	
v/c Ratio	1.13	0.45	0.30	0.64	0.86	0.39	1.02	1.17	0.26	0.80	1.14	
Control Delay (s/veh)	146.6	58.3	3.8	52.1	82.4	8.5	128.9	128.5	5.8	60.9	98.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	146.6	58.3	3.8	52.1	82.4	8.5	128.9	128.5	5.8	60.9	98.7	
LOS	F	E	A	D	F	A	F	F	A	E	F	
Approach Delay (s/veh)		80.5			55.1			119.9			94.8	
Approach LOS		F			E			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 158 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.17			
Intersection Signal Delay (s/veh): 99.1		Intersection LOS: F	
Intersection Capacity Utilization 103.3%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 5: US 1 & Pomeroy St/Market St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	153	124	193	299	163	215	1893	158	233	1771	289
Future Volume (veh/h)	195	153	124	193	299	163	215	1893	158	233	1771	289
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	219	172	139	217	336	183	242	2127	178	262	1990	325
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	372	315	300	372	315	316	1647	511	405	1652	265
Arrive On Green	0.07	0.20	0.20	0.07	0.20	0.20	0.18	0.32	0.32	0.23	0.37	0.37
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	4435	711
Grp Volume(v), veh/h	219	172	139	217	336	183	242	2127	178	262	1519	796
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1742
Q Serve(g_s), s	10.9	13.0	8.2	11.6	28.1	10.1	20.7	51.6	10.5	21.3	59.6	59.6
Cycle Q Clear(g_c), s	10.9	13.0	8.2	11.6	28.1	10.1	20.7	51.6	10.5	21.3	59.6	59.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.41
Lane Grp Cap(c), veh/h	187	372	315	300	372	315	316	1647	511	405	1268	649
V/C Ratio(X)	1.17	0.46	0.44	0.72	0.90	0.58	0.77	1.29	0.35	0.65	1.20	1.23
Avail Cap(c_a), veh/h	187	451	382	300	455	385	316	1647	511	405	1268	649
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	56.6	24.7	52.8	62.6	20.9	62.6	54.2	24.3	56.0	50.2	50.2
Incr Delay (d2), s/veh	119.6	0.9	1.0	8.4	18.7	1.7	10.7	135.9	1.9	4.0	96.9	115.3
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	14.0	10.3	5.8	6.0	21.6	7.1	15.4	61.6	7.6	15.1	58.9	65.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	175.2	57.5	25.7	61.1	81.3	22.6	73.3	190.1	26.1	60.0	147.1	165.5
LnGrp LOS	F	E	C	E	F	C	E	F	C	E	F	F
Approach Vol, veh/h		530			736			2547			2577	
Approach Delay, s/veh		97.8			60.8			167.6			143.9	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	43.8	59.0	18.0	39.2	35.8	67.0	18.0	39.2
Change Period (Y+Rc), s	7.4	7.4	6.4	7.4	7.4	7.4	* 7.1	* 7.4
Max Green Setting (Gmax), s	29.6	51.6	11.6	38.6	21.6	59.6	* 11	* 39
Max Q Clear Time (g_c+I1), s	23.3	53.6	13.6	15.0	22.7	61.6	12.9	30.1
Green Ext Time (p_c), s	0.6	0.0	0.0	1.4	0.0	0.0	0.0	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	140.0
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

MARTIN COUNTY TRAFFIC

Intersection: 83 SR-5 (US1) @ POMEROY/MARKET ST

	SBLT	NB	EBLT	WB	NBLT	SB	WBLT	EB
PHASE	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Min green	10	25	7	10	10	25	7	10
Vehicle Ext	4	4	3	3	3	4	3	3
Max 1	20	60	20	30	20	60	20	30
Max 2								
Yellow	4.8	4.8	3.7	4	4.8	4.8	3.7	4
Red Clear	2.6	2.6	3.4	3.1	2.6	2.6	2.7	3.4
Walk	0	7	0	5	0	7	0	5
Ped Clear	0	23	0	32	0	26	0	33
Start Up		Green				Green		
Locking Detector		X				X		
Veh. Recalls		Min				Min		
Assigned ph.			3				7	
Cross Switch Ph			8				4	

September 12, 2022

LOCATION: **83** **SR-5 (US1) @ POMEROY/MARKET ST**

Day Plan

Day 2 = Weekdays Day 1 = Weekends

DAY	START	COBALT plan
1	9:00	1
1	21:00	99 Free
2	6:00	3
2	9:30	5
2	15:00	7
2	18:30	9
2	20:30	99 Free

Plan		1		3	5	7	9	
OFFSET		106		65	108	35	27	
CYCLE LENGTH		160		160	160	160	140	
Cobalt Sequence		5		5	5	6	5	
PHASE		SPLITS (SECONDS)						
1	SBLT	40		36	36	**37**	31	
2	NB	55		59	58	59	48	
3	EBLT	19		20	20	18	15	
4	WB	46		45	46	46	46	
5	NBLT	**25**		**23**	**22**	**29**	**23**	
6	SB	70		72	72	67	56	
7	WBLT	19		19	20	18	15	
8	EB	46		46	46	46	46	

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

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Exhibit 8: 2022 Martin County Traffic Counts

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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 2019 Roadway Level of Service Inventory Report

Road Name	From	To	Type	Generalized Service Capacity	2019 Average Annual Daily Traffic	2019 Peak Hour Directional Volume	2019 Generalized LOS	Avg. Annual Growth Rate
Salerno Rd	SR-5	Commerce Ave	Class II: 2-Ln Undivided	750	9,794	440	D	8.0%
Salerno Rd	Commerce Ave	CR-A1A	Class II: 2-Ln Undivided	750	7,955	346	C	0.5%
Seabranch Blvd	Doubletree Dr	SR-5	Class I: 4-Ln Divided	2000	6,693	335	C	0.5%
Sewalls Pt Rd	SR-A1A	Palmer St	2-Ln Undivided Non-State	675	9,496	470	D	3.0%
Skyline Dr	CR-707A	CR-707	2-Ln Undivided Non-State	675	1,634	84	C	0.5%
SR-5 (US-1)	Palm Beach County	CR-A1A	Transitional 4-Ln Uninter /Divided Flow	3110	20,848	1,062	A/B	1.9%
SR-5 (US-1)	CR-A1A	CR-708	Class I: 4-Ln Divided	2000	17,201	1,001	C	3.1%
SR-5 (US-1)	CR-708	Osprey St	Class I: 4-Ln Divided	2000	24,807	1,670	C	2.2%
SR-5 (US-1)	Osprey St	Seabranch Blvd	Class I: 4-Ln Divided	2000	23,579	1,046	C	0.6%
SR-5 (US-1)	Seabranch Blvd	Cove Rd	Class I: 6-Ln Divided	3020	30,507	1,426	C	0.5%
SR-5 (US-1)	Cove Rd	Salerno Rd	Class I: 6-Ln Divided	3020	32,412	1,433	C	0.5%
SR-5 (US-1)	Salerno Rd	Monroe St	Class I: 6-Ln Divided	3020	40,491	1,673	C	0.5%
SR-5 (US-1)	Monroe St	Indian St	Class I: 6-Ln Divided	3020	37,491	1,859	C	0.5%
SR-5 (US-1)	Indian St	SR-714	Class I: 6-Ln Divided	3020	45,498	2,267	C	0.5%
SR-5 (US-1)	SR-714	SR-5A	Class I: 6-Ln Divided	3020	37,271	1,822	C	0.5%
SR-5 (US-1)	SR-5A(Cut-off Rd)	SR-76	Class I: 6-Ln Divided	3020	32,616	1,625	C	0.5%
SR-5 (US-1)	SR-76	Palm City Rd	Class II: 6-Ln Divided	2520	47,483	1,986	D	0.5%
SR-5 (US-1)	Palm City Rd	Joan Jefferson Wy	Class II: 6-Ln Divided	2520	54,897	2,473	D	0.5%
SR-5 (US-1)	Joan Jefferson Wy	Wright Blvd	Class I: 6-Ln Divided	3020	59,873	2,874	C	0.5%
SR-5 (US-1)	Wright Blvd	Baker Rd	Class I: 6-Ln Divided	3020	52,644	2,491	C	0.5%
SR-5 (US-1)	Baker Rd	Britt Rd	Class I: 6-Ln Divided	3020	51,826	2,481	C	0.5%

Segments with shaded LOS require additional analysis.
The peaks are: CR-A1A (PM/SB) and Murphy Rd (PM/NB).

Exhibit 9: Level of Service Standard

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TABLE 7 Generalized **Peak Hour Directional** Volumes for Florida's Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
2	2,230	3,100	3,740	4,080
3	3,280	4,570	5,620	6,130
4	4,310	6,030	7,490	8,170
5	5,390	7,430	9,370	10,220
6	6,380	8,990	11,510	12,760

Urbanized

Lanes	B	C	D	E
2	2,270	3,100	3,890	4,230
3	3,410	4,650	5,780	6,340
4	4,550	6,200	7,680	8,460
5	5,690	7,760	9,520	10,570

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	580	890	1,200	1,610
2	Divided	1,800	2,600	3,280	3,730
3	Divided	2,700	3,900	4,920	5,600

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

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

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

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

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

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

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Exhibit 10: F-DOT Conceptual Driveway Approval

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Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

September 20, 2023***

THIS PRE-APPLICATION LETTER IS VALID UNTIL – September 20, 2024
THIS LETTER IS NOT A PERMIT APPROVAL

Dr. Juan F. Ortega, PE
JFO GROUP INC
6671 W. Indiantown Road, Suite 50-324, Jupiter, FL

Dear Dr. Juan F. Ortega, PE:
RE: Pre-application Review for **Category E Driveway,** Pre-application Meeting Date: **September 29, 2022**
Martin County - Stuart; SR 5; Sec. # 89010000; MP: 15.9; Access Class - 3; Posted Speed - 45; SIS - No;

Request:
- **Driveway 1: Use existing right-in/right-out driveway on the west side of SR 5, approximately 340 feet north of the southern property line.**
- **Driveway 2: Right-in/left-in/right-out driveway on the west side of SR 5, approximately 685 feet north of Driveway 1.**
- **Driveway 3: Use existing joint-use right-in/right-out driveway on the west side of SR 5, adjacent to the northern property line (on the site adjacent to the north).**

SITE SPECIFIC INFORMATION
Project Name & Address: **Eden Mar Stuart – 3800 SE Federal Hwy, Stuart, FL, 34997, USA**
Property Owner: **EDEN MULTIFAMILY (Contract Purhaser)**; Parcel Size: **35.07 Acres** Development Size: **152,000 SF Automobile Sales, 18,000 SF Retail/Commercial, a 2,500 SF Coffee/Donut Shop with Drive-Through Window, 275 DU Residential/Apartment**

WE APPROVE YOUR REQUEST

This decision is based on your presentation of the facts, site plan and survey - please see the conditions and comments below. You may choose to review this concept further with the District Access Management Review Committee (AMRC).

Conditions:
- **A minimum driveway length of 100 feet, 150 feet and 80 feet, as measured from the ultimate right-of-way line to the first conflict point shall be provided at Driveways 1, 2 and 3, respectively. If a gate is installed a minimum driveway length of 60 feet is required.**
- **A right turn lane is required at Driveways 1, 2 and 3 and shall meet the minimum requirements in the Florida Design Manual (FDM) and shall provide a buffered bicycle lane. There are existing right turn lanes at Driveways 1 and 3.**
- **The existing recorded cross access agreement or easement with the adjacent property to the north shall be provided prior to the Permit approval. Show recorded cross access agreement on the site plan, labeled and detailed as a hatch or shaded area and Official Record Book (ORB) with page number or instrument number.**
- **The traffic study that will be prepared for the City shall be provided to the Department for review and comments prior to the time of Permit. The traffic study shall include queue length analysis for the SR 5 northbound left turn lane at Driveway 2.**
- **Stacking for at least 11 vehicles shall be provided at the proposed Coffee/Donut Shop drive-through queuing lane.**

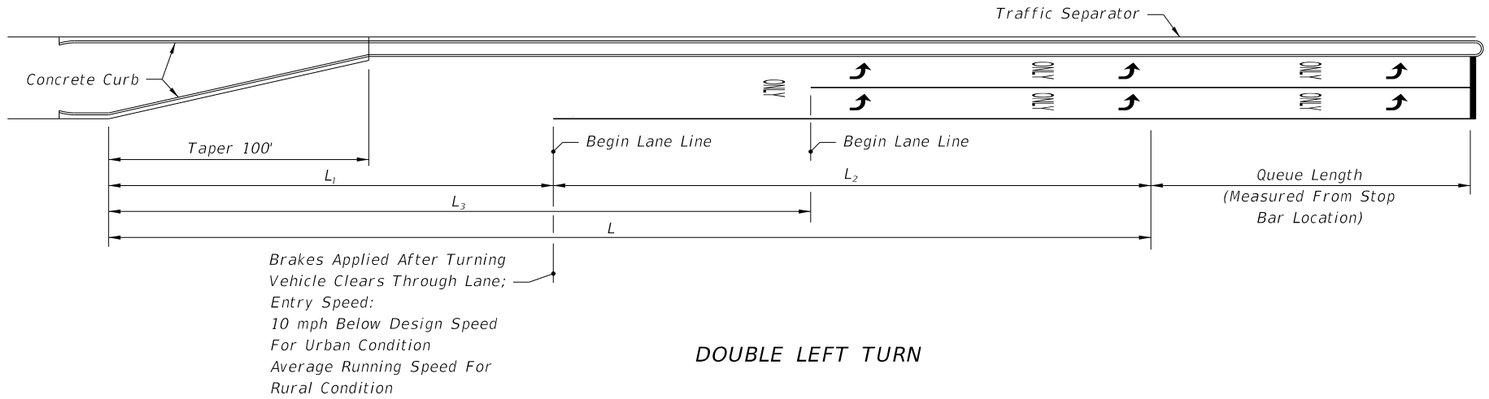
Comments:
******Time Extension Request: pre-approval letter was revised on 09/20/2023.***
- All driveways not approved in this letter must be fully removed and the area restored.
- A Drainage Permit is required for any stormwater impacts within FDOT right-of-way (i.e. increased runoff or reduction of existing storage).
- The applicant shall donate property to the Department if right-of-way dedication is required to implement the improvements.
- Dimensions between driveways are measured from the near edge of pavement to near edge of pavement and for median openings are measured from centerline to centerline unless otherwise indicated.

The purpose of this Pre-Application letter is to document the conceptual review of the approximate location of driveway(s) to the State Highway System and to note required improvements, if any. This letter shall be submitted with any further reviews and for permitting. The Department's personnel shall review permit plans for compliance with this letter as well as current Department standards and/or specifications. Final design must consider the existing roadway profile and any impacts to the existing drainage system. **Note, this letter does not guarantee permit approval**. The permit may be denied based on the review of the submitted engineering plans. Be aware that any approved median openings may be modified (or closed) in the future, at the sole discretion of the Department. For right-of-way dedication requirements go to: https://osp.fdot.gov; click on Statewide Permit News; Scroll down to District 4; Scroll down to Additional Information and Examples and choose Right-of-way Donations/Dedications.
Please contact the Access Management Manager - Tel. # 954-777-4363 or e-mail: D4AccessManagement@dot.state.fl.us with any questions regarding the Pre-Approval Letter and Permits Office - Tel. # 954-777-4383 with any questions regarding permits.

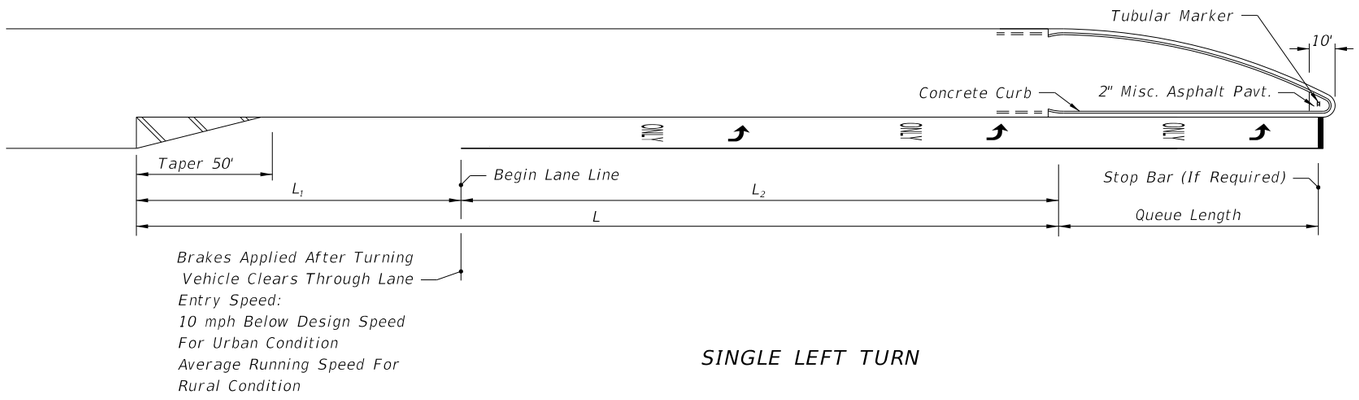
Sincerely,
Carina Harvey
2023.09.20 09:27:39 -04'00'
Carina Harvey
District Access Management Manager

cc: Nesa Harden
File: S:\Transportation Operations\Traffic Operations\Access Management\1. Pre-Apps and Variance\2022-09-29\5. 89010000 MP 15.9 SR 5_Eden Mar Stuart\89010 MP 15.9 SR 5_Eden Mar Stuart_Ext.docx

MEDIAN TURN LANES
MINIMUM DECELERATION LENGTHS



DOUBLE LEFT TURN



SINGLE LEFT TURN

MEDIAN TURN LANES								
			URBAN CONDITIONS			RURAL CONDITIONS		
Design Speed (mph)	Entry Speed (mph)	Clearance Distance L_1 (ft.)	Brake To Stop Distance L_2 (ft.)	Total Decel. Distance L (ft.)	Clearance Distance L_3 (ft.)	Brake To Stop Distance L_2 (ft.)	Total Decel. Distance L (ft.)	Clearance Distance L_3 (ft.)
35	25	70	75	145	110	———	———	———
40	30	80	75	155	120	———	———	———
45	35	85	100	185	135	———	———	———
50	40/44	105	135	240	160	185	290	160
55	48	125	———	———	———	225	350	195
60	52	145	———	———	———	260	405	230
65	55	170	———	———	———	290	460	270

NOT TO SCALE

EXHIBIT 212-1
01/01/2022

Exhibit 11: Transportation Improvement Program

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MARTIN MPO
Metropolitan Planning Organization

FY23 – FY27

Transportation Improvement Program (TIP)

4476491 **SR-5/US-1 FROM NORTH OF SE FISCHER ST. TO NORTH OF SE DECKER AVE** **Non-SIS**

Project Description:

Work Summary: RESURFACING **From:** NORTH OF SE FISCHER ST.

To: NORTH OF SE DECKER AVE

Lead Agency: FDOT **Length:** 1.745

Phase	Fund Source	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	DIH	0	0	140,647	0	0	**140,647**
CST	ACNR	0	0	3,426,441	0	0	**3,426,441**
CST	DS	0	0	464,909	0	0	**464,909**
Total		**0**	**0**	**4,031,997**	**0**	**0**	**4,031,997**

Prior Year Cost: 610,312
Future Year Cost: 0
Total Project Cost: 4,642,309

4419221 **SE INDIAN STREET FROM SR-76/KANNER HIGHWAY TO US-1** **Non-SIS**

Project Description: SMALL COUNTY OUTREACH PROGRAM JPA W/ MARTIN COUNTY

Work Summary: RESURFACING **From:** SR-76/KANNER HWY

To: US-1/SE FEDERAL HWY

Lead Agency: Martin County **Length:** 1.32

Phase	Fund Source	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	SCOP	454,634	0	0	0	0	**454,634**
CST	GRSC	142,693	0	0	0	0	**142,693**
CST	LF	214,713	0	0	0	0	**214,713**
Total		**812,040**	**0**	**0**	**0**	**0**	**812,040**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 812,040

4419221 **SE INDIAN STREET FROM SR-76/KANNER HIGHWAY TO US-1** **Non-SIS**

Project Description: SMALL COUNTY OUTREACH PROGRAM JPA W/ MARTIN COUNTY

Work Summary: RESURFACING **From:** SR-76/KANNER HWY

To: US-1/SE FEDERAL HWY

Lead Agency: Martin County **Length:** 1.32

Phase	Fund Source	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	SCOP	454,634	0	0	0	0	**454,634**
CST	GRSC	142,693	0	0	0	0	**142,693**
CST	LF	214,713	0	0	0	0	**214,713**
Total		**812,040**	**0**	**0**	**0**	**0**	**812,040**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 812,040

Exhibit 12: FLU Traffic Analysis

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Kimley»Horn

To: Kristopher McCrain
Principal Planner
City of Stuart Development Department

From: Alex Memering, P.E. ARM
Kimley-Horn and Associates, Inc.

Alex Campano, E.I. ADC
Kimley-Horn and Associates, Inc.

Date: November 16, 2023

Re: **Eden Multi-Family MAR-Stuart**
Final Review of Future Land Use Amendment Traffic Analysis

Kimley-Horn has reviewed the future land use amendment traffic analysis (revised September 7, 2023) prepared by JFO Group, Inc. related to the above-mentioned project. The maximum development potential of the proposed land use change consists of +/- 1.38 million square feet of commercial retail and 102 multifamily dwelling units. The project is located northwest of the Pomeroy Street at SR 5 intersection in the City of Stuart.

The total trip generation potential results in a decrease of 2,501 daily, 34 AM peak hour (34 entering / 0 exiting), and 232 PM peak hour (107 entering / 152 exiting) net new trips. Access to the site is proposed via two existing right-in right-out driveways (adjacent parcels to the north [Lowe's] and south [Maserati auto dealership]) and the existing Miami Avenue directional median opening.

The analysis determined the net reduction in trips resulting from the proposed land use change, analysis of the roadway segments was not necessary since the proposed change resulted in a decrease in trips generated.

Thank you for the opportunity to assist City of Stuart in reviewing this project. Please contact us if you have any questions or need additional information.

J F O G R O U P I N C
Traffic Engineering • Transportation Planning

www.**jfogroupinc**.com

Revised September 7, 2023
September 19, 2022

Sent via e-mail: santiago@edenmultifamily.com

EDEN Multifamily
Santiago Vidal
Vice President - Development
2801 SW 31st Avenue, Suite 2B
Coconut Grove, FL 33133

Re: Eden Mar Stuart
Future Land Use Amendment Traffic Analysis
PCN: 38-38-41-025-000-00010-0

JFO Group Inc. has been retained to evaluate a traffic impact analysis to determine compliance with the Comprehensive Plan for a Future Land Use (FLU) Map amendment from Commercial to Neighborhood/Special District on ±22.7 acres of undeveloped land. The site is located west of US-1, ±0.3 miles north of SE Pomeroy Street in the City of Stuart, Florida. Figure 1 shows the project location in relation to the transportation network. Parcel Control Number associated with this project is 38-38-41-025-000-00010-0.

The latest approval associated with the subject site was for a Commercial Planned Unit Development (CPUD) in 2012 (ordinance 2244-2012) as "Marketplace of Stuart" for a commercial shopping center with a maximum of 140,000 square feet and five (5) outparcels.

Figure 1 : Project Location

According to the Future Land Use Element of the City's Comprehensive Plan, the Commercial FLU designation provides for *Land uses and activities predominately connected with the sale, rental, and distribution of products or performance of professional and non-professional services. Includes retail sales, service establishments, business, professional and other offices, shopping centers, financial institutions, restaurants, entertainment, hotels, motels and other temporary lodging. A limited amount of Multi-Family Residential and indoor industrial uses are allowed. Mixed-use projects are allowed. Also, public facilities and electric distribution substations are allowed.* The Commercial FLU designation allows for a maximum density of 10 dwelling units per acre on 0-15% and a maximum FAR of 1.5 on 85-100%. See Exhibit 2 for an excerpt from the Comprehensive Plan.

Likewise, the Comprehensive Plan indicates that the Neighborhood/Special District designation is intended for *Mixed-use category allowing residential, commercial, and recreation land uses such that a functional vertical or horizontal mix of uses is achieved. Developments shall include a mix of residential and commercial or office. Uses may be mixed within a single building and on a single site provided that impacts from differing uses are mitigated through urban design techniques. Also, public facilities and electric distribution substations are allowed.* The Neighborhood/Special District FLU designation allows for a maximum density of 15 dwelling units per acre on 30-90% and a maximum FAR of 2.0 on 10-70%. See Exhibit 2 for an excerpt from the Comprehensive Plan.

6671 W Indiantown Rd • Suite 50-324 • Jupiter, Florida • 33458
T: (561) 462-5364 • F: (561) 465-8044 • info@jfo.us

Project trip generation rates and equations used in this analysis were based on the 11th Edition of the Institute of Transportation Engineers Trip Generation Manual. Table 1 shows the rates used in order to determine the trip generation for Daily, AM, and PM peak hour conditions. When fitted curve equations were not available, weighted average rates were used. Similarly, when data plots had at least 20 data points and a fitted curve equation with an R^2 of at least 0.75, fitted curve equations were used. Table 2 summarizes the net Daily, AM, and PM peak trips potentially generated by the current and proposed Future Land Use. Exhibit 3 includes a copy of the ITE trip generation rates and equations. As required by the traffic reviewer on July 6, 2023, Exhibit 4 includes a copy of the proposed traffic distribution for the proposed development.

Table 1: Trip Generation Rates

Land Use	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Shopping Center (>150k)	820	37.01	62%	38%	0.84	48%	52%	3.40
Multifamily Housing (Mid-Rise)	221	4.54	23%	77%	T=0.44(X)-11.61	61%	39%	T=0.39(X)+0.34

Table 2: Trip Generation

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Current Future Land Use: Commercial								
Retail	1,483,218[1] SF	54,894	773	473	1,246	2,421	2,622	5,043
Pass-By	19%	(10,430)	(147)	(90)	(237)	(460)	(498)	(958)
Net Current FLU		***44,464***	***626***	***383***	***1,009***	***1,961***	***2,124***	***4,085***
Proposed Future Land Use: Neighborhood/Special District								
Retail [70%]	1,384,337[2] SF	51,234	721	442	1,163	2,259	2,448	4,707
Residential [30%]	102[3] DUs	463	8	25	33	24	16	40
	Σ	51,697	729	467	1,196	2,283	2,464	4,747
Pass-By	19%	(9,734)	(137)	(84)	(221)	(429)	(465)	(894)
Net Proposed FLU		***41,963***	***592***	***383***	***975***	***1,854***	***1,999***	***3,853***
Net Traffic Impact		***(2,501)***	***(34)***	***0***	***(34)***	***(107)***	***(125)***	***(232)***

The proposed Future Land Use Map amendment for the *Eden Mar Stuart* property has been evaluated following the *City of Stuart Comprehensive Plan*. This analysis shows that the proposed Future Land Use amendment from Commercial to Neighborhood/Special District on ±22.7 acres of undeveloped land will not be expected to generate additional daily or peak hour traffic. Therefore, the proposed *Eden Mar Stuart* property application will be in compliance with the *City of Stuart Comprehensive Plan.* Project build-out is expected in the year 2026.

[1] 22.7 Acres X 43,560 SF X 1.5 FAR
[2] 22.7 Acres X 43,560 SF X 70% X 2.0 FAR
[3] 22.7 Acres X 30% X 15 DU/Acre

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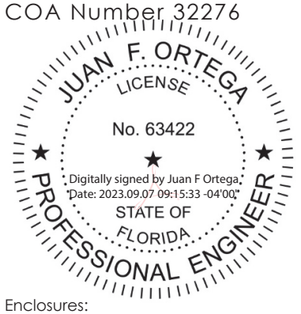
T: (561) GO2-JFOG • www.jfogroupinc.com • info@jfo.us

Sincerely,

JFO GROUP INC
COA Number 32276



Enclosures:

Exhibit 1: Property Appraiser Parcel Information
Exhibit 2: Future Land Use Element Excerpts
Exhibit 3: ITE Trip Generation Rates & Equations
Exhibit 4: Project Distribution
Exhibit 5: July 6, 2023 Traffic Review

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This item has been electronically signed and sealed by Dr. Juan F. Ortega, PE on September 7, 2023 using a Digital Signature.
Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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MARTIN COUNTY
PROPERTY APPRAISER
Jenny Fields, CFA

Basic Info

PIN	AIN	Situs Address	Website Updated
38-38-41-025-000-00010-0	1109784	SE FEDERAL HWY STUART FL	9/9/22

General Information

Property Owners
MAR-STUART RETAIL II LLC

Mailing Address
665 SW 8TH ST
MIAMI FL 33180

Tax District
STUART

Parcel ID
38-38-41-025-000-00010-0

Account Number
1109784

Property Address
SE FEDERAL HWY STUART FL

Legal Description
LOT 1 MARKETPLACE OF STUART, A CPUD (PB ...

Use Code/Property Class
1000 - 1000 Vacant Commercial

Neighborhood
51600 Kanner 95

Legal Acres
22.77

Ag Use Acres
N/A

Current Value

Year	Land Value	Improvement Value	Market Value	Value Not Taxed	Assessed Value	Total County Exemptions	County Taxable Value
2022	$ 8,942,620	$ 0	$ 8,942,620	$ 0	$ 8,942,620	$ 0	$ 8,942,620

Market values shown on the website reflect market conditions as of January 1st, the statutory assessment date. We are prohibited by law from relying on sales that occur after the January 1 assessment date. Therefore, market values shown on the website do not reflect today's market conditions, but rather the market conditions last year. In addition, the statutes require the county Property Appraiser to deduct for typical costs of sale (which include expenses such as commissions, title insurance, appraisals, inspection fees, etc.) when arriving at market value for tax purposes. That is why the market value for tax purposes is different from what a property would sell for today.

Current Sale

Sale Date
8/3/21

Sale Price
$ 10,500,000

Grantor (Seller)
MARKET PLACE STUART LLC

Deed Type
Special Warranty Deed

Doc Num
2906543

Book & Page
3246 2837

Legal Description

LOT 1 MARKETPLACE OF STUART, A CPUD (PB 17 PG 18)

The legal description is intended for general information only. The Property Appraiser assumes no responsibility for the uses or interpretations of the legal description.

Martin County Property Information Lookup

General Information

Parcel #	383841025000000100
Owner Name:	MAR-STUART RETAIL II LLC
Owner Address:	665 SW 8TH ST MIAMI, FL 33180
Site Address:	3800 SE FEDERAL HWY STUART, FL 34997
Storm Surge Evacuation Zone:	N/A
Flood Zone - BFE:	X - N/A' NAVD
FIRM Panel:	12085C0163H, 12085C0161H
Urban Service District:	Primary
Municipality:	City of Stuart
Taxing District:	District 2
ISO-PPC Rating:	Contact City of Stuart Fire Rescue
Subdivision infill applicability:	Yes
Development Imposed Conditions:	Residential Fire Sprinklers Not Required
Building Design Wind Speed	
Occupancy Category I,II,III/IV:	150, 160, 170

Land Use

Land Use information can change frequently, please verify with the Martin County Growth Management Department at 772-288-5495

Zoning:	STUART
Zoning Details:	N/A
Future Landuse	NO DATA
Landuse Details:	N/A

Community Redevelopment

CRA:	N/A
CRA Regulating Plan:	N/A

Schools

School information obtained from the Martin County School District system, 772-219-1200

Elementary School:	Pinewood Elementary
Middle School:	Dr. David L. Anderson Middle School
High School:	Martin County High School

Created: September , 9th, 2022 4:23 PM

Property Location Map

Election Information

Voter Precinct	6	
Commission District:	2	
Commissioner:	Stacey Hetherington	772-288-5400
Clerk of Circuit Court:	Carolyn Timmann	772-288-5576
County Sheriff:	William Snyder	772-220-7000
Property Appraiser:	Jenny Fields	772-288-5608
School Superintendent:	John D. Millay, Ph.D.	772-219-1200
Supervisor of Elections:	Vicki Davis	772-288-5637
Tax Collector:	Ruth Pietruszewski	772-288-5600

Utilities & Solid Waste

Service:	Utility:	Availability:	Phone:
Water:	Martin County Utilities	Yes	772-221-1434
Sewer:	Martin County Utilities	Yes	772-221-1434

Recycle Collection:	Recycle Tuesday
Trash Collection:	Garbage Tuesday and Friday
Yard Waste Collection:	Yard Waste Wednesday

communication towers are allowed. Also, public facilities, churches, day care centers, schools and electric distribution substations are allowed.

C. *Commercial:* Land uses and activities predominately connected with the sale, rental, and distribution of products or performance of professional and non-professional services. Includes retail sales, service establishments, business, professional and other offices, shopping centers, financial institutions, restaurants, entertainment, hotels, motels and other temporary lodging. A limited amount of Multi-Family Residential and indoor industrial uses are allowed. Mixed-use projects are allowed. Also, public facilities and electric distribution substations are allowed.

D. *Office/Residential:* This mixed-use category allows offices and living residential quarters in the same building or in adjacent buildings. Zoning controls the compatibility of these buildings with adjacent land uses. Commercial uses are allowed. Also, public facilities and electric distribution substations are allowed.

E. *Industrial:* Land uses and activities predominantly connected with manufacturing, assembly, processing, packaging, research, or storage of products. Additional permitted uses in such areas include warehousing, wholesale activity, machine repair, and limited indoor retail sales and professional and other offices. Also, public facilities and electric distribution substations are allowed.

F. *Public:* Public facilities and uses such as schools, government offices, recreation, cellular telephone towers, utilities, historic structures with public or private uses therein, and City sponsored or approved economic development or redevelopment projects. Additionally, uses which are determined to contribute to the overall community welfare such as vending or entertainment uses directly in support of the primary public use associated with a park, plaza, or community center, or City sponsored or approved community festival, fair, concert, parade, exhibition, farmers or craft market, or similar events are allowed. "Public" uses shall include those uses that are permitted in the "Recreation" and "Conservation" land use categories. Also, electric distribution substations are allowed.

G. *Institutional:* Private facilities that fulfill a public or quasi-public purpose or that are similar in nature or function to public facilities, and including public facilities. These include schools, nursing homes, hospitals, churches, cemeteries, utilities, transmission towers, clubs, day care centers, and adult congregate living facilities. Also, electric distribution substations are allowed.

H. *Recreation:* Lands and public facilities, including public recreational uses that are both "active" and "passive" in nature. These include, but not limited to, neighborhood and community parks, golf courses, and spectator sport facilities, and open space areas. Additionally, vending or entertainment uses directly in support of the primary recreational use are allowed. Cellular telephone towers are allowed. "Recreation" uses shall include those uses that are permitted in the "Conservation" and "Public" land use categories. Also, electric distribution substations are allowed.

I. *Downtown Redevelopment:* Includes the land area within the Stuart Community Redevelopment Agency. 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.

J. *Neighborhood/Special District:* Mixed-use category allowing residential, commercial, and recreation land uses such that a functional vertical or horizontal mix of uses is achieved. Developments shall include a mix of residential and commercial or office. Uses may be mixed within a single building and on a single site provided that impacts from differing uses are mitigated through urban design techniques. Also, public facilities and electric distribution substations are allowed.

K. *East Stuart District:* General uses permitted include low density residential, multi-family residential, office, commercial, recreation and mixed-use projects. Also, public facilities and electric distribution substations are allowed.

L. *Conservation:* The purpose[s] of the conservation category include: to conserve and protect natural resources including wetlands, floodplains, unique native vegetation, and habitat of listed species; to provide flood control; and to provide a general open space amenity. Uses allowed include passive recreation support facilities and other public facilities and utilities which do not conflict with the purpose of this land use category.

M. *Marine/Industrial:* Waterfront district which permits continuation of industrial/marine uses while encouraging mixed use development including multi-family residential; commercial; office; lodging; marinas; and civic uses. Also, public facilities and electric distribution substations are allowed.

Policy 1.A7.2. Gross densities, gross intensities and proportional use amounts for each land use category are established in the "Table of Land Use Densities and Intensities" that is adopted as part of this element. In order to promote the efficient use of land and to provide an attainable housing stock (Policy 3.A2.6. Housing opportunities), the City's Land Development code shall provide adjustment, through the urban planned unit development process, to accommodate smaller residential units and allow smaller housing units to be calculated at 0.5 density per unit.for units less than 900 sq.ft and 0.75 density per units for units less than 1100 sq.ft.

TABLE OF LAND USE DENSITIES AND INTENSITIES

		Residential			Non-Residential			
			UPUD, RPUD or Major UCE [2]					
Land Use Category	In/Out CRA [1]	General	Not ALF [4]	ALF	% Residential	General	>2.0 FAR [3]	% Non-residential
Low Density Residential	NA	<8.72 du/ac to 11.62 du/ac [5]	<8.72 du/ac to 11.62 du/ac [5]	none	95-100%	<0.75 FAR		0—5%
Multi-Family Residential	In	<15 du/ac	<30 du/ac	<30 du/ac	70—100%	<3.0 FAR	<20 ac	0—30%
	Out	<10 du/ac to 11.62 du/ac [9]	<30 du/ac	<30 du/ac	70—100%	<0.5 FAR		0—30%
Commercial	In	<15 du/ac	<15	<30 du/ac	0—15%	<3.0 FAR	<50 ac	85—100%

	Out	<10 du/ac	<10	<30 du/ac	0—15%	<1.5 FAR		85—100%
Office/Residential	In	<15 du/ac	<30 du/ac	<30 du/ac	0—25%	<3.0 FAR	<10 ac	75—100%
	Out	<10 du/ac to 11.62 du/ac [9]	<30 du/ac	<30 du/ac	0—25%	<1.5 FAR		75—100%
Industrial	In	None			0%	<3.0 FAR	<10 ac	100%
	Out	None			0%	<1.0 FAR		100%
Public		None			0%	<1.0 FAR		100%
Institutional		<10 du/ac	<30 du/ac	<30 du/ac	0%	<0.75 FAR		100%
Recreation		None				<0.5 FAR		100%
Downtown Redevelopment		<15 du/ac [8]	<30 du/ac	<30 du/ac	0—70%	<4.0 FAR	<50 ac	0—70% [6]
Neighborhood/Special District	In	<15 du/ac		<30 du/ac	30—90%	<3.0 FAR	<10 ac	10—70%
	Out	<15 du/ac		<30 du/ac	30—90%	<2.0 FAR		10—70%
East Stuart	NA	<17 du/ac	<3017 du/ac	<30 du/ac	70—100%	<1.5 FAR		0—30%
Conservation		None			0%	<10% ISR		100%
Marine/Industrial		<15 du/ac	<15 du/ac	NA	0—25%	<3.0 FAR	<5 ac	0—75%

[1] CRA = Community Redevelopment Agency. A delineated area.

[2] RPUD = Residential Planned Unit Development; Major UCCU = Major Urban Code Conditional Use.

[3] The total number of acres in developments approved and constructed after the policy effective date that exceed 2.0 FAR shall not exceed the specified amount.

[4] ALF = Assisted Living Facility

[5] This designation is intended for parcels that are suited for single family attached and detached and duplex development ranging in density from 8.72 for single family units to 11.62 for duplex units.

[6] Recreation uses shall not exceed 25 percent of the land area.

[7] ISR = Impervious surface ratio. Not to exceed 10,000 square feet for any contiguous parcel.

[8] Shall be interpreted on an Urban Subdistrict basis within the CRA (including Urban Neighborhood, Urban General, Urban Center, Urban Waterfront, and Urban Highway).

[9] This designation is intended for parcels that are suited for single family attached and detached, duplex and multi-family development ranging in density from 10 for single family units to 11.62 for multi-family and duplex units.

Note: Throughout the City, properties located in the Coastal High Hazard Area (CHHA), as identified on the future land use map in the Coastal Element of the Comprehensive Plan, are limited to 15 dwelling units per acre unless the applicant can demonstrate to comply with Florida Statute 163.3178 (9)(a)1,2 and 3. ALFs shall continue to be prohibited within the Coastal High Hazard Area.

Policy 1.A7.3. The term "mixed use project" means one which allows for a mix of residential, non-residential and recreational land uses such that a functional vertical or horizontal mix of uses is achieved. These uses may be mixed within a single building or on a single site, providing that any impacts are mitigated through urban design techniques.

Policy 1.A7.4. The City will establish and monitor land use tracking and monitoring procedures to ensure that the specified proportions and acreage limitations are not exceeded and that plan amendments will be adopted in a timely manner if development does not occur as expected and desired.

Policy 1.A7.5. Properties that are annexed into the City shall be given a City land use designation as soon as possible after the annexation is finalized.

Policy 1.A7.6. It is the policy of the City of Stuart that neither the provisions of this Comprehensive Plan nor the Land Development Code shall deprive a property owner of all reasonable economic use of a parcel of real property, unless it is the intent of the City to exercise its eminent domain authority. Accordingly, the City recognizes the effectiveness of F.S. § 70.001 (Bert J. Harris, Jr. Act), in assuring that any potential total "taking" of property rights by the City of Stuart is properly identified and that all total private property rights takings are given an opportunity for adequate compensation, if required by law and requested by the property owner.

The relief to which an owner may be entitled shall be any one or more of the following:

a) Granting of a permit for development;

Land Use: 820
Shopping Center (>150k)

Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has at least 150,000 square feet of gross leasable area (GLA). It often has more than one anchor store. Various names can be assigned to a shopping center within this size range, depending on its specific size and tenants, such as community center, regional center, superregional center, fashion center, and power center.

A shopping center of this size typically contains more than retail merchandising facilities. Office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities are common tenants.

A shopping center of this size can be enclosed or open-air. The vehicle trips generated at a shopping center are based upon the total GLA of the center. In the case of a smaller center without an enclosed mall or peripheral buildings, the GLA is the same as the gross floor area of the building.

The 150,000 square feet GLA threshold value between community/regional shopping center and shopping plaza (Land Use 821) is based on an examination of trip generation data. For a shopping plaza that is smaller than the threshold value, the presence or absence of a supermarket within the plaza has a measurable effect on site trip generation. For a shopping center that is larger than the threshold value, the trips generated by its other major tenants mask any effects of the presence or absence of an on-site supermarket.

Shopping plaza (40-150k) (Land Use 821), strip retail plaza (<40k) (Land Use 822), and factory outlet center (Land Use 823) are related uses.

Additional Data

Many shopping centers—in addition to the integrated unit of shops in one building or enclosed around a mall—include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied include peripheral buildings, it can be assumed that some of the data show their effect.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Maryland, Massachusetts, Michigan, Minnesota, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Tennessee, Texas, Vermont, Virginia, Washington, West Virginia, and Wisconsin.

Source Numbers

77, 110, 154, 156, 159, 190, 199, 202, 204, 213, 251, 269, 294, 295, 299, 304, 305, 307, 308, 309, 311, 314, 315, 316, 317, 319, 365, 385, 404, 414, 423, 442, 446, 562, 629, 702, 715, 728, 868, 871, 880, 899, 912, 926, 946, 962, 973, 974, 978, 1034, 1040, 1067

Shopping Center (>150k)
(820)

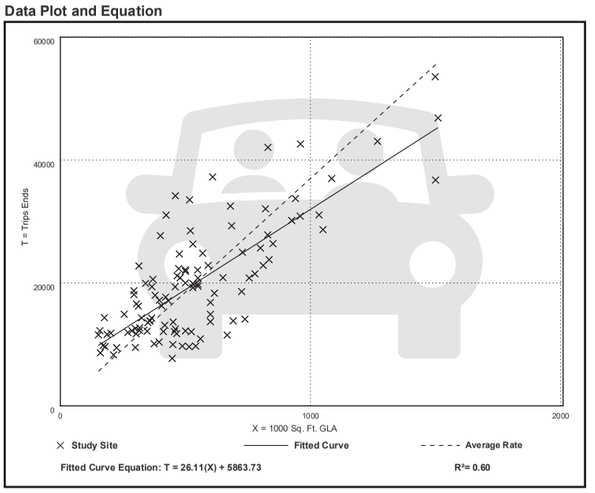
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 108
Avg. 1000 Sq. Ft. GLA: 538
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.01	17.27 - 81.53	12.79

Data Plot and Equation



Fitted Curve Equation: T = 26.11(X) + 5863.73 **R^2= 0.60**

Shopping Center (>150k)
(820)

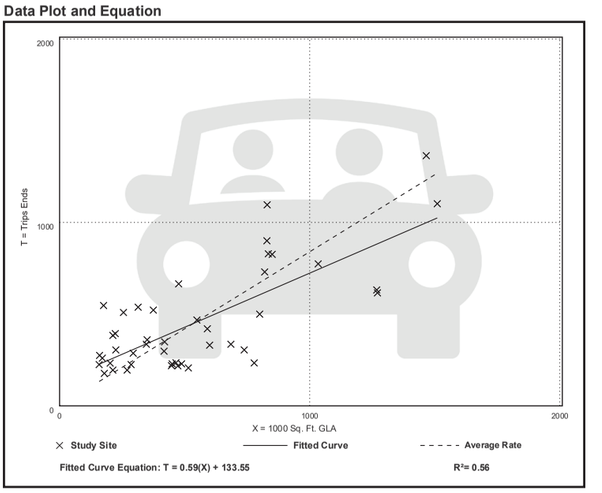
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban
Number of Studies: 44
Avg. 1000 Sq. Ft. GLA: 546
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.84	0.30 - 3.11	0.42

Data Plot and Equation



Fitted Curve Equation: T = 0.59(X) + 133.55 **R^2= 0.56**

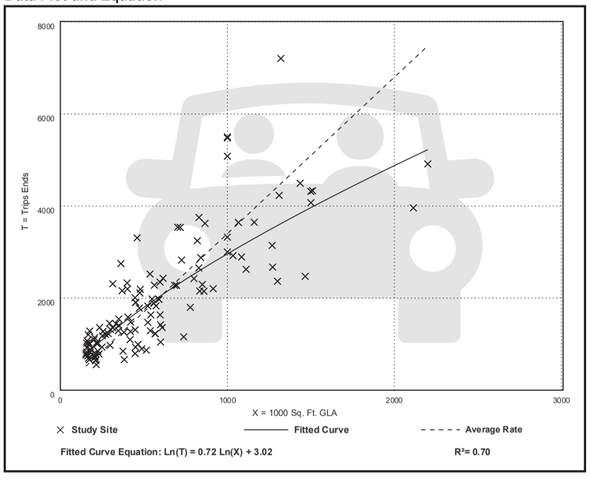
Shopping Center (>150k)
(820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 126
Avg. 1000 Sq. Ft. GLA: 581
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.40	1.57 - 7.58	1.26

Data Plot and Equation



Vehicle Pass-By Rates by Land Use
Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	820
Land Use	Shopping Center (> 150k)
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	16 Sites with GLA between 300 and 900k
Average Pass-By Rate	8 Sites with GLA between 150 and 300k: 34 19% for Sites with GLA between 150 and 300k: 35 29% for Sites with GLA between 300 and 900k: 28
	Pass-By Characteristics for Individual Sites

GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips		Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
213	Florida	1990	312	28	31	41	72	—	33
225	Illinois	1994	264	35	32	33	65	1970	24
227.9	Kentucky	1993	—	34	35	31	66	—	34
235	Kentucky	1993	211	35	29	36	65	2593	2
255	Iowa	1994	222	23	38	39	77	3706	24
256	Connecticut	1994	208	27	51	22	73	3422	24
293	Illinois	1994	282	24	70	6	76	4606	13
294	Pennsylvania	1994	213	24	48	18	76	4055	24
350	Massachusetts	1994	224	18	45	37	82	2112	24
361	Virginia	1994	315	17	54	29	83	2034	24
375	North Carolina	1994	214	29	48	23	71	2053	24
413	Texas	1994	228	28	51	21	72	589	24
418	Maryland	1994	281	20	50	30	80	5610	24
450	California	1994	321	23	49	28	77	2787	24
476	Washington	1994	234	25	53	22	75	3427	24
488	Texas	1994	257	12	75	13	88	1094	13
560	Virginia	1994	437	19	49	32	81	3051	24
581	Colorado	1994	296	18	53	29	82	2939	24
598	Colorado	1994	205	17	55	28	83	3840	24
633	Texas	1994	257	10	64	26	90	—	24
667	Illinois	1994	200	16	53	31	84	2770	24
738	New Jersey	1994	283	13	75	12	87	8059	24
800	California	1994	205	21	51	28	79	7474	24
808	California	1994	240	13	73	14	87	4035	24

Land Use: 221
Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (mid-rise) (Land Use 226), and mid-rise residential with ground-floor commercial (Land Use 231) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Utah, and Virginia.

Source Numbers

168, 188, 204, 305, 306, 321, 818, 857, 862, 866, 901, 904, 910, 949, 951, 959, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1056, 1057, 1058, 1071, 1076

Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

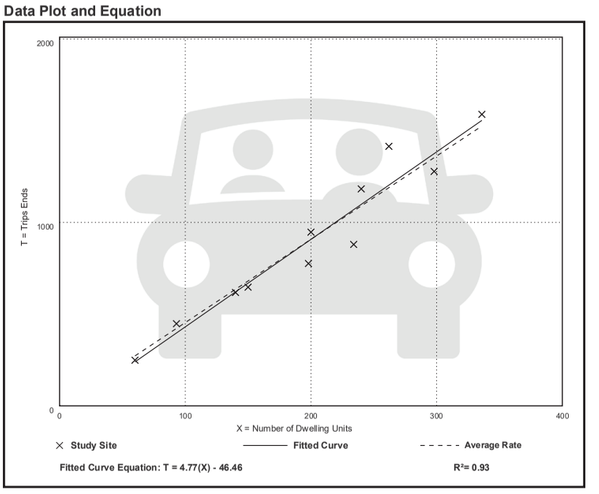
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Dwelling Units: 201
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



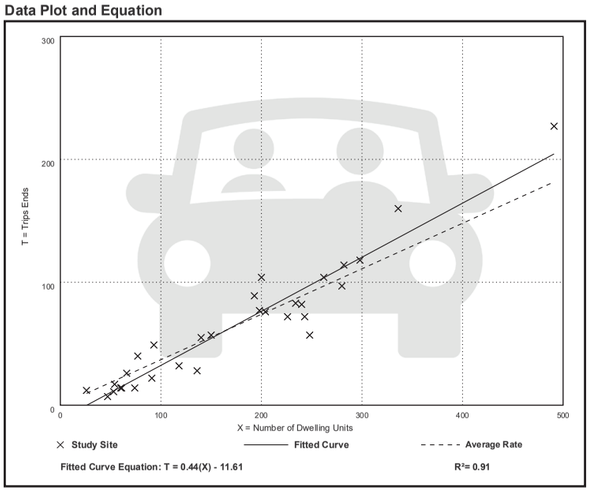
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 30
Avg. Num. of Dwelling Units: 173
Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



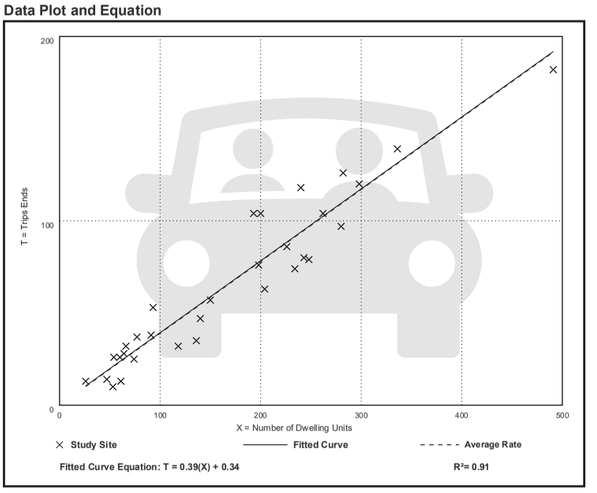
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. Num. of Dwelling Units: 169
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



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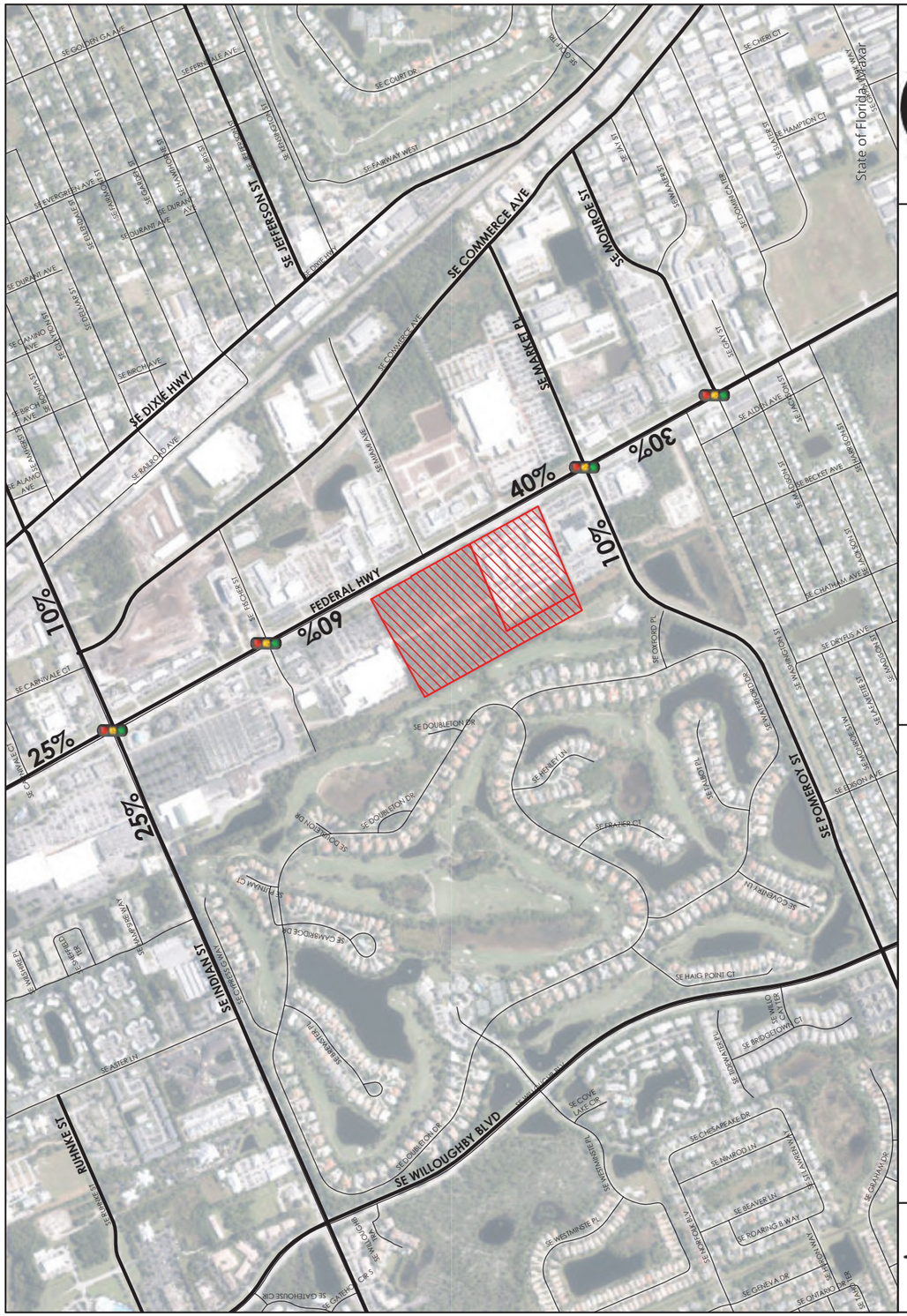

FIGURE 2:
TRAFFIC ASSIGNMENT
EDEN MAR STUART

JFO GROUP INC

Exhibit 4
Page 5

2023-09-08_Eden Mar Stuart_FLUA_1033.03

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Kimley»Horn

To: Jodi Nentwick-Kugler
Director of Development
City of Stuart

From: Alex Memering, P.E. ARM
Kimley-Horn and Associates, Inc.

Simone Burns SRB
Kimley-Horn and Associates, Inc.

Date: July 6, 2023

Re: **Eden Multi-Family MAR-Stuart**
Review of Future Land Use Amendment Traffic Analysis

Kimley-Horn has reviewed the Future Land Use Amendment Traffic Analysis (dated September 12, 2022) prepared by JFO Group, Inc. related to the above-mentioned project. Please find our review comments below pertaining to the development's parking and impacts to adjacent transportation facilities.

1. Please state the anticipated buildout date within the report.
2. Please provide daily and peak hour existing, background, and buildout study area roadway capacity analysis tables using the proposed future land use project traffic estimates and the 2022 Martin County Roadway LOS Inventory Report. Please use the growth rate provided in the Martin County Roadway LOS Inventory Report to estimate the background volumes along the study roadway segment. Please include the following roadway segments:
    - SR-5 (US-1) from Monroe Street to Indian Street
    - Pomeroy Street from Willoughby Boulevard to SR-5
    - Market Place from SR-5 to Commerce Avenue
    - Indian Street from Willoughby Boulevard to SR-5
    - Indian Street from SR-5 to Commerce Avenue
    - Commerce Avenue from Monroe Street to Indian Street
    - Willoughby Boulevard from Pomeroy Street to Indian Street
    - SR-76 (Kanner Highway) from Salerno Road to Indian Street
3. Please include a project distribution for the roadway segments within the study area.

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.

kimley-horn.com | 189 South Orange Avenue, Suite 1000, Orlando, Florida 32801 | 407 898 1511

JFO GROUP INC
Traffic Engineering • Transportation Planning
www.jfogroupinc.com

Eden Multi-Family MAR-Stuart
Review of Future Land Use Amendment Traffic Analysis
Date: July 6, 2023

Kimley-Horn has reviewed the Future Land Use Amendment Traffic Analysis (dated September 12, 2022) prepared by JFO Group, Inc. related to the above-mentioned project. Please find our review comments below pertaining to the development's parking and impacts to adjacent transportation facilities.

1. Please state the anticipated buildout date within the report.

    [JFO->] *Future Land Use Amendment Traffic Analysis has been revised accordingly. Project build-out is expected in the year 2026. Please see Future Land Use Amendment Traffic Analysis dated September 7, 2023.*

2. Please provide daily and peak hour existing, background, and buildout study area roadway capacity analysis tables using the proposed future land use project traffic estimates and the 2022 Martin County Roadway LOS Inventory Report. Please use the growth rate provided in the Martin County Roadway LOS Inventory Report to estimate the background volumes along the study roadway segment. Please include the following roadway segments:
    - SR-5 (US-1) from Monroe Street to Indian Street
    - Pomeroy Street from Willoughby Boulevard to SR-5
    - Market Place from SR-5 to Commerce Avenue
    - Indian Street from Willoughby Boulevard to SR-5
    - Indian Street from SR-5 to Commerce Avenue
    - Commerce Avenue from Monroe Street to Indian Street
    - Willoughby Boulevard from Pomeroy Street to Indian Street
    - SR-76 (Kanner Highway) from Salerno Road to Indian Street

    [JFO->] *As shown in the Future Land Use Amendment Traffic Analysis originally prepared on September 19, 2022 and subsequently revised on September 7, 2023, the proposed Future Land Use amendment from Commercial to Neighborhood/Special District on ±22.7 acres will not be expected to generate additional daily or peak hour traffic. Therefore, Long Range traffic analysis is not required. Please note that a separate Traffic Impact Analysis based on the proposed development and associated with the Site Plan application was prepared on September 30, 2022 and subsequently revised on September 8, 2023.*

3. Please include a project distribution for the roadway segments within the study area.

    [JFO->] *Future Land Use Amendment Traffic Analysis has been revised accordingly. Exhibit 4 of the Future Land Use Amendment Traffic Analysis revised on September 7, 2023 includes a copy of the project distribution from the Traffic Impact Analysis associated with the Site Plan application, revised on September 8, 2023.*

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Exhibit 13: Traffic Review

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Kimley»Horn

To: Jodi Nentwick-Kugler
Director of Development
City of Stuart

From: Alex Memering, P.E. ARM
Kimley-Horn and Associates, Inc.

Simone Burns SRB
Kimley-Horn and Associates, Inc.

Date: December 21, 2022

Re: **Eden Multi-Family MAR-Stuart**
Review of Trip Generation Chart

Kimley-Horn has reviewed the Trip Generation Chart (dated September 12, 2022) prepared by JFO Group, Inc. related to the above-mentioned project. Please find our review comments below pertaining to the development's parking and impacts to adjacent transportation facilities.

1. Please provide the Future Land Use (FLU) analysis within a traffic impact statement. It should be noted that this analysis shall include the maximum densities allowed within each future land use. If the proposed FLU designation generates less traffic than what is currently approved, a trip generation table showing reductions of traffic is acceptable.

2. Please revise the pass-by percentages and volumes of ITE LUC 937 Coffee/Donut Shop with Drive-Through window to reflect the pass-by percentages of ITE LUC 938 in the trip generation chart. Please revise the net proposed traffic and net impact volumes accordingly in the trip generation chart.

3. Please confirm with City Staff that an updated site-specific traffic study based upon City of Stuart Land Development Code (LDC) Sec.4.05.02 is not required as the approved Marketplace of Stuart traffic analysis is from 2012.

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.

Eden Multi-Family MAR-Stuart
Review of Trip Generation Chart
Date: December 21, 2022

Kimley-Horn has reviewed the Trip Generation Chart (dated September 12, 2022) prepared by JFO Group, Inc. related to the above-mentioned project. Please find our review comments below pertaining to the development's parking and impacts to adjacent transportation facilities.

1. Please provide the Future Land Use (FLU) analysis within a traffic impact statement. It should be noted that this analysis shall include the maximum densities allowed within each future land use. If the proposed FLU designation generates less traffic than what is currently approved, a trip generation table showing reductions of traffic is acceptable.

   [JFO->] *A Future Land Use Amendment Traffic Analysis dated September 19, 2022 was submitted with the original application and reviewed by the City's traffic reviewer on July 6, 2023. The Future Land Use Amendment Traffic Analysis was revised on September 7, 2023 to incorporate the City's review from July 6, 2023 and included in this resubmittal. The proposed Future Land Use amendment from Commercial to Neighborhood/Special District on ±22.7 acres will not be expected to generate additional daily or peak hour traffic. Exhibit 12 of the Traffic Impact Analysis revised on September 8, 2023 includes a copy of the FLU Traffic Analysis.*

2. Please revise the pass-by percentages and volumes of ITE LUC 937 Coffee/Donut Shop with Drive-Through window to reflect the pass-by percentages of ITE LUC 938 in the trip generation chart. Please revise the net proposed traffic and net impact volumes accordingly in the trip generation chart.

   [JFO->] *Traffic Impact Analysis has been revised accordingly. Exhibit 3 of the Traffic Impact Analysis revised on September 8, 2023 includes pass-by percentages for ITE LUC 938.*

3. Please confirm with City Staff that an updated site-specific traffic study based upon City of Stuart Land Development Code (LDC) Sec.4.05.02 is not required as the approved Marketplace of Stuart traffic analysis is from 2012.

   [JFO->] *At the time of this resubmittal, we had not heard from the City if a site-specific traffic study was required. In order to be proactive and given the changes to the proposed intensities included in the proposed site plan and review comment #2 above, a revised Traffic Impact Analysis associated with the Site Plan application was revised on September 8, 2023 and included in this resubmittal. Please note that the Eden Mar Stuart project will generate less traffic than the approved Marketplace of Stuart project. See below.*

Marketplace of Stuart Vs Eden Mar Stuart
[ITE Trip Generation Manual 11th Edition]

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
MARKETPLACE OF STUART [ORDINANCE 2244-2012]								
Shopping Center (ITE 821)	140,000 SF	2,368	116	43	159	83	124	207
Pass-By	40 %	(5,292)	(122)	(76)	(198)	(243)	(263)	(506)
Net Vested Traffic		***2,368***	***116***	***43***	***159***	***83***	***124***	***207***
EDEN MAR STUART								
Eden Mar Stuart (Net Proposed Traffic)		***3,345***	***122***	***119***	***241***	***144***	***153***	***297***
Net Impact		***(4,592)***	***(62)***	***7***	***(55)***	***(220)***	***(241)***	***(461)***

Kimley»Horn

To: Kristopher McCrain
Principal Planner
City of Stuart Development Department

From: Alex Memering, P.E. ARM
Kimley-Horn and Associates, Inc.

Alex Campano, E.I. ADC
Kimley-Horn and Associates, Inc.

Date: November 16, 2023

Re: **Eden Multi-Family MAR-Stuart**
2nd Review of Traffic Impact Analysis

Kimley-Horn has reviewed the Traffic Impact Analysis (revised September 8, 2023) prepared by JFO Group, Inc. related to the above-mentioned project. Please find our review comments below pertaining to the development's impacts to adjacent transportation facilities.

1. Please utilize the observed turning movement counts (TMCs) to determine the trip generation for the existing automobile sales facility.

2. Please verify pass-by traffic volumes were added (or subtracted) for the intersection analysis correctly.

3. Please provide recommended improvements for the northbound left movement (buildout v/c > 1) at the directional median opening on SR 5 serving the proposed development.

4. Please assign some of the northbound left background vehicles to the northbound U-turn movement based on the assumption some would access the two existing automobile dealerships using the directional median opening on SR 5. Some of the background U-turn vehicles may make a northbound left to utilize the new shared connection between the proposed development and the existing dealership.

5. Please note coordination with FDOT will be needed since the proposed development accesses a state road.

6. Please clarify what "Major Project Traffic" refers to in the intersection volume development sheets (IVDs).

7. Please verify the following within the intersection analysis Synchro outputs:
   - Geometry
   - Signal timings
   - Signal phasing (ie right turn overlap, protected only left turn movements)
   - Lead/Lag
   - Vehicle Extensions

- Recall mode
- Offsets
- Peak hour factors (PHF)
- Heavy vehicle percentages
- Speed limits

8. Please remove/turn off the pedestrian timings for the intersection analysis.

9. Please provide recommended improvements for (background and buildout) turn lane length deficiencies and operational deficiencies (ie v/c > 1, LOS F).

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.

Eden Multi-Family MAR-Stuart
2nd Review of Traffic Impact Analysis
Date: November 16, 2023

Kimley-Horn has reviewed the Traffic Impact Analysis (revised September 8, 2023) prepared by JFO Group, Inc. related to the above-mentioned project. Please find our review comments below pertaining to the development's impacts to adjacent transportation facilities.

1. Please utilize the observed turning movement counts (TMCs) to determine the trip generation for the existing automobile sales facility.

   [JFO->] *Traffic Impact Analysis has been revised accordingly. Exhibit 3 (Page 33 of 206) of the Traffic Impact Analysis revised November 30, 2023 includes trip generation rate calculations for the existing automobile sales facility using turning movement counts (TMCs).*

2. Please verify pass-by traffic volumes were added (or subtracted) for the intersection analysis correctly.

   [JFO->] *Pass-by traffic volumes were added and subtracted correctly for the intersection analyses. Please note that for driveway analyses, net trips were use for NB/SB trips on US-1 and external trips were used for driveway volumes. Table 2 (Page 7 of 206) shows both net and external trips calculations accordingly.*

3. Please provide recommended improvements for the northbound left movement (buildout v/c > 1) at the directional median opening on SR 5 serving the proposed development.

   [JFO->] *Exhibit 10 (Page 175 of 206) of the Traffic Impact Analysis revised November 30, 2023 includes a conceptual approval from FDOT for the proposed driveway configuration which includes a new driveway that will align with the northbound left movement at the existing (and to remain) directional median opening on SR 5. As shown in the conditions of approval, once the Traffic Study is approved by the City, it will be forwarded to FDOT to implement the length of the northbound left turn lane calculated in the traffic study. As shown in the Traffic Impact Analysis revised November 30, 2023 (Page 129 of 206), the northbound left turn lane at the new proposed driveway should be ≈ 545 feet (135' declaration + 50' Taper+ 360' Queuing). Therefore, as shown in Table 7 (Page 17 of 206), it is recommended to extend the existing northbound left turn lane at US-1 & Miami Avenue by an additional 200 feet or as approved/required by FDOT.*

4. Please assign some of the northbound left background vehicles to the northbound U-turn movement based on the assumption some would access the two existing automobile dealerships using the directional median opening on SR 5. Some of the background U-turn vehicles may make a northbound left to utilize the new shared connection between the proposed development and the existing dealership.

   [JFO->] *Traffic Impact Analysis has been revised accordingly. As part of a conservative analysis, page 121 of 206 shows that northbound left/U-turn traffic at the directional median was calculated based on project gross trips.*

5. Please note coordination with FDOT will be needed since the proposed development accesses a state road.

   [JFO->] *Noted. Exhibit 10 (Page 175 of 206) of the Traffic Impact Analysis revised November 30, 2023 includes a conceptual approval from FDOT for the proposed driveway configuration.*

6. Please clarify what "Major Project Traffic" refers to in the intersection volume development sheets (IVDs).

   [JFO->] *Traffic Impact Analysis has been revised to remove the "Major Project Traffic" row from the intersection volume development sheets. This row was a place holder in case the city was to provide other vested projects to be added to the background traffic. Background traffic was calculated using the calculated growth rate included in Exhibit 6 of the Traffic Impact Analysis revised November 30, 2023.*

7. Please verify the following within the intersection analysis Synchro outputs:
   - Geometry
   - Signal timings
   - Signal phasing (ie right turn overlap, protected only left turn movements)
   - Lead/Lag
   - Vehicle Extensions
   - Recall mode
   - Offsets
   - Peak hour factors (PHF)
   - Heavy vehicle percentages
   - Speed limits

   [JFO->] *Synchro inputs were verified and revised accordingly in all scenarios to reflect the signal timings from Martin County Traffic. HCM 7 default values were used for inputs not included in the signal timing sheets and/or from the field data collection. As part of a conservative analysis, PHF from existing counts were used for buildout conditions with and without project.*

8. Please remove/turn off the pedestrian timings for the intersection analysis.

   [JFO->] *Traffic Impact Analysis has been revised accordingly.*

9. Please provide recommended improvements for (background and buildout) turn lane length deficiencies and operational deficiencies (ie v/c > 1, LOS F).

   [JFO->] *Traffic Impact Analysis has been revised. Table 4 (Page 13 of 206) summarizes V/C at build-out conditions for all signalized intersections with and without project while Table 5 (Page 14 of 206) summarizes V/C for unsignalized intersections. As can be seen in Table 4 and Table 5, the proposed EDEN Multi-Family MAR Stuart project is not causing any V/C ratios to be more than 1.0. According to Florida Statue Section §163.3180 (2016), project cannot be denied concurrency for failure to demonstrate adequate public roadway facilities. The statutory scheme states that any road already failing must be "considered to be in place" for concurrency purposes. Therefore, according to Florida Statues, for Concurrency purposes any necessary improvements are considered to be in place. Similarly, while the V/C at the existing northbound left turn lane at US-1 & Miami Avenue is more than 1.0, the project is proposing to extend the turn lane by an additional 200 feet or as approved/required by FDOT in order to avoid blocking the westernmost northbound through lane on SR 5.*

Kimley»Horn

To: Kristopher McCrain
Principal Planner
City of Stuart Development Department

From: Alex Memering, P.E.
Kimley-Horn and Associates, Inc. ARM

Alex Campano, E.I.
Kimley-Horn and Associates, Inc. ADC

Date: November 16, 2023

Re: **Eden Multi-Family MAR-Stuart**
Final Review of Future Land Use Amendment Traffic Analysis

Kimley-Horn has reviewed the future land use amendment traffic analysis (revised September 7, 2023) prepared by JFO Group, Inc. related to the above-mentioned project. The maximum development potential of the proposed land use change consists of +/- 1.38 million square feet of commercial retail and 102 multifamily dwelling units. The project is located northwest of the Pomeroy Street at SR 5 intersection in the City of Stuart.

The total trip generation potential results in a decrease of 2,501 daily, 34 AM peak hour (34 entering / 0 exiting), and 232 PM peak hour (107 entering / 152 exiting) net new trips. Access to the site is proposed via two existing right-in right-out driveways (adjacent parcels to the north [Lowe's] and south [Maserati auto dealership]) and the existing Miami Avenue directional median opening.

The analysis determined the net reduction in trips resulting from the proposed land use change, analysis of the roadway segments was not necessary since the proposed change resulted in a decrease in trips generated.

Thank you for the opportunity to assist City of Stuart in reviewing this project. Please contact us if you have any questions or need additional information.

Kimley»Horn

To: Kristopher McCrain
Principal Planner
City of Stuart Development Department

From: Alex Memering, P.E.
Kimley-Horn and Associates, Inc. ARM

Alex Campano, E.I.
Kimley-Horn and Associates, Inc. ADC

Date: January 12, 2024

Re: **Eden Multi-Family MAR-Stuart**
3rd Review of Traffic Impact Analysis

Kimley-Horn has reviewed the Traffic Impact Analysis (revised November 30, 2023) prepared by JFO Group, Inc. related to the above-mentioned project. Please find our review comments below pertaining to the development's impacts to adjacent transportation facilities.

1. Please add 40% of egress pass-by project traffic to the Pomeroy Street at US 1 southbound left movement. Please note when pass-by traffic exits the traffic stream the through volumes should be reduced, additionally when egress pass-by vehicles exit the project driveways they must U-turn in order to continue northbound. Therefore, 40% of egress pass-by traffic should make a southbound U-turn movement at the Pomeroy Avenue at US 1 intersection to then continue northbound.

2. Please assign 75% of the background northbound left movement to U-turns for the Miami Avenue at US 1 intersection based on the assumption 50% will continue to the Ford dealership, 25% will utilize the existing driveway, and 25% will enter via the proposed driveway.

3. Please verify/update the following Synchro inputs for the signalized study area intersections:
   - Indian Street at US 1
     - Southbound right permitted/overlap phasing
   - Pomeroy Street at US 1
     - Eastbound left and westbound left permitted/protected phases
     - Lead/lag phases per the provided signal timings

4. Please note for the unsignalized intersections the Synchro setting "Include Upstream Signal" should likely be utilized since the adjacent signalized intersections are coordinated.

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.

Eden Multi-Family MAR-Stuart
3rd Review of Traffic Impact Analysis
Date: January 12, 2024

Kimley-Horn has reviewed the Traffic Impact Analysis (revised November 30, 2023) prepared by JFO Group, Inc. related to the above-mentioned project. Please find our review comments below pertaining to the development's impacts to adjacent transportation facilities.

1. Please add 40% of egress pass-by project traffic to the Pomeroy Street at US 1 southbound left movement. Please note when pass-by traffic exits the traffic stream the through volumes should be reduced, additionally when egress pass-by vehicles exit the project driveways they must U-turn in order to continue northbound. Therefore, 40% of egress pass-by traffic should make a southbound U-turn movement at the Pomeroy Avenue at US 1 intersection to then continue northbound.

   [JFO->] *Traffic Impact Analysis has been revised accordingly. Page 153 of 214 of the Traffic Impact Analysis revised January 19, 2024 shows 40% of egress pass-by project traffic was added to the Pomeroy Street at US 1 southbound left movement.*

2. Please assign 75% of the background northbound left movement to U-turns for the Miami Avenue at US 1 intersection based on the assumption 50% will continue to the Ford dealership, 25% will utilize the existing driveway, and 25% will enter via the proposed driveway.

   [JFO->] *Traffic Impact Analysis has been revised accordingly. Page 121 of 214 of the Traffic Impact Analysis revised January 19, 2024 shows 75% of the background northbound left movement was assigned to U-turns for the Miami Avenue at US 1 intersection and 25% to the new northbound left movement.*

3. Please verify/update the following Synchro inputs for the signalized study area intersections:

   - Indian Street at US 1
     - Southbound right permitted/overlap phasing

     [JFO->] *Traffic Impact Analysis has been revised accordingly. Pages 91, 94, 97 and 100 of 214 of the Traffic Impact Analysis revised January 19, 2024 show the revised phasing for Indian Street at US 1.*

   - Pomeroy Street at US 1
     - Eastbound left and westbound left permitted/protected phases
     - Lead/lag phases per the provided signal timings

     [JFO->] *Traffic Impact Analysis has been revised accordingly. Pages 155, 158, 161 and 164 of 214 of the Traffic Impact Analysis revised January 19, 2024 shows the revised phasing for Pomeroy Street at US 1.*

4. Please note for the unsignalized intersections the Synchro setting "Include Upstream Signal" should likely be utilized since the adjacent signalized intersections are coordinated.

   [JFO->] *Traffic Impact Analysis has been revised accordingly. Pages 124, 127, 130, 133, 137, 139, 141, 143, 145, 147, 149, 151 of 214 of the Traffic Impact Analysis revised January 19, 2024 show the "Include Upstream Signal" Synchro setting "on".*

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JFO GROUP INC

Traffic Engineering & Transportation Planning

We specialize in **Traffic Engineering** and **Transportation Planning** solutions in the context of **Land Development** for both public and private clients. In addition to representing our clients and projects in municipalities and counties where our expertise is required, and in front of any applicable agencies such as Departments of Transportation, we have also worked on behalf of several agencies and municipalities. **JFO GROUP INC** holds Certificates of Authorization (COA) to practice Professional Engineering in the States of **Florida, Georgia, South Carolina** and **Alabama.**

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THE SCHOOL BOARD OF MARTIN COUNTY, FLORIDA
Facilities Department
District Office, 1939 SE Federal Highway, Stuart, FL 34994 ● Telephone (772) 219-1200 ex.30131

Martin County School District General School Capacity Analysis

This general analysis is completed to meet the development review policies specified in Section 6.2.6 of the Martin County, City of Stuart, and Martin County School Board Interlocal Agreement for School Facilities Siting and Planning, and Section 17.7 Public School Facilities Element of the Martin County Comprehensive Plan.

Project/ Applicant: Eden Multifamily MAR / MAR-STUART RETAIL II LLC/ Eden Multifamily, Santiago Vidal 561-797-4073, Todd Troxell 772-678-7200

Project Name: Eden Multifamily MAR

Parcel # - PCN: 38-38-41-025-000-00010-0

Date: 08/28/2024

Request: Request for a General School Capacity Analysis for Eden Multifamily MAR, 268 unit community on 35.07 acres, located on US Highway 1.

Student Generation Calculation:

Residential Units	249
Current Student Generation Rate	.1987
Elementary 61%	31
Middle 22%	11
High 17%	8
Total Forecasted Students	**50**

School Zone Enrollment & Permanent Capacity:
Enrollment Numbers below reported from FOCUS, Projections through School District CIP Application

CSA	2023-2024 (as of 02/09/24) Enrollment	2024-2025 COFTE Projected Enrollment	2024-2025 LOS Concurrency Capacity
Stuart Zone – Pinewood Elementary School	685	721	811
Stuart Zone –Stuart Middle School	800	825	1323
Stuart Zone – Martin County High School	2079	2322	2107

Comments: This General School Capacity Analysis shall be used in the evaluation of a development proposal but shall not provide a guarantee that the students from the above-referenced project will be assigned to attend the particular school(s) listed. The analysis indicates the elementary, middle and high school enrollment is projected to meet the Concurrency (LOS) Level of Service capacity.

A School Concurrency Review is completed for Final Site Plan applications that include residential units.

Facilities Department
Martin County School District
1939 SE Federal Highway
Stuart, Florida 34994
Ph. 772.219.1200 Ext 30131

Print Form

Martin County School Board
500 East Ocean Boulevard
Stuart, FL 34994

School Impact Worksheet

The purpose of this school impact worksheet is to assist in planning for future public school facility needs and concurrency requirements. It is to be completed for any proposed residential project, and residential rezoning, amendments to FLUM with residential components, and DRIs.

Date: _____
Parcel ID#: 38-38-41-025-000-00010-0
Project Name: Eden Multifamily/MAR Stuart
Former Project Name: _____
Owner/Developer: MAR-STUART RETAIL II LLC /
Contact Name/Number: Santiago Vidal 561-797-4073 Todd Troxell 772-678-7200
Total Project Acreage: 35.07
Year 1 of the Build-Out: _____

1. Please indicate the most likely build-out scenario. Show build-out by year and number of units/year.

Unit Type	Number of Units	First 5-year Period					Second 5- year Period				
		Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10
Single-family detached											
Multi-family	249	134	134								
Apartment											
Townhouse											
Other											

Note: If build-out is expected to go beyond the 10 year period above, please attach an additional table with build-out years until project completion.

2. Project number and type of residential dwelling units at build-out, as follows:

Unit Type	Number of Units	Typical Unit Floor Area (sq. ft.)	Estimated Price ($) Per Unit	Number Restricted to 55+ Age Group
Single-family detached				
Multi-family	249	946.5 s.f.	$464,826	0
Apartment				
Townhouse				
Other				

3. Please include a location map showing elementary, middle and high schools within a two-mile radius of the proposed project. If no schools are within a two-mile radius of the project, please indicate the nearest schools to the project.

Total Proposed Dwelling Units:
1 Bedroom Units 112 Units 749 s.f. typical
2 Bedroom Units 104 Units 1099 s.f. typical
3 Bedroom Units 33 Units 1393 s.f. typical

Site Data (Overall)

Total Site Area	35.07 Ac. / 1,527,818 sf
Ex. Developed Mar-Stuart Parcel	12.31 Ac. / 536,224 sf
North Vacant Parcel	22.76 Ac. / 991,594 sf
Zoning	CPUD
Existing Future Land Use	General Commercial
Proposed Future Land Use	General Commercial (12.31 Ac.) & Neighborhood Special District (22.76 Ac.)
Existing Use	Car Dealership / Vacant
Proposed Use	Car Dealership / Retail / Multi-family Residential
Proposed Max. Building Height	4-Stories / 47' (to highest top of parapet)
PCN:	38384102500000200 & 38384102500000100

Future Land Use: Intensity & FAR Data

Future Land Use	Total Site Area	Residential Area / %	Non-Residential Area / %	Total Bldg. Gross Floor Area	Floor Area Ratio
Commercial	12.31 Ac.	0.00 Ac. / 0%	12.31 Ac. / 100%	123,034 sf	0.23
Neighborhood Special District	22.76 Ac.	10.03 Ac. / 44%	12.73 Ac. / 56%	378,563 sf	0.38

Native Upland Preserve Data

Required Native Preserve Area	94, 525 sf / 2.17 Ac.
Provided Native Preserve Area	95,171 sf / 2.18 Ac.

Building Setbacks

Front Building Setback (East):	69' Min.	Side Building Setback (North):	67' Min.
Rear Building Setback (West):	172' Min.	Side Accessory Structure Setback (North): - Carport / Covered Parking	10' Min.
Side Building Setback (South):	53' Min.	Side Accessory Structure Setback (South): - Dumpster Enclosure	7' Min.

Open Space

Open Space Required:		381,955 sf	8.77 Ac. 25%
Open Space Provided:		401,824 sf	9.22 Ac. 26%
Dry / Bio Retention Areas	127,712 sf		
Native Preserve Area	95,171 sf		
Existing Canal Area	48,119 sf		
Landscape Buffers / Open Space Areas	130,822 sf		

Pervious Area (Includes Existing & Proposed)

Dry / Bio Retention Areas	127,712 sf	2.93 Ac.	8%
Native Preserve Area	95,171 sf	2.18 Ac.	6%
Existing Canal Area	48,119 sf	1.10 Ac.	3%
Landscape Buffers / Open Space Areas	130,822 sf	3.00 Ac.	9%
Parking Area Interior Landscape Areas	166,534 sf	3.83 Ac.	11%
Pervious Pavement (50% of 52,940 sf)	26,470 sf	0.61 Ac.	2%
Total:	594,828 sf	13.65 Ac.	39%

Impervious Area (Includes Existing & Proposed)

Total Building Coverage	241,377 sf	5.54 Ac.	16%
Existing Dealerships & Carwash (Includes Service Overhangs)	76,599 sf		
Proposed Dealerships & Carwash (Includes Service Overhangs)	57,074 sf		
Commercial Buildings (Includes Bldg. Overhang Feature)	21,022 sf		
Multi-family Apartment Buildings	75,813 sf		
Multi-family Clubhouse (Includes Bldg. Overhangs)	6,923 sf		
Multi-family Carports (Includes Both)	3,946 sf		
Vehicular Use Area	540,890 sf	12.42 Ac.	35%
Paved Areas / Walks / Pool	60,365 sf	1.39 Ac.	4%
Lake / Wet Pond (Control Elevation)	63,888 sf	1.46 Ac.	4%
Pervious Pavement (50% of 52,940 sf)	26,470 sf	0.61 Ac.	2%
Total:	932,990 sf	21.42 Ac.	61%

Multi-family Apartments

Maximum 30% Residential Area within CPUD (35.07 Ac. Total Site x 30%)	10.52 Ac. / 30%
Provided Residential Area within CPUD	10.03 Ac. / 29%

Density (based on the 22.76 Ac. Neighborhood Special District Land Use Designation)

Maximum Density	15 DU / Ac.
Proposed Density (249 Units / 22.76 Ac.)	10.94 DU / Ac.
Maximum Allowable Dwelling Units (15 DU / Ac. x 22.76 Ac.)	341 Units
Total Proposed Dwelling Units	249 Units
1 Bedroom Units	112 Units (45%)
2 Bedroom Units	104 Units (42%)
3 Bedroom Units	33 Units (13%)

Parking Data

	Required	Provided
1 Bedroom Units: (1.5 spaces per unit) 112 Units x 1.5 spaces	168 Spaces	168 Spaces
2 or more Bedroom Units: (2 spaces per unit) 137 Units x 2 spaces	274 Spaces	274 Spaces
Total Parking:	442 Spaces	* 442 Spaces

Handicap Parking (ADA Compliance, Section 208.2)

Required	Provided
9 Spaces	11 Spaces

9 Spaces Minimum per 401 - 500 Provided Spaces
* (Included as part of the total 442 provided spaces)

Bicycle Parking

Required	Provided
20 Spaces	24 Spaces (4 Total - 6 Bike Capacity Racks)

Commercial / Retail

Total Commercial Gross Floor Area:	21,022 sf
* Commercial Building A: Drive-Thru Restaurant	2,500 sf
* Commercial Building B & C: Retail / Restaurant	17,600 sf (8,800 sf per Bldg)
Commercial Building Overhang Feature	922 sf

Parking Data

	Required	Provided
Comm. Bldg A: Drive-Thru Restaurant (2,500 sf)		
1 Space per employee on largest shift	5 Spaces	5 Spaces
1 Space per 100 sf of service area (2,500 / 100)	25 Spaces	25 Spaces
Comm. Bldg B & C: Retail / Restaurant (17,600 sf)		
Retail - Strip Shopping Center: (1 Space per 250 sf) 17,600 sf of Strip Shopping Center / 250 sf	71 Spaces	109 Spaces
Total Parking:	101 Spaces	139 Spaces

* NOTE: Parking Requirement for any future uses may be calculated based on current ITE.

Handicap Parking (ADA Compliance, Section 208.2)

Required	Provided
5 Spaces	5 Spaces

5 Spaces Minimum per 101 - 150 Provided Spaces

Bicycle Parking

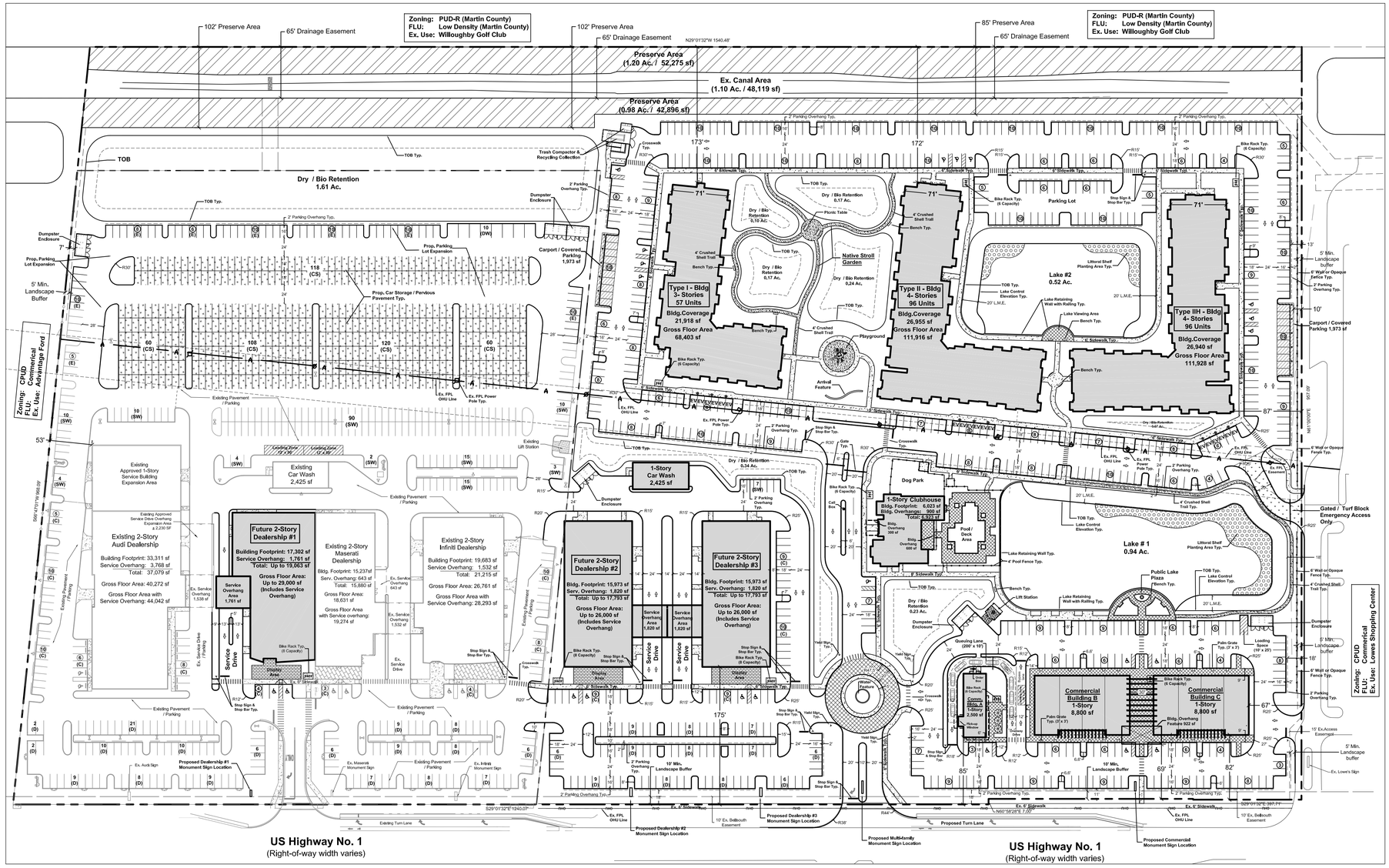
Required	Provided
8 Spaces	12 Spaces (2 Total - 6 Bike Capacity Racks)

2 per 1st 10 & 2 per each additional 30 Required Vehicular Parking Spaces

Off-street Loading (Small inventory commercial uses)

Required	Provided
1 Space	2 Spaces

1 loading space (10' x 25') per 5,000 - 80,000 sf of floor area.



Car Dealerships

Total / Max. Gross Floor Area:	Up to 172,609 sf
Existing Dealerships	91,609 sf (Includes Service Overhang)
Proposed Future Dealerships	Up to 81,000 sf (Includes Service Overhang)

Parking Data

	Required	Provided
Gross Floor Area of Sales / Leasing (2 per 1,000 sf): Existing Audi Dealership 16,834 sf; Existing Infiniti Dealership 15,350 sf; Existing Maserati Dealership 7,140 sf; * Proposed Future Dealerships (43,000 sf is the maximum amount of combined Sales/Leasing Area for all 3 proposed future dealerships) Up to 43,000 sf; Total Gross Floor Area of Sales / Leasing: 82,324 sf	165 Spaces	174 Spaces
Outdoor Display Area (1 per 4,500 sf): Outdoor display area = 38,232 sf / 4,500	9 Spaces	9 Spaces
Vehicles Displayed Outdoors (1 Space for each Vehicle):	227 Spaces	227 Spaces
Repair Bays (2 Spaces per Repair Bay): Existing Audi Dealership 28 Repair Bays (56 Spaces) (includes approved building expansion); Existing Infiniti Dealership 11 Repair Bays (22 Spaces); Existing Maserati Dealership 10 Repair Bays (20 Spaces); * Proposed Future Dealerships (36 repair bays is the maximum combined amount for all 3 proposed future dealerships) Up to 36 Repair Bays (72 Spaces); Total Repair Bays: 85 Repair Bays (85 x 2)	170 Spaces	170 Spaces
Total Parking:	571 Spaces	580 Spaces

* NOTE: Parking Requirement for future proposed dealerships may be calculated based on current ITE.

Handicap Parking (ADA Compliance, Section 208.2)

Required	Provided
12 Spaces	12 Spaces

2% Minimum of 501 - 1,000 Provided Spaces (580 provided spaces x 2%)

Car Storage & Detail / Wash Area Parking:

Car Storage Parking Provided: 466 Spaces — Detail / Wash Area Parking Provided: 10 Spaces

Bicycle Parking

Required	Provided
20 Spaces	24 Spaces (3 Total - 8 Bike Capacity Racks)

Waiver List

Car Dealership Loading Requirement

Required	Provided
4 Spaces	2 Spaces

LDC Section 6.01.18(B): 50,001- 80,000 sf of floor area.

Justification: A total of 4 loading spaces is overkill and not needed. We are providing two (2) 12' x 50' loading spaces in a centralized location which is directly adjacent to our car storage parking area. This location provides centrallized access that does not interfere or block vehicular, fire and emergency vehicle circulation.

Sign Design Standards (LDC Section 6.11.17: Design Standards Matrix)

Justification: Section 6.11.17 does not designate sign code standards for any PUD zoning districts. As part of this CPUD, we've provided sign design standards specific to this project which are based on Stuart's regulations for a standard commercial zoning district. We are only proposing to modify the monument sign quantity and separation requirements along US-1. The Subject property frontage along US-1 is 1,645 LF. Standard commercial zoning allows for one (1) Monument sign per 300 LF of frontage with a minimum 300 ft separation. This would be a total of 5,48 monument signs. As part of our CPUD, we are proposing (1) Monument sign per 200 LF of frontage with a minimum 100 ft separation. This would be a maximum of eight (8) total monument signs. There are three (3) existing monument signs along US-1 which are associated with the three (3) existing dealerships which are part of the Mar-Stuart CPUD. We are are proposing an additional five (5) monument signs. One (1) per each per each proposed dealership (3 total), one (1) for the Multi-family Residential component and one (1) for the Commercial / Retail Area.

Parking Stall Width Requirement

LDC Section 6.01.14. - Design standards for off-street parking

Justification: Section 6.01.14. requires all off-street parking stalls to have a minimum width of nine (9) feet. All proposed spaces that will be used by the general public as well as employee parking spaces comply with the minimum width. As part of the CPUD we are proposing 8.5' wide car storage and service waiting stall widths which are strictly used for the functionality of the dealership. This reduces pavement and is consistent with the existing car storage and service waiting shall widths which are currently constructed and were approved as part of the Mar-Sturat CPUD.

Dealership Parking Legend

(D)	Car Display Parking (236 Spaces) (9' x 18' or 9' x 16' with 2' overhang Typ.)	(E)	Employee Parking (69 Spaces) (9' x 18' or 9' x 16' with 2' overhang Typ.)	(CS)	Car Storage Parking (466 Spaces) (8.5' x 18' Typ.)
(C)	Customer Parking (105 Spaces) (9' x 18' Typ.)	(SW)	Service Waiting Parking (170 Spaces) (8.5' x 18' or 8.5' x 16' with 2' overhang Typ.)	(DW)	Detail / Wash Area Parking (10 Spaces) (14' x 18' Typ.)

Site Legend

	Pervious Pavement Typ.		Concrete Area Typ.		Preserve Area Typ.
	Paver Area Typ.		Turf Block Typ.		Littoral Shelf Planting Area Typ.
	Electrical Vehicle Station Typ.	EV	Electrical Vehicle Parking Typ.		

Location Map

SITE
SE Dixie Hwy
SE Ridgeway Dr
SE Doubloon Dr
SE Elsmere St
SE Hibiscus St
SE Monterey Rd
SE Commerce Ave
SE Mariner Cir
SE Mariner Pl
SE Mariner Sq
SE Mariner Sq Ct
SE Mariner Sq Pl
SE Osprey Pl
SE Osprey Ln
SE Osprey Ct
SE Osprey Cir
SE Osprey Dr
SE Osprey Pl
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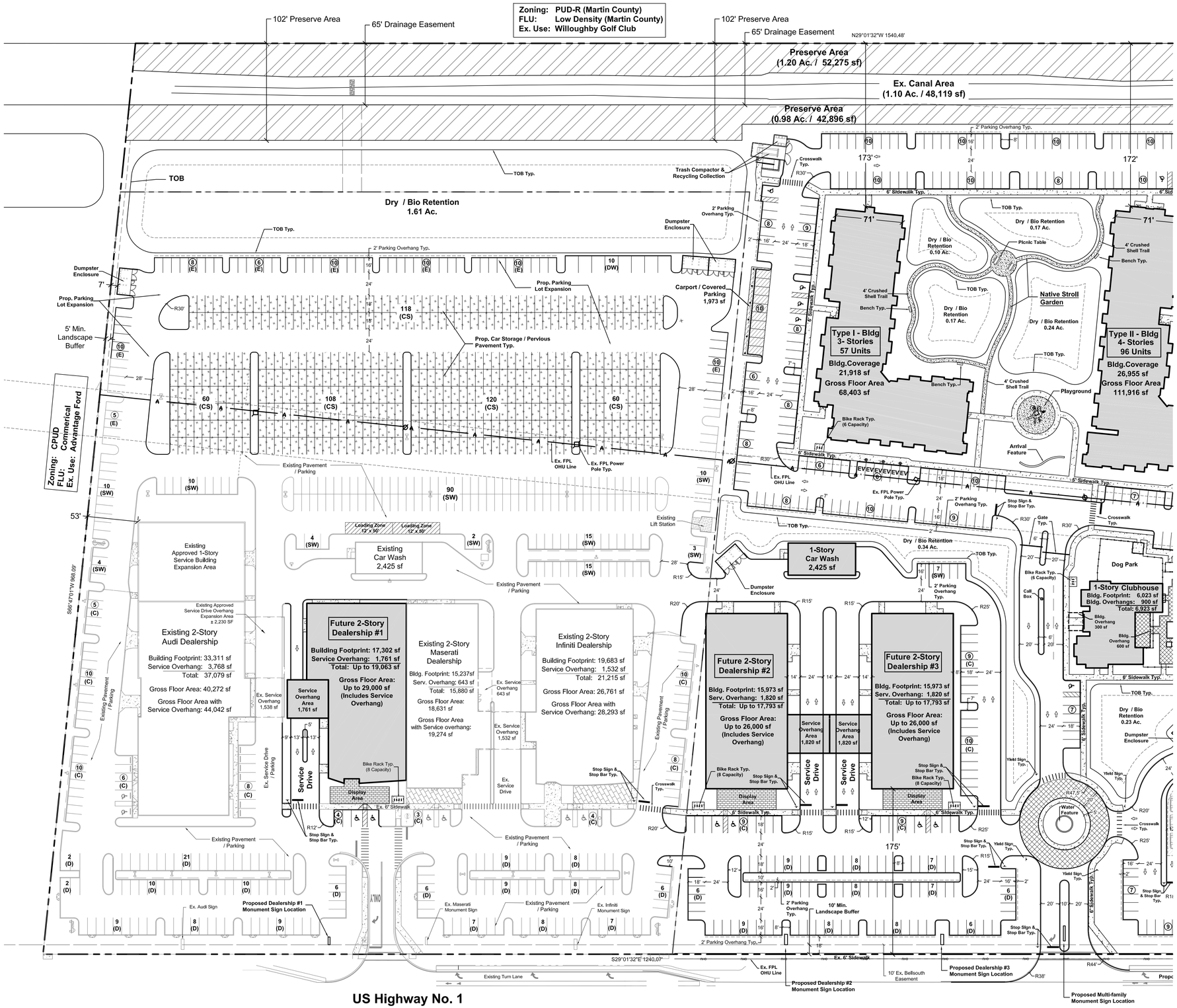

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Eden / Mar-Stuart

Florida

City of Stuart
CPUD Major Development Site Plan

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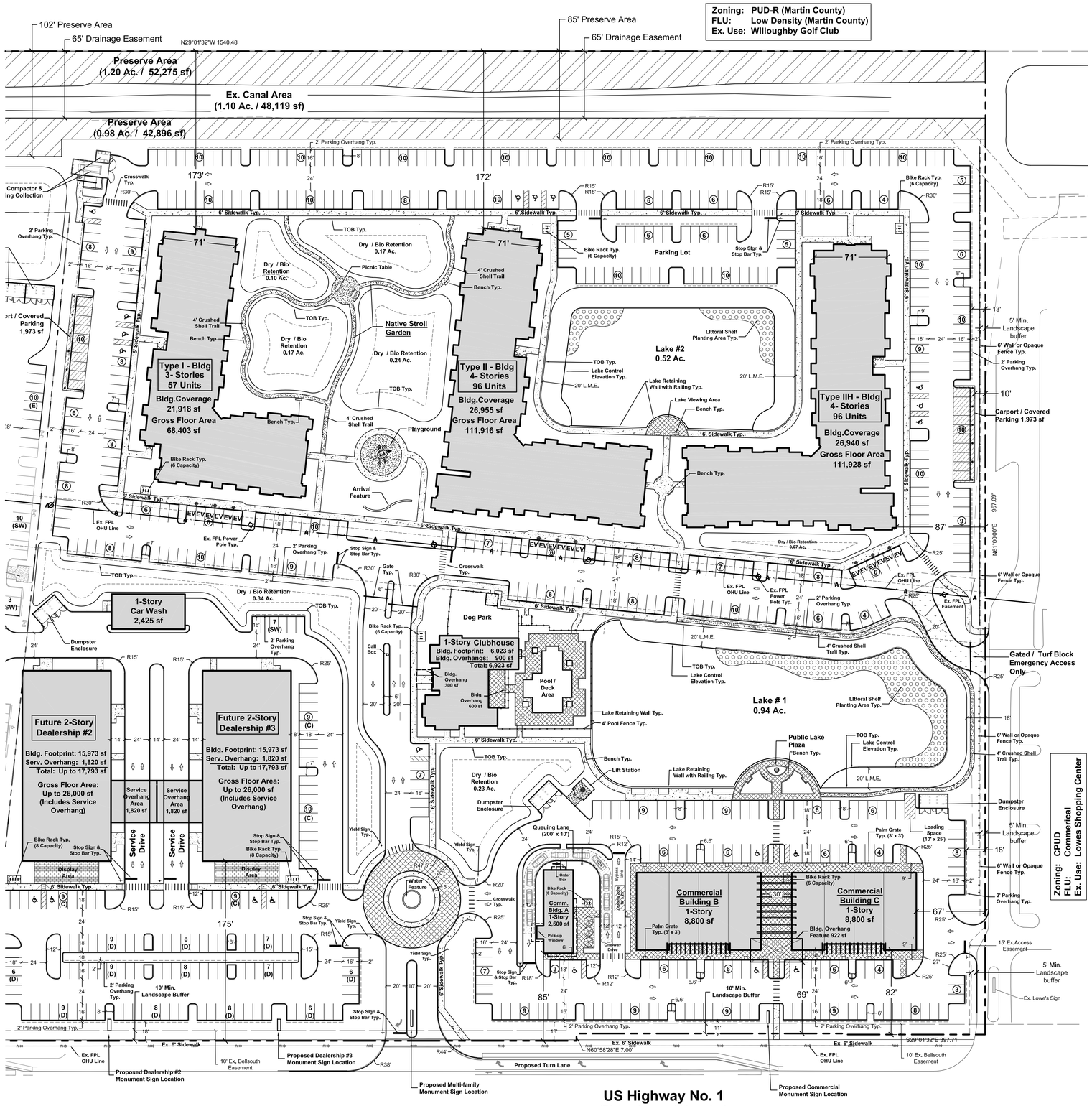
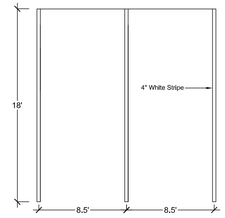
Job No.	2022-21
Drawn By	JB
Checked By	TT
Approved By	MH
Submittal Dates	9-12-22
	12-12-2210-11-23 12-06-23
Revision Dates	3-28-24
	7-31-24 12-16-24

SP-2



Car Storage Parking Space Detail

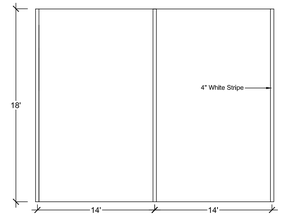
Scale: N.T.S.



Car Storage Space Detail

Detail / Wash Area Parking Space Detail

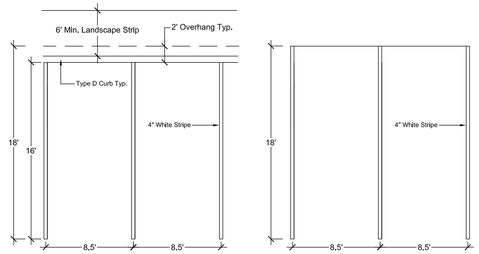
Scale: N.T.S.



Detail / Wash Area Space Detail

Service Waiting Parking Space Details

Scale: N.T.S.

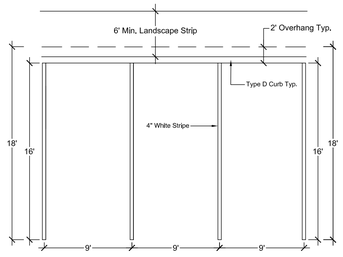


Service Waiting Space w/ 2' Overhang Detail

Service Waiting Space Detail

Regular Parking Space w/ 2' Overhang Detail

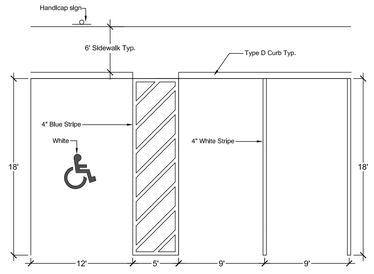
Scale: N.T.S.



Regular Space with 2' Overhang Detail

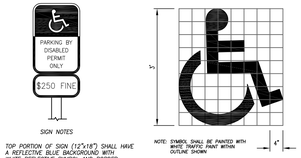
Handicap / Regular Parking Space Detail

Scale: N.T.S.



Handicap Space Detail

Regular Space Detail



SIGN NOTES

1. TOP PORTION OF SIGN (12"x18") SHALL HAVE A REFLECTIVE BLUE BACKGROUND WITH WHITE REFLECTIVE SYMBOL AND BORDER.
2. BOTTOM PORTION (6"x12") SHALL HAVE A REFLECTIVE WHITE BACKGROUND WITH BLACK OPAQUE LEGEND AND BORDER.
3. BOTTOM OF SIGN SHALL BE 7'-0" ABOVE FINISH GRADE.
4. SIGN SHALL BE MOUNTED ON A 2" SCH 40 ALUMINUM POST

ACCESSIBLE PARKING SIGN

UNIVERSAL SYMBOL OF ACCESSIBILITY

Scale: 1" = 50'

0' 25' 50' 100' 150'

North

HJA DESIGN STUDIO LANDSCAPE ARCHITECTURE
50 E. Ocean Blvd., Suite 101
Stuart, Florida 34994
T 772.678.7200
F 772.678.7201
www.hjadesignstudio.com
LA 0000905

Eden / Mar-Stuart

Florida

City of Stuart

CPUD Major Development Site Plan

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

Job No.	2022-21
Drawn By	JB
Checked By	TT
Approved By	MH
Submittal Dates	9-12-22
	12-12-2210-11-23 12-06-23
Revision Dates	3-28-24
	7-31-24 12-16-24

SP-3

City of Stuart
Development Department
121 SW Flagler Avenue
Stuart, FL 34994
Ph. 772-288-5300
Fax 772-288-5388

AFFIDAVIT ATTESTING TO NOTIFICATION

TODD TROXELL, being first duly sworn, depose(s) and say(s):

That (I am / we are) the owner(s) or petitioner(s) of the following described properties which constitutes the location for which notification is required:

Parcel I.D. Numbers: 38-38-41-025-000-00020-0 & 38-38-41-025-000-00010-0

That a copy of the notice was sent by regular U.S. Mail on December 31, 2024, to the property owners located within 300 feet of the subject properties; 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 signs be made a part of this Affidavit; and

That notice was sent, and property was posted fifteen (15) days prior to the scheduled public hearing for these items.

TODD TROXELL
SIGNED (*PROPERTY OWNER / AUTHORIZED AGENT*)

SIGNED (*PROPERTY OWNER / AUTHORIZED AGENT*)

STATE OF FLORIDA, COUNTY OF Martin
Sworn and subscribed before me by means of ✓ physical presence or ____ online notarization, this 2nd day of January, 2025 By Todd Troxell.
(Personally Known) OR Produced Identification

Type of Identification Produced:

Notary Public, State of FL
(Notary Seal)

My Commission expires: 06/29/2026

Notary Public State of Florida
Kristina Rose Harkins
My Commission HH 282560
Expires 6/29/2026

Notice to Surrounding Property Owners

Public Hearing Before: **Local Planning Agency**

Applicant: **Mar-Stuart Retail II, LLC**

Parcel I.D. Numbers: **38-38-41-025-000-00020-0 & 38-38-41-025-000-00010-0**

Address of Properties: **3970 SE Federal Highway, Stuart, Florida &**
TBD - SE Federal Highway, Stuart, Florida

Proposed Request: The applicant is requesting a Small-Scale Comprehensive Plan for a Future Land Use Map Amendment from Commercial to Neighborhood Special District, and a concurrent Major Amendment to the Mar-Stuart CPUD to incorporate a 22.76-acre parcel within the overall Mar-Stuart CPUD, for a total land area of 35.07-acres; and to construct three (3) additional automobile dealerships and one (1) additional supporting carwash, two (2) 8,800 square foot one-story commercial buildings, a 2,500 square foot one-story restaurant/drive through, and 249-unit multi-family units within one (1) three-story & two (2) four-story buildings for a total residential density of 10.9 dwelling units per acre.

Dear Property Owner:

Please be advised that the City of Stuart will conduct a public hearing before the Local Planning Agency (LPA) on **Thursday, January 16, 2025, beginning at 5:30 PM** to consider the above request.

The public hearing will occur in the Stuart City Hall Commission Chambers, located at 121 S. W. Flagler Avenue in Stuart, and via a Zoom link available before the meetings.

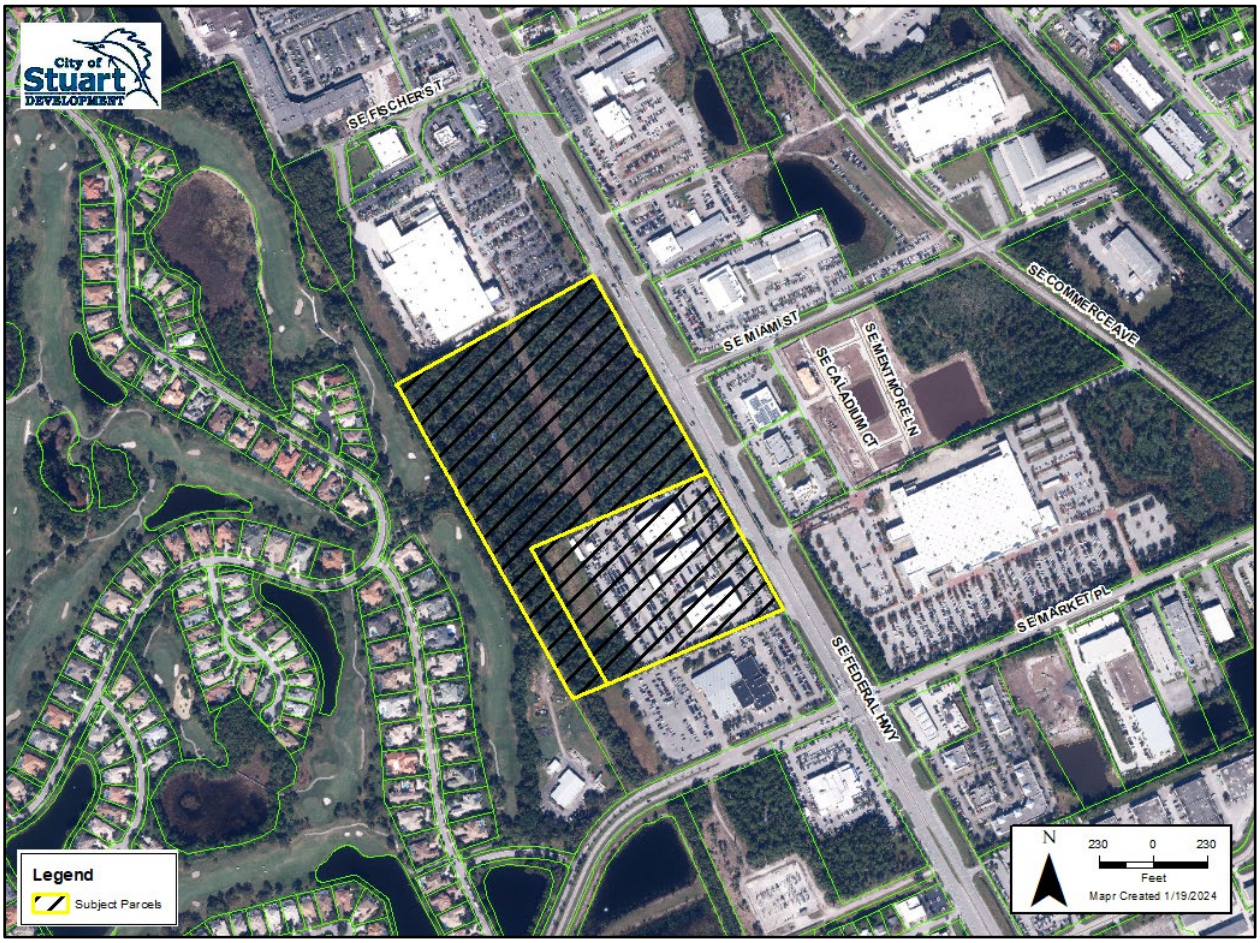
All interested parties and citizens may appear and be heard as to any matters pertinent to the request. A copy of the application is available for inspection at the Office of the City Development Department located at 121 S.W. Flagler Avenue in Stuart. If you have any questions regarding this notice, please contact the City's Principal Planner, Kris McCrain at (772) 600-1268 or email at kmccrain@stuartfl.gov.

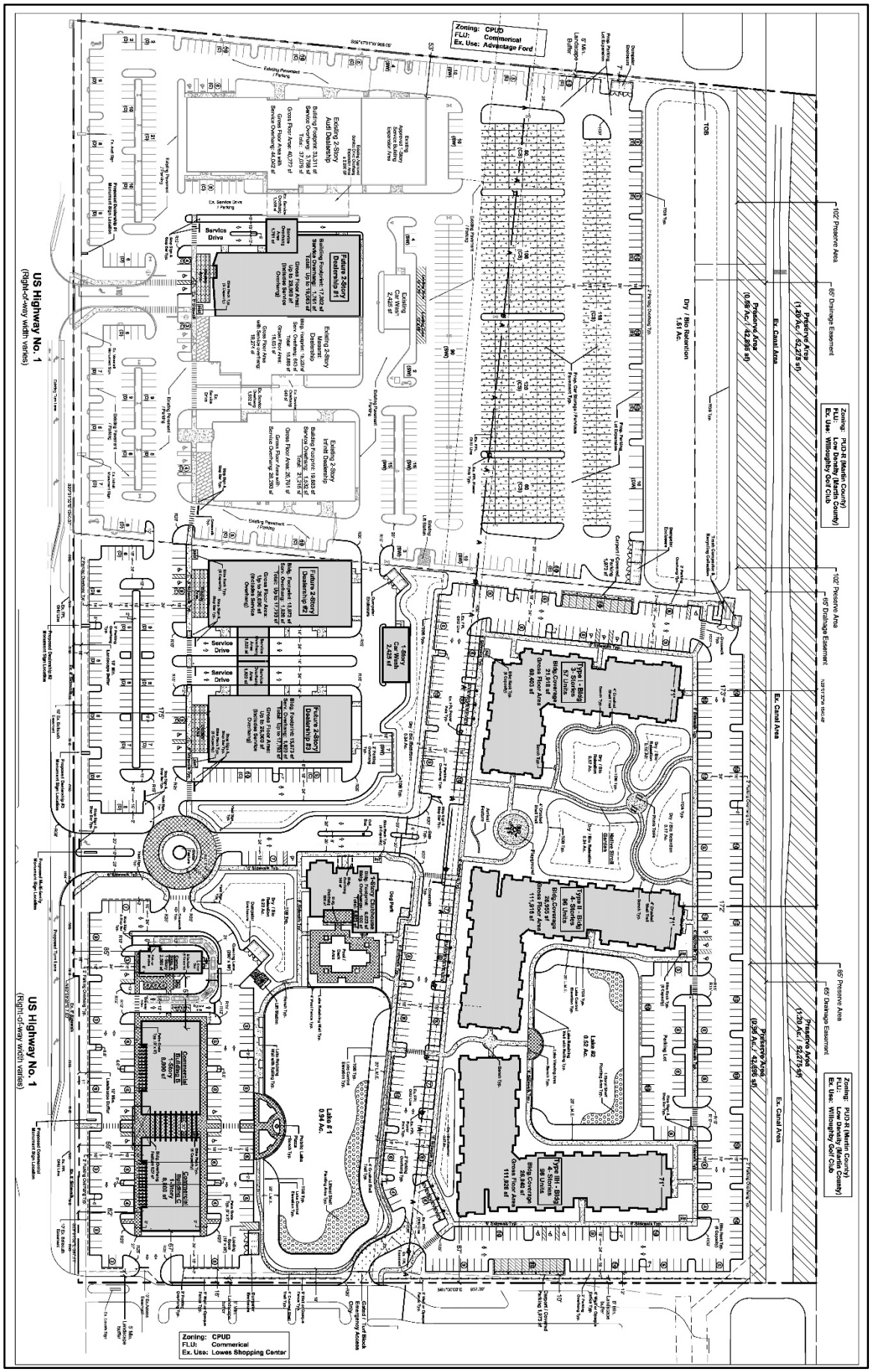
Sincerely,

Kris McCrain

Kris McCrain
Principal Planner

Location Map




Zoning: CPUD
FLU: Commerical
Ex. Use: Advantage Ford
Zoning: PUD-R (Martin County)
FLU: Low Density (Martin County)
Ex. Use: Willoughby Golf Club
Zoning: PUD-R (Martin County)
FLU: Low Density (Martin County)
Ex. Use: Willoughby Golf Club
Zoning: CPUD
FLU: Commerical
Ex. Use: Lowes Shopping Center
US Highway No. 1
(Right-of-way width varies)
US Highway No. 1
(Right-of-way width varies)
Ex. Canal Area
Ex. Canal Area
Preserve Area
Preserve Area
Dry / Bio Retention
1.51 Ac.
Lake #1
0.94 Ac.
Lake #2
0.52 Ac.
Commercial Building B
Commercial Building C
Service Drive
Service Drive
Service Drive
Dog Park
Type I - Bldg
3-Stories
57 Units
Type II - Bldg
4-Stories
96 Units
Type IIH - Bldg
4-Stories
96 Units
Future 2-Story Dealership #1
Future 2-Story Dealership #2
Future 2-Story Dealership #3
Existing 2-Story Audi Dealership
Existing 2-Story Infiniti Dealership
Existing 2-Story Maserati Dealership
Existing Car Wash
2,425 sf
1-Story Car Wash
2,425 sf
1-Story Clubhouse
Preserve Area
(1.20 Ac. / 52,275 sf)
Preserve Area
(0.98 Ac. / 42,895 sf)
Preserve Area
(0.98 Ac. / 42,895 sf)
Preserve Area
(1.20 Ac. / 52,275 sf)
102' Preserve Area
65' Drainage Easement
65' Preserve Area
65' Drainage Easement
TOB

Sign Specifications

Pursuant to Ordinance 2266-2013
Sections 11.01.08.6.A.2, 11.01.08.9.A.3, 11.01.09.6.B, 11.01.09.9.B, and 11.02.02

The City of Stuart requires notification by posting for the public hearing required for your application(s). The following is a representation of the sign that is required for proper notification.

Please have a sign created and installed to the following specifications:

- The signs shall be installed parallel to, and clearly visible from, the nearest public street in the locations approved by the Development Department in advance of installation (See Attached Aerial Map).
- **The signs shall not be less than 36 by 48 inches in dimension when adjacent to arterial roads**.
- The signs shall have a uniform "City blue" background.
- The signs shall have white lettering of a font size that is legible.
- The sign shall be single-sided and waterproof.

Three (3) signs must be installed on the parcels at least fifteen (15) days before the public hearing, or by **Wednesday, January 1, 2025**. After installing the signs, please complete the included Affidavit Attesting to Notification by Posting form and return it to the City of Stuart Development Department. Please include photos of the signs after it is installed. Please include pictures taken from close-up and from a distance.

Failure to provide posted notice continuously from the time posted notice is to commence until the Public Hearing or the hearing which is the subject of the notice shall not be deemed as failure to give the notice required by this code and action taken by the City subsequent to such notice shall not be deemed void for lack of posted notice. A lost sign or a sign that becomes illegible for any reason shall be replaced by the applicant or petitioner as soon as possible upon notification to do so by the City of Stuart. Signs shall be removed no later than five (5) days after the noticed public hearing(s).

Should you have any questions regarding these posting requirements, contact Kris McCrain at (772) 600-1268, or email kmccrain@stuartfl.gov.

Sign Specifications

48” Arterial Road

NOTICE OF PUBLIC HEARING

REQUEST FOR A SMALL-SCALE COMPREHENSIVE PLAN & MAJOR CPUD AMENDMENT

for Parcel I.D.’s: 38-38-41-025-000-00020-0 & 38-38-41-025-000-00010-0

Comprehensive Plan Amendment from Commercial to Neighborhood Special District to allow for a maximum residential density of 10.9 dwelling units per acre and a concurrent Major Amendment to the Mar-Stuart CPUD for the construction of three (3) auto dealerships, 20,100 square feet of commercial space, and 249-unit multi-family units within one (1) three-story & two (2) four-story buildings.

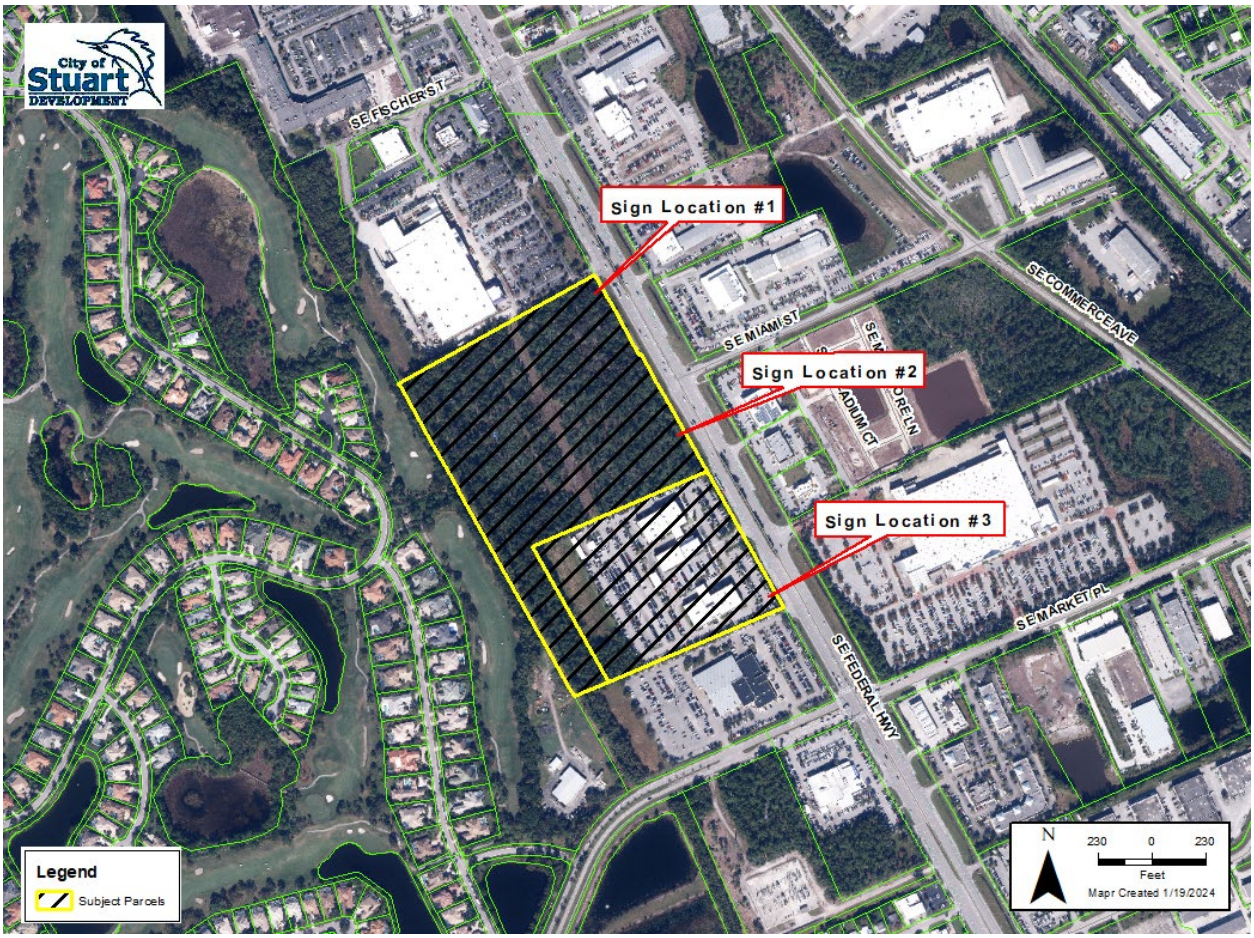
STUART LOCAL PLANNING AGENCY (LPA)
Thursday, January 16, 2025 AT 5:30 PM

STUART CITY COMMISSION
1st Reading – To Be Determined, 2025 AT 4:00 PM
2nd Reading – To Be Determined, 2025 AT 5:30 PM

STUART CITY HALL 121 SW FLAGLER AVE 772-288-5326 8:30 AM-4:00 PM
VISIT WWW.CITYOFSTUART.US FOR MORE INFORMATION

36” Arterial Road

Sign Placement Location(s)



The applicant shall be required to erect three (3) posted signs on the subject parcels, in the locations identified on the aerial map above.

NOTICE OF PUBLIC HEARING
REQUEST FOR A SMALL-SCALE COMPREHENSIVE PLAN
& MAJOR CPUD AMENDMENT
for parcel I.D.'S: 38-38-41-025-000-00020-0
& 38-38-41-025-000-00010-0
Comprehensive Plan Amendment from Commercial to Neighborhood Special District to allow for a maximum residential density of 10.9 dwelling units per acre and a concurrent Major Amendment to the Mar-Stuart CPUD for the construction of three (3) auto dealerships, 20,100 square feet of commercial space, and 249-unit multi-family units within one (1) three-story & two (2) four story buildings
STUART LOCAL PLANNING AGENCY (LPA)
Thursday, January 16, 2025 AT 5:30PM
STUART CITY COMMISSION
1st Reading - To Be Determined , 2025 AT 4:00PM
2nd reading - To Be Determined , 2025 AT 5:30PM
STUART CITY HALL 121 SW FLAGLER AVE 772-288-5326 8:30AM-4:00 PM
VISIT WWW.CITYOFSTUART.US FOR MORE INFORMATION
Shot on OnePlus × Hasselblad
2024.12.30 11:46

Shot on OnePlus × Hasselblad
2024.12.30 11:54

NOTICE OF PUBLIC HEARING
REQUEST FOR A SMALL-SCALE COMPREHENSIVE PLAN
& MAJOR CPUD AMENDMENT
for parcel I.D.'S: 38-38-41-025-000-00020-0
& 38-38-41-025-000-00010-0
Comprehensive Plan Amendment from Commercial to Neighborhood Special District to allow for a maximum residential density of 10.9 dwelling units per acre and a concurrent Major Amendment to the Mar-Stuart CPUD for the construction of three (3) auto dealerships, 20,100 square feet of commercial space, and 249-unit multi-family units within one (1) three-story & two (2) four story buildings.
STUART LOCAL PLANNING AGENCY (LPA)
Thursday, January 16, 2025 AT 5:30PM
STUART CITY COMMISSION
1st Reading - To Be Determined , 2025 AT 4:00PM
2nd reading - To Be Determined , 2025 AT 5:30PM
STUART CITY HALL 121 SW FLAGLER AVE 772-288-5326 8:30AM-4:00 PM
VISIT WWW.CITYOFSTUART.US FOR MORE INFORMATION
Shot on OnePlus × Hasselblad
2024.12.30 11:56

D-Signs, LLC
911 S.E. Hillcrest Ave.
Stuart, FL 34994

Dec. 30, 2024

HJA Design Studio
50 East Ocean Blvd.
Stuart, FL 34994

REF: Eden / Mar Stuart 38-38-41-025-000-00020-0
38-38-41-025-000-00010-0

Attn:

This Letter is to Certify that the above referenced sign was installed per City of Stuart requirements. This sign was posted according to and complies with the standards of the notice provisions of Article 10, Section 10:6 Development Review Procedures.
12 Signs Installed at specified Location.

Kurt C. Larsen

12/30/24
Date

State of Florida
County of Martin

Kurt C. Larsen, who is personally known to me, who did not take an oath, acknowledged the foregoing instrument before me on Dec 30, 2024.

JUANITA SMITH
Notary Public-State of Florida
Commission # HH 466057
My Commission Expires
February 14, 2028

Shot on OnePlus × Hasselblad
2024.12.30 12:19

Please advertise the requested ad below. The required advertisements shall be no less than 2 columns wide by 10 inches long in a standard size or a tabloid-size newspaper, and the headline in the advertisement shall be in a type no smaller than 18-point. The advertisement shall not be placed in that portion of the newspaper where legal notices and classified advertisements appear.

The Display Advertisement shall be in substantially the following form:

****

NOTICE OF PUBLIC HEARING
CITY OF STUART

REQUEST FOR A SMALL-SCALE COMPREHENSIVE PLAN FUTURE LAND USE MAP AMENDMENT AND A MAJOR CPUD AMENDMENT

The CITY OF STUART LOCAL PLANNING AGENCY (LPA) PLANNING ADVISORY BOARD will meet on Thursday, January 16, 2025, at 5:30 PM in the City Commission Chambers at City Hall, 121 SW Flagler Avenue, Stuart, FL 34994.

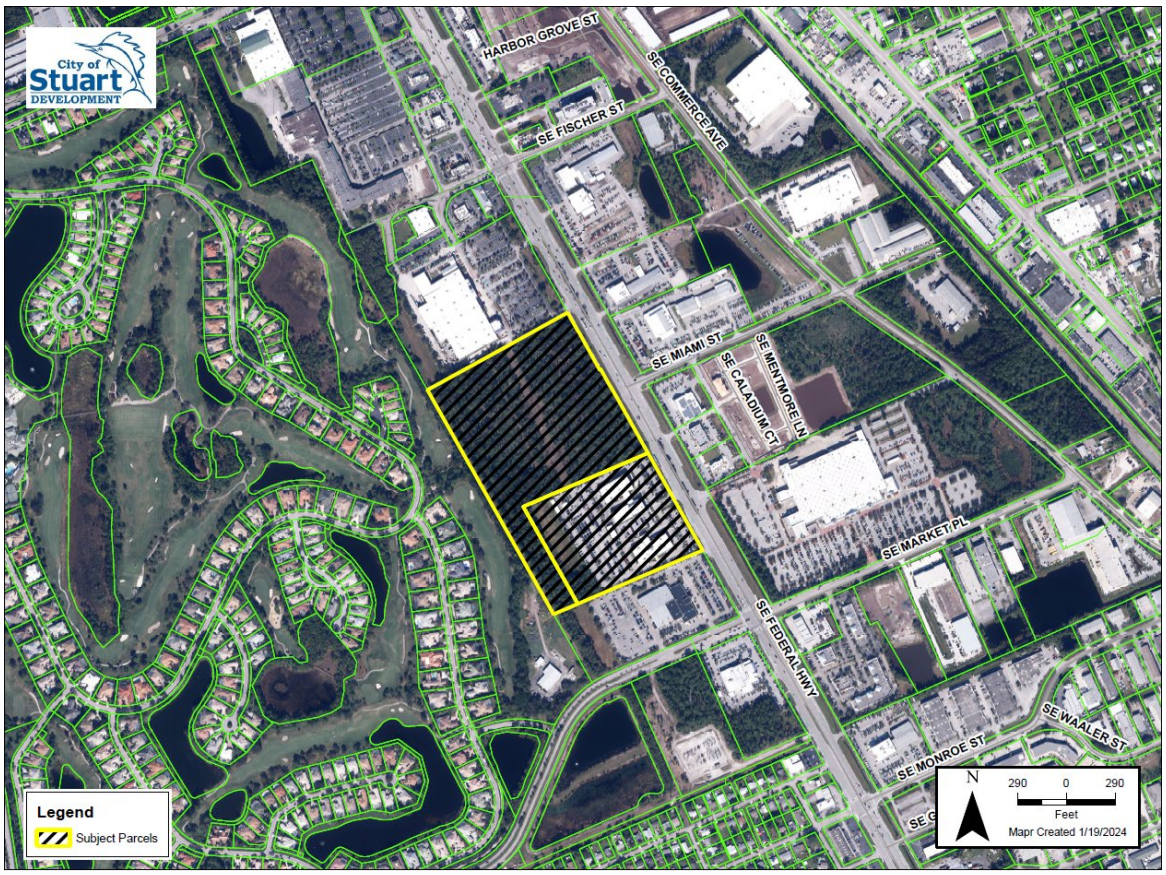
ORDINANCE NO. 2535-2025

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, FOR A SMALL-SCALE COMPREHENSIVE PLAN FUTURE LAND USE MAP AMENDMENT AS DEFINED IN F.S.§163.3187; AMENDING THE COMPREHENSIVE PLAN FUTURE LAND USE MAP FOR AN APPROXIMATE 22.76-ACRE PARCEL FROM COMMERCIAL TO THE NEIGHBORHOOD SPECIAL DISTRICT FUTURE LAND USE DESIGNATION, FOR A MAXIMUM RESIDENTIAL DENSITY OF 10.9 DWELLING UNITS PER ACRE; AMENDING THE FUTURE LAND USE MAP; PROVIDING DIRECTIONS TO THE CITY CLERK; PROVIDING FOR REPEAL OF ALL ORDINANCES IN CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

ORDINANCE NO. 2536-2025

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, FOR A MAJOR CPUD AMENDMENT TO THE 12.31-ACRE MAR-STUART (MARKET PLACE) COMMERCIAL PLANNED UNIT DEVELOPMENT (CPUD) LOCATED ON THE WEST SIDE OF SE FEDERAL HIGHWAY, TO INCORPORATE A 22.76-ACRE PARCEL WITHIN THE OVERALL MAR-STUART CPUD FOR A TOTAL LAND AREA OF 35.07-ACRES; AND ALLOWING FOR A FOUR (4) PHASE DEVELOPMENT FOR THREE (3) ADDITIONAL AUTOMOBILE DEALERSHIPS, ONE (1) DEALERSHIP CARWASH, TWO (2) 8,800 SQUARE FOOT ONE-STORY COMMERCIAL BUILDINGS, A 2,500 SQUARE FOOT ONE-STORY RESTAURANT/DRIVE THROUGH, ONE (1) THREE-STORY AND TWO (2) FOUR-STORY MULTI-FAMILY BUILDINGS TO ACCOMMODATE 249-UNIT MULTI-FAMILY UNITS, FOR A MAXIMUM RESIDENTIAL DENSITY OF 10.9 DWELLING UNITS PER ACRE; PROVIDING FOR MASTER SITE PLAN APPROVAL; PROVIDING FOR A PHASED DEVELOPMENT SCHEDULE; PROVIDING FOR CONDITIONS OF APPROVAL; PROVIDING FOR SPECIFIED COMMERCIAL USES; PROVIDING FOR SIGNAGE REQUIREMENTS; PROVIDING DIRECTIONS TO THE CITY CLERK; PROVIDING FOR REPEAL OF ALL ORDINANCES IN CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR

CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.



All interested parties are invited to attend and be heard. Copies of the items will be available at the Stuart City Hall. Written comments may be directed to the Development Director, City of Stuart, at the following address: 121 SW Flagler Avenue, Stuart, FL 34994, telephone (772) 288-5328.

ANY PERSON SEEKING TO APPEAL THE DECISION OF THE CITY COMMISSION AS TO THE FOREGOING IS ADVISED THAT A RECORD OF PROCEEDINGS IS REQUIRED IN ANY SUCH APPEAL AND THAT SUCH PERSON MAY NEED TO ENSURE THAT A VERBATIM RECORD OF PROCEEDINGS IS MADE INCLUDING THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

Under the Americans with Disabilities Act (ADA), and Section 286.26, Florida Statues, persons with disabilities needing special accommodation to participate in this meeting should contact the City of Stuart ADA Coordinator at (772) 288-5306 at least 48 hours in advance of the meeting, excluding Saturday and Sunday.

Mary Kindel, City Clerk
Publish Monday, January 6, 2025 / Local Display Ad /Affidavit Required

Airport

Continued from Page 1A

"No updates at this time," Fidgeon said in a Dec. 13 email.

Only one of the four airports on the Treasure Coast currently offers commercial flights, with Breeze Airways operating flights out of Vero Beach Regional Airport to multiple destinations in the Northeast.

So how much longer might people have to wait for a second one? Aviation industry experts said there is no way to know, and even if an airline does come here, it will only be the beginning of things to worry about.

How long does it take?

It is hard to set an average time that it takes for an airport to attract an airline after it receives its Part 139 certification, said Bigan Vasigh, a professor specializing in aviation economics at Embry-Riddle Aeronautical University in Daytona Beach. In some cases, when the airport is in an attractive location, it can be quick, Vasigh said. In other cases, it can take years or never happen at all, he cautioned.

"Some airports may not get any. Even if they have Part 139, they may not get any airlines because those are inherently not profitable. It means that they do not have enough potential for passengers," Vasigh said.

Len Tucker has been a pilot at Northeast Florida Regional Airport — located about a mile outside of St. Augustine — for four decades, and has watched it go through the process of trying to attract an airline, then struggling to keep it, multiple times in that span. He was also elected to the St. Johns County Airport Authority, the board that runs the airport, in November.

That airport, the closest option for the roughly 320,000 residents of St. Johns County, got its Part 139 in 1986, but it has had stretches without an airline operating there, including right now, Tucker said, a warning that the FAA green light does not necessarily mean airlines will be eager to fly somewhere.

"A lot of airports have Part 139 even without the commercial (flights)," Tucker said.

What attracts airlines?

Airlines look very carefully at areas where they are thinking about bringing service, including factors such as population and tourism data, but also things such as the number of businesses in the local chambers of commerce, Vasigh said. Business travel is one of the most reliable and profitable forms of travel, Vasigh said, so a large number of businesses or even a smaller number of large businesses can be very attractive to the airlines.

Airlines also look at proximity to other airports, Tucker said. For his airport, the proximity to Jacksonville — only about an hour away — has been an issue when trying to attract established airlines.

"None of the major carriers really seem to have an interest. Although they might say they have an interest, they really don't have an interest," Tucker said.

At one point, Frontier Airlines flew there, but stopped after it began flying to Jacksonville International Airport.

"As soon as they got to any sort of size that they started getting volume, they immediately uprooted from here and moved to Jacksonville, so I guess we were just like a stepping stone for them," Tucker said.

Treasure Coast International is about a 90-minute drive from Orlando International Airport and a little over an hour to Palm Beach International, so Tucker said there could be similar struggles.

In many cases, incentives also play a large role in wooing airlines. Smaller or newer airports can waive certain costs, which the airlines may pay at larger or more established airports, in order to attract an airline.

Vasigh pointed to Daytona Beach International Airport, which in 2016 had Delta Air Lines and American Airlines but wanted to add another carrier. JetBlue was given a $2.3 million incentive package to be that new airline. However, once those incentives ended, JetBlue left, Vasigh said.

Will the airlines stay?

That is the danger with relying on incentives to attract airlines, Vasigh and Tucker said. Once they run out, the airline may leave for somewhere more profitable.

"Please remember that the airlines are for profit. If a destination doesn't have enough profit, they will pack their bags and go to some other destination," Vasigh said.

Tucker has seen this story play out at least four times since he has been involved with the airport in St. Johns County.

Treasure Coast International Airport and Business Park, 3000 Curtis King Blvd., is 1.5 miles west of U.S. 1 on St. Lucie Boulevard. It has many assets for a commercial airline. ERIC HASERT/TCPALM

"They basically got everything that they would normally pay at another airport for free. We gave them it for free. In addition, we sometimes had to offer marketing dollars to them to help co-market the service," Tucker said. "And invariably, when any of those kind of little subsidies that were being handed out ran out, the airline would then disappear. It was very frustrating."

In the most recent round of negotiations, with Avelo Airlines, Tucker said the airport board declined to give the airline an incentive deal with no end date, and the airline went to Daytona Beach instead.

"At the same time, they were also negotiating to go into Daytona, but we didn't know that they were," Tucker said. "Avelo just said, 'Well, we'll make other plans.' And a week later, they were announcing that they were going to Daytona."

Tucker said when officials talk about negotiating with airlines they are often referring to incentive packages.

"I would be surprised if they were negotiating with one if that isn't part of the deal, that they're wanting the county or the local tourist marketing group to pony up some marketing money," Tucker said. "You're probably going to end up giving them most of the services at the airport at no charge."

Tucker offered a warning about those incentives, though.

"You should be careful, though, that you don't agree to do that forever. There needs to be some sort of stipulation that at some point in time in the future, if the levels get to this size, or something like that, it'll start weaning down so they're not on the hook for doing unlimited subsidies for as long as that airline decides they want to come there," Tucker said.

What airlines might fly here, and where to?

In July, when County Commissioner Cathy Townsend revealed in a campaign interview that the talks with airlines were ongoing, she gave some hints as to the sizes of the airlines in question.

"One is a commercial airline, well known, and the other is (also) a commercial airline, but a little bit smaller. It's more like a Breeze (Airways), or something like that, a smaller airline," Townsend said.

That larger airline would be looking at destinations in the South, Townsend said at the time, while the smaller would be looking at ones in the Northeast, possibly including the Boston area. Townsend indicated that the larger airline was not United Airlines, which has separate plans to open a pilot school at Treasure Coast International Airport.

Visegh said the destinations Townsend mentioned also make United an unlikely candidate, as its only hub in the South is in Houston, far from St. Lucie County. The major airlines — United, Delta and American — all operate on a hub-and-spoke model, meaning flights at small airports are usually always to and from hubs. Delta and American would fit Townsend's description better, Visegh said, with Delta's hub in Atlanta and American's hubs in Miami and Charlotte.

Smaller airlines and budget-focused airlines — including Southwest, JetBlue, Breeze and Avelo — operate on a different model, known as point-to-point. They offer far more direct flights from smaller airports, Visegh said.

Airport officials had communications with Breeze in 2022, before the airline started flying out of Vero Beach. Emails obtained via a public records request showed the former airport director also communicated with Avelo executives, to a lesser extent, shortly after Breeze picked Vero.

Breeze has a policy of neither confirming nor denying future destinations, but it is "all in with Vero," said company spokesperson Gareth Edmondson-Jones in July. At the same time, an Avelo spokesperson said there had been early talks with Treasure Coast International Airport, but that there were no immediate plans to add it as a destination.

Wicker Perlis is TCPalm's Watchdog Reporter for St. Lucie County. You can reach him at wicker.perlis@tcpalm.com.

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WISE
Wellness Initiative for Senior Education

EMPOWERING OLDER ADULTS TO MAKE POSITIVE, HEALTHY CHOICES

Beginning on JANUARY 8 1:00-2:30

SCAN QR CODE FOR MORE INFORMATION

Join us for a Complimentary Dinner following the seminar.

The Topics will be:
Lesson One: Understanding the Changes Associated with Aging
Lesson Two: Aging Sensitivity
Lesson Three: Valuing Cultural and Generational Diversity
Lesson Four: Medication and the Older Adult
Lesson Five: Substance Abuse, Addiction, and Older Adults
Lesson Six: An Enhanced Quality of Life

The Pointe AT OCEAN BOULEVARD
2750 SE Ocean Boulevard
Stuart, Florida 34996
727-286-9384

NOTICE OF PUBLIC HEARING CITY OF STUART

REQUEST FOR A SMALL-SCALE COMPREHENSIVE PLAN FUTURE LAND USE MAP AMENDMENT AND A MAJOR CPUD AMENDMENT

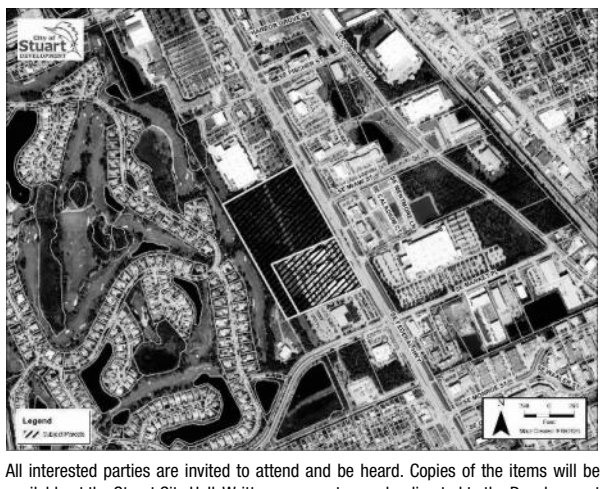
The CITY OF STUART LOCAL PLANNING AGENCY (LPA) PLANNING ADVISORY BOARD will meet on Thursday, January 16, 2025, at 5:30 PM in the City Commission Chambers at City Hall, 121 SW Flagler Avenue, Stuart, FL 34994.

ORDINANCE NO. 2535-2025

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, FOR A SMALL-SCALE COMPREHENSIVE PLAN FUTURE LAND USE MAP AMENDMENT AS DEFINED IN F.S.§163.3187; AMENDING THE COMPREHENSIVE PLAN FUTURE LAND USE MAP FOR AN APPROXIMATE 22.76-ACRE PARCEL FROM COMMERCIAL TO THE NEIGHBORHOOD SPECIAL DISTRICT FUTURE LAND USE DESIGNATION, FOR A MAXIMUM RESIDENTIAL DENSITY OF 10.9 DWELLING UNITS PER ACRE; AMENDING THE FUTURE LAND USE MAP; PROVIDING DIRECTIONS TO THE CITY CLERK; PROVIDING FOR REPEAL OF ALL ORDINANCES IN CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

ORDINANCE NO. 2536-2025

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, FOR A MAJOR CPUD AMENDMENT TO THE 12.31-ACRE MAR-STUART (MARKET PLACE) COMMERCIAL PLANNED UNIT DEVELOPMENT (CPUD) LOCATED ON THE WEST SIDE OF SE FEDERAL HIGHWAY, TO INCORPORATE A 22.76-ACRE PARCEL WITHIN THE OVERALL MAR-STUART CPUD FOR A TOTAL LAND AREA OF 35.07-ACRES; AND ALLOWING FOR A FOUR (4) PHASE DEVELOPMENT FOR THREE (3) ADDITIONAL AUTOMOBILE DEALERSHIPS, ONE (1) DEALERSHIP CARWASH, TWO (2) 8,800 SQUARE FOOT ONE-STORY COMMERCIAL BUILDINGS, A 2,500 SQUARE FOOT ONE-STORY RESTAURANT/DRIVE THROUGH, ONE (1) THREE-STORY AND TWO (2) FOUR-STORY MULTI-FAMILY BUILDINGS TO ACCOMMODATE 249-UNIT MULTI-FAMILY UNITS, FOR A MAXIMUM RESIDENTIAL DENSITY OF 10.9 DWELLING UNITS PER ACRE; PROVIDING FOR MASTER SITE PLAN APPROVAL; PROVIDING FOR A PHASED DEVELOPMENT SCHEDULE; PROVIDING FOR CONDITIONS OF APPROVAL; PROVIDING FOR SPECIFIED COMMERCIAL USES; PROVIDING FOR SIGNAGE REQUIREMENTS; PROVIDING DIRECTIONS TO THE CITY CLERK; PROVIDING FOR REPEAL OF ALL ORDINANCES IN CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.



All interested parties are invited to attend and be heard. Copies of the items will be available at the Stuart City Hall. Written comments may be directed to the Development Director, City of Stuart, at the following address: 121 SW Flagler Avenue, Stuart, FL 34994, telephone (772) 288-5328.

ANY PERSON SEEKING TO APPEAL THE DECISION OF THE CITY COMMISSION AS TO THE FOREGOING IS ADVISED THAT A RECORD OF PROCEEDINGS IS REQUIRED IN ANY SUCH APPEAL AND THAT SUCH PERSON MAY NEED TO ENSURE THAT A VERBATIM RECORD OF PROCEEDINGS IS MADE INCLUDING THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

Under the Americans with Disabilities Act (ADA), and Section 286.26, Florida Statues, persons with disabilities needing special accommodation to participate in this meeting should contact the City of Stuart ADA Coordinator at (772) 288-5306 at least 48 hours in advance of the meeting, excluding Saturday and Sunday.

Mary Kindel, City Clerk
Publish Monday, January 6, 2025 / Local Display Ad /Affidavit Required

TR-40992923

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
Local Planning Agency

Meeting Date: 3/13/2025 **Prepared by:** Kristopher McCrain

Title of Item:
EDEN/MAR STUART MAJOR AMENDMENT TO THE COMMERCIAL PLANNED UNIT DEVELOPMENT (QUASI-JUDICIAL) (RC):

ORDINANCE No. 2536-2025; AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, FOR A MAJOR CPUD AMENDMENT TO THE 12.31-ACRE MAR-STUART (MARKET PLACE) COMMERCIAL PLANNED UNIT DEVELOPMENT (CPUD) LOCATED ON THE WEST SIDE OF SE FEDERAL HIGHWAY, TO INCORPORATE A 22.76-ACRE PARCEL WITHIN THE OVERALL MAR-STUART CPUD FOR A TOTAL LAND AREA OF 35.07-ACRES; PROVIDING FOR CONDITIONS OF APPROVAL; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

Summary Explanation/Background Information on Agenda Request:
The applicant requests a Major Amendment to the MAR-Stuart CPUD and Marketplace of Stuart CPUD to consolidate the expired 22.76-acre Marketplace of Stuart CPUD parcel with the active 12.31-acre Mar-Stuart CPUD parcel, as authorized by the City Commission via Ordinance Numbers 2243-2012 and 2244-2012, to create a single 35.07-acre CPUD, while also seeking approval for three *(3)* additional automotive dealerships and one *(1)* additional supporting carwash, two *(2)* 8,800 ft^2 one-story commercial buildings with associated 922 ft^2 building overhang feature, a 2,500 ft^2 one-story restaurant/drive through, one *(1)* three-story and two *(2)* four-story buildings consisting of 249 multi-family units; amenities within the multi-family development include a 6,923 ft^2 clubhouse and pool/deck area, lake trail with benches, and community pocket park.

In a separate Ordinance, the applicant requested a Small-Scale Comprehensive Plan Future Land Use Map Amendment from Commercial to Neighborhood/Special District, with a maximum residential density of 10.9 dwelling units per acre for the 22.76-acre parcel of land. Currently, the Commercial Future Land Use designation is subject to the Live Local Act, and although the Commercial Future Land Use limits residential density to no more than 10 dwelling units per acre, the State of Florida has pre-empted the land use and authorizes the developer to propose up to 30 dwelling units per acre; whereas, the Special Neighborhood District Future Land Use is not subject to the Live Local Act.

Funding Source:
N/A

Recommended Action:
Provide comments and recommendations to the City Commission

ATTACHMENTS:
1. LPA Staff Report
2. CPUD Amendment Application
3. CPUD Project Narrative
4. DRAFT Ordinance No. 2536-2025
5. Master Site Plan

6. Landscape Plan
7. Boundary & Topo Survey
8. Environmental Assessment
9. Photometric Plan
10. CPUD Permitted Uses
11. CPUD Signage Standards
12. Intensity and FAR Analysis
13. Master CPUD Phasing Plan
14. Traffic Impact Analysis
15. Auto-Turn Vehicle Tracking Plans
16. Conceptual Master Utility Plan
17. Conceptual Master Drainage Plan
18. Conceptual Master Drainage Plan
19. MF Architectural Plans
20. Commercial Perspective Plan
21. Auto Dealership Perspective Plan
22. Martin County School District Impact Analysis
23. Willoughby Neighborhood Meeting - Staff Memo
24. LPA Public Notice Packet
25. CPUD Background Packet

To: *Local Planning Agency (LPA)*

Through: Jodi Kugler, Development Director

From: Kristopher McCrain, Principal Planner

Date: Thursday, March 13, 2025

Project Name: Eden/MAR-Stuart CPUD *(FKA: MAR-Stuart CPUD & Marketplace of Stuart CPUD)*
Major CPUD Adjustment *(MAR-Stuart CPUD)*

Applicant/Owner: Mario Murgado, President & CEO
Mar-Stuart Rental, LLC
665 SW 8th Street, Miami, FL 33130

Agent of Record: Michael Houston & Todd A. Troxell, ASLA
HJA Design Studio
50 SE Ocean Boulevard, Suite 101, Stuart, FL 34994

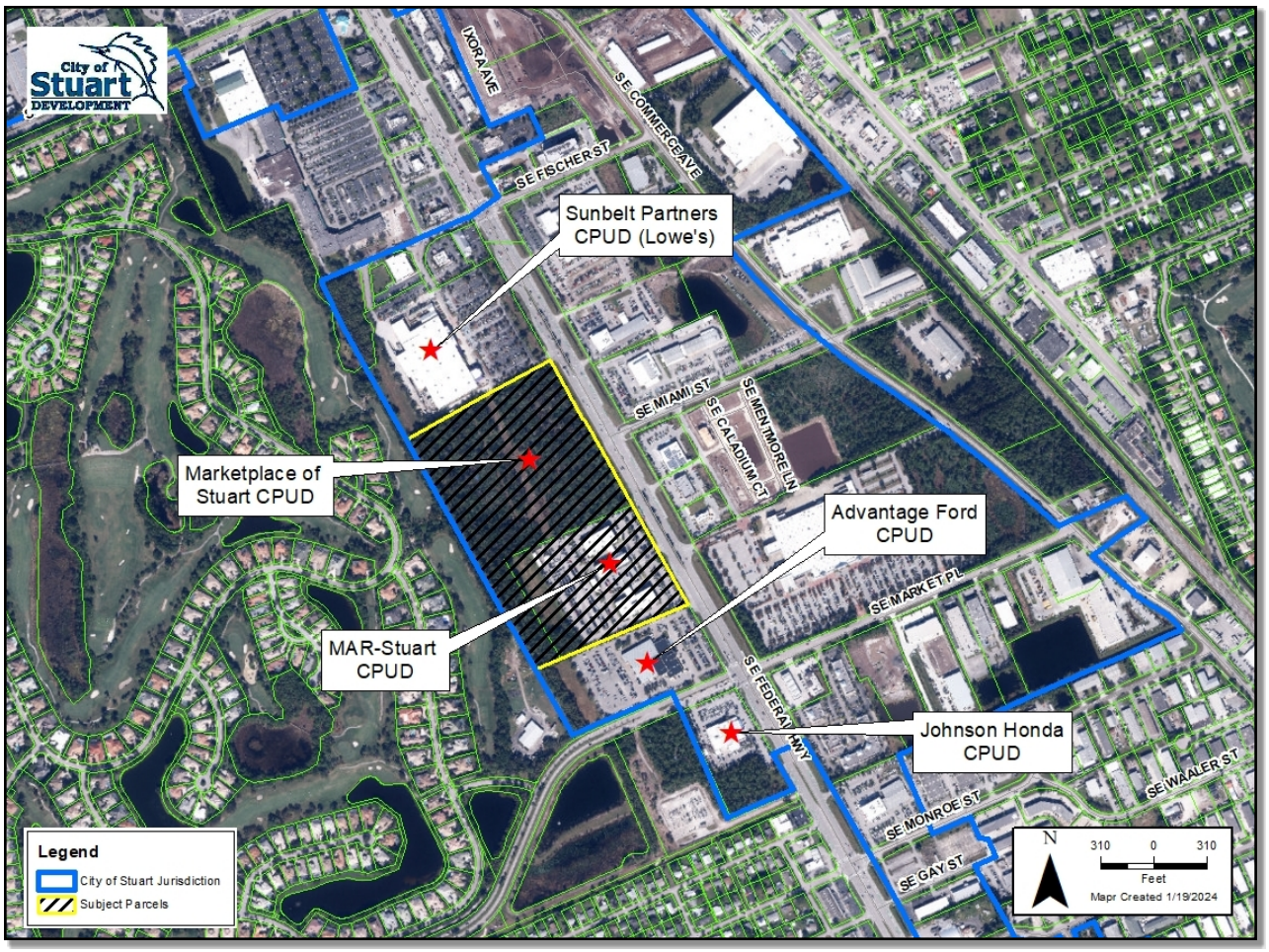
GENERAL INFORMATION	MARKETPLACE CPUD *(North Parcel)*	MAR-STUART CPUD *(South Parcel)*
Location Address:	TBD – SE Federal Highway, Stuart FL 34997	3970 SE Federal Highway, Stuart FL 34997
Parcel I.D. No.:	38-38-41-025-000-00010-0	38-38-41-025-000-00020-0
Parcel Size:	22.76-Acres	12.31-Acres
Existing & Proposed Zoning:	Commercial Planned Unit Development *(CPUD)*	
Existing Land Use:	Commercial *(COMM)*	
Proposed Land Use:	Neighborhood/Special District *(NSD)*	Commercial *(COMM)*
Existing Use:	Vacant/Undeveloped	Three *(3)* automotive dealerships
Proposed Use:	Major CPUD Adjustment to incorporate the 22.76-acre subject parcel *(aka: Marketplace of Stuart CPUD)* within the 12.31-acre MAR-Stuart CPUD site and development of three *(3)* additional auto dealerships, 17,600 ft^2 of commercial space, a 2,500 ft^2 restaurant/drive-through, and 268 multi-family units within three *(3)* four-story buildings.	

A. PROJECT DESCRIPTION

The requested Major Adjustment to the MAR-Stuart CPUD and Marketplace of Stuart CPUD is proposing to incorporate the 22.76-acre Marketplace of Stuart CPUD parcel within the existing 12.31-acre Mar-Stuart CPUD parcel, as authorized by the City Commission via Ordinance Numbers 2243-2012 and 2244-2012, to create an overall land area of 35.07-acres and allow for the development of three *(3)* additional automotive dealerships, one *(1)* additional supporting carwash, two *(2)* 8,800 ft^2 one-story commercial buildings with associated 922 ft^2 building overhang feature, a 2,500 ft^2 one-story restaurant/drive through, and one *(1)* three-story and two *(2)* four-story buildings to accommodate 249 multi-family units; amenities within the multi-family development include a 6,923 ft^2 clubhouse and pool/deck area, lake trail with benches, and community pocket park.

Furthermore, the applicant is concurrently requesting a Small-Scale Comprehensive Plan Future Land Use Map Amendment from Commercial to Neighborhood/Special District, with a maximum residential density of 10.9 dwelling units per acre for the 22.76-acre parcel of land.

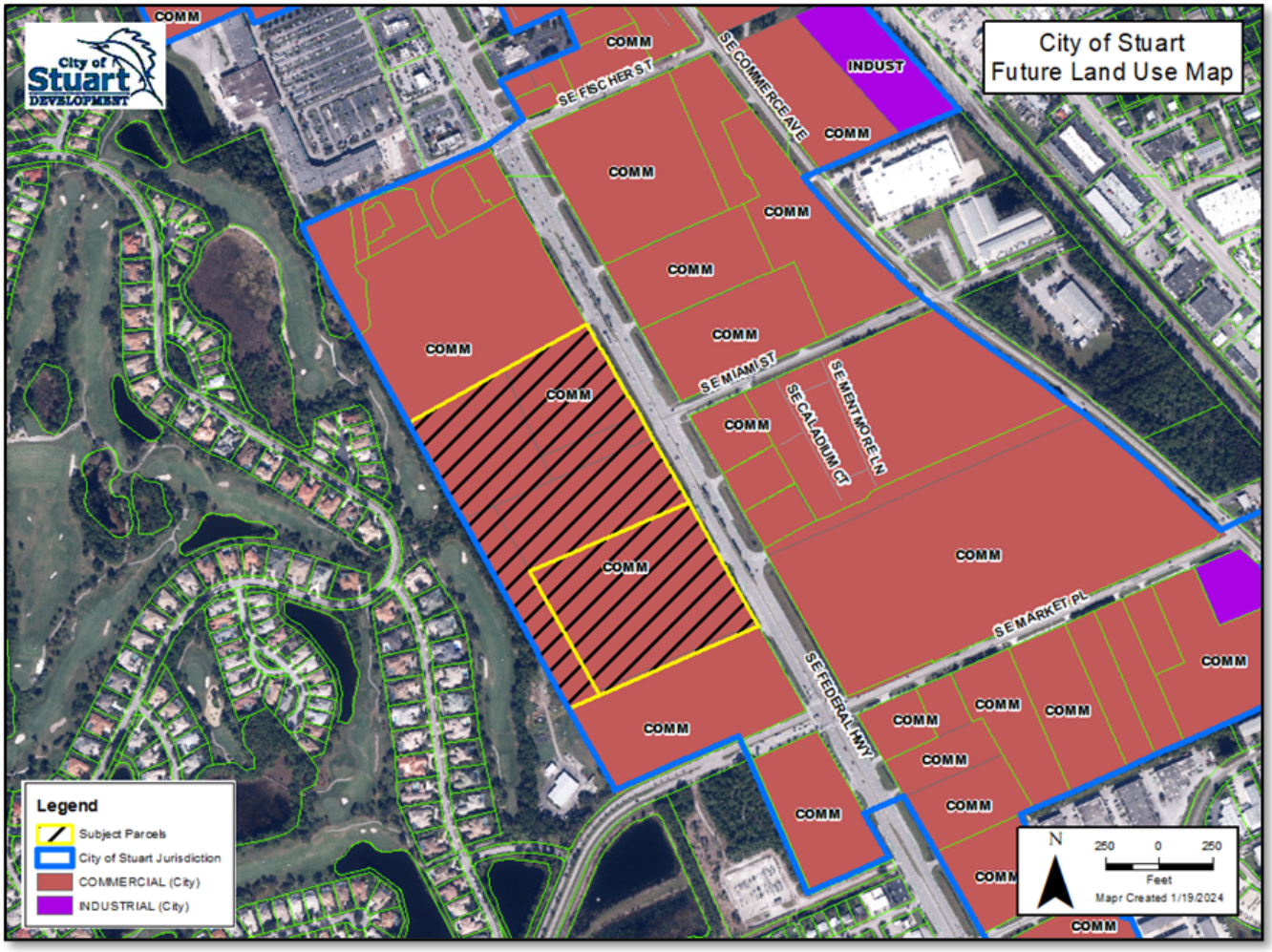
AERIAL LOCATION MAP



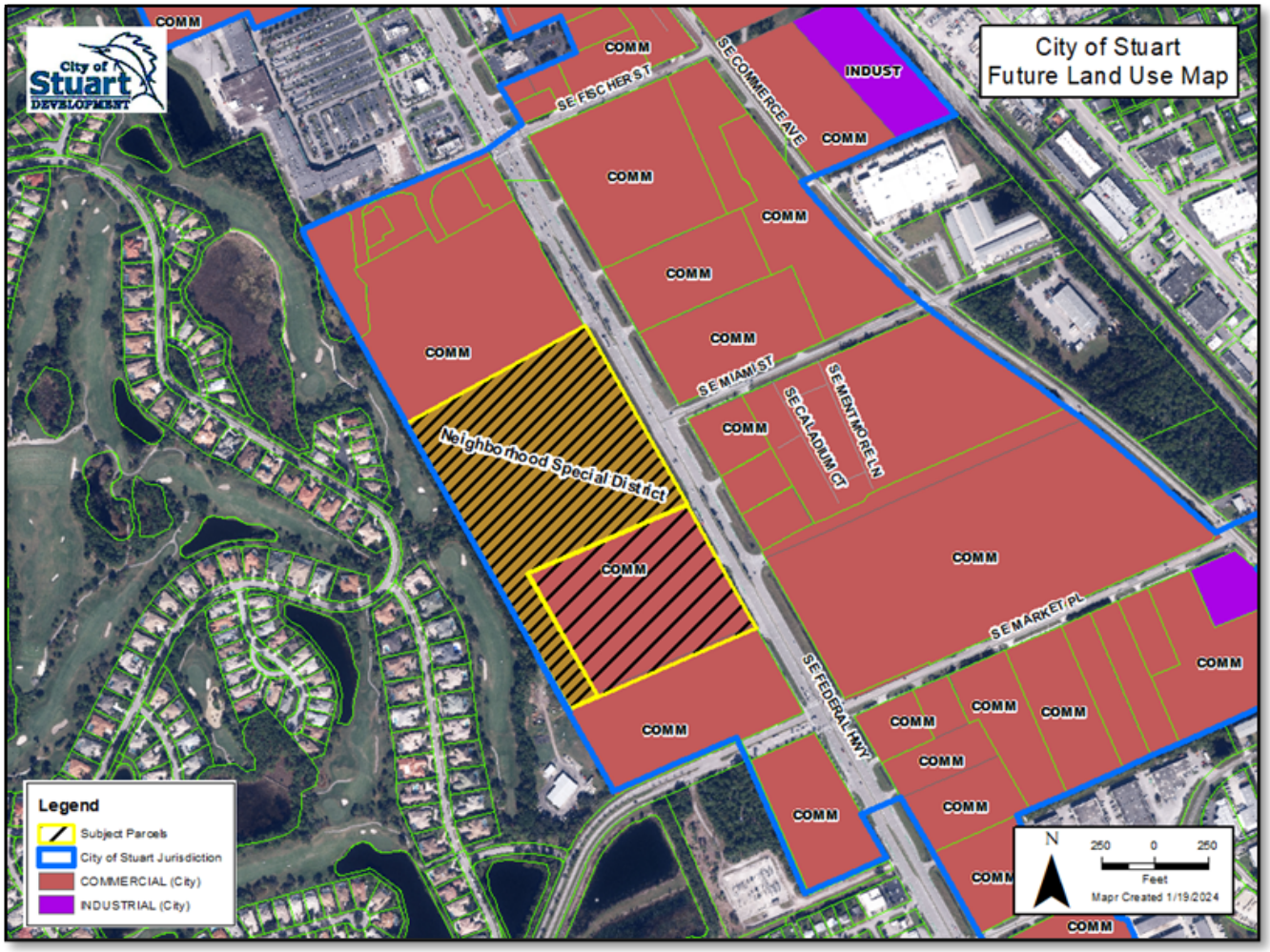
Aerial Location Map (Source: City of Stuart GIS 2022 Aerial)

B. ZONING & FUTURE LAND USE MAPS

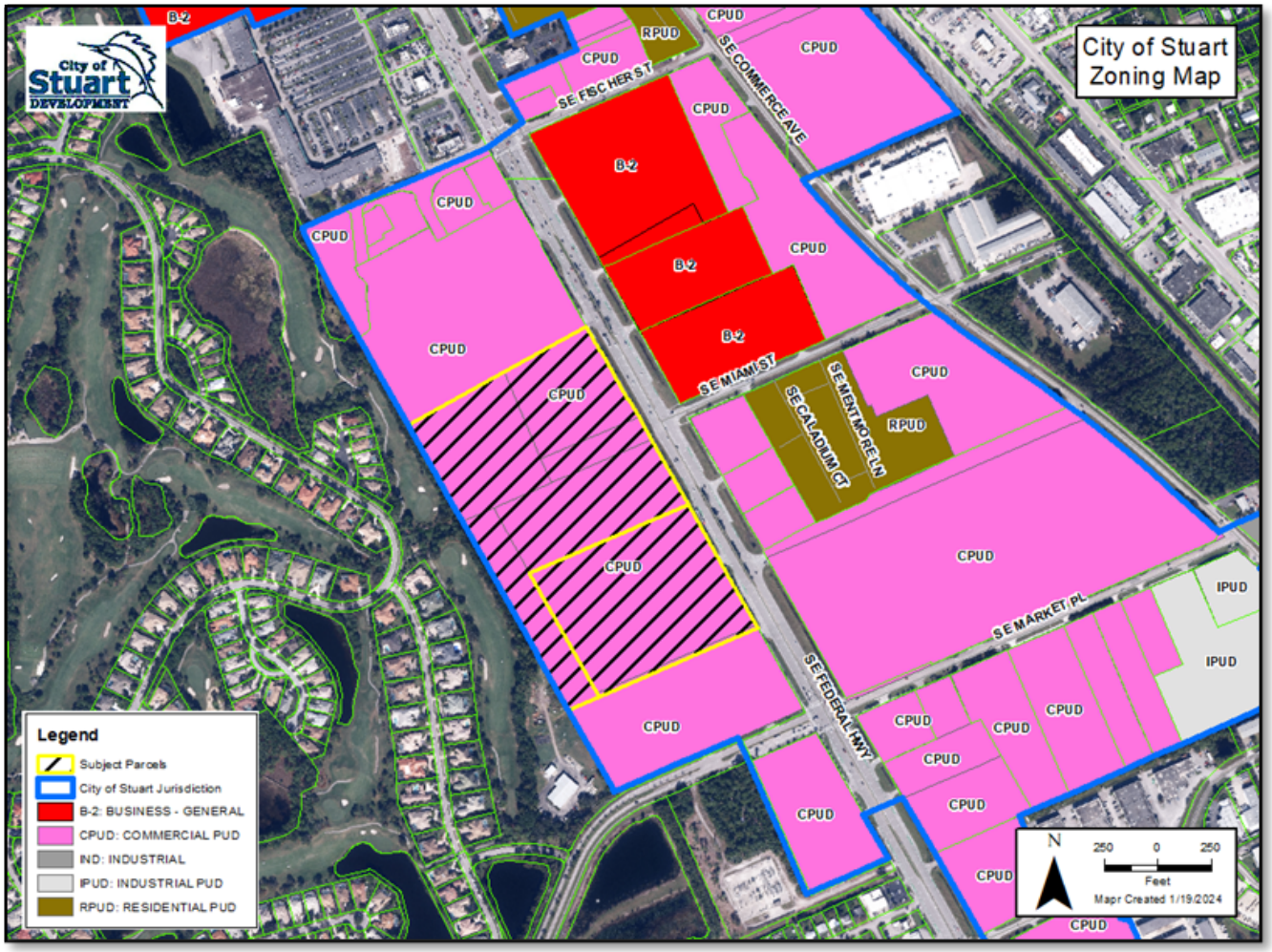
EXISTING LAND USE



PROPOSED LAND USE



EXISTING/PROPOSED ZONING



C. LAND DEVELOPMENT CODE COMPLIANCE REVIEW

A Major Amendment to the previously adopted Planned Unit Development *(PUD)* Zoning Ordinance, including conditions, agreements, covenants, maps, and illustrations, shall be processed as if the proposed amendment were a new Rezoning petition, pursuant to the City of Stuart Land Development Code (LDC) Section 11.01.10 – *Planned Unit Development Amendment Application*.

Per LDC Section 11.01.09 – *Zoning Map Change Application Including PUD*, the Local Planning Agency *(LPA)* is tasked with reviewing Major PUD Amendments and providing an advisory recommendation to the City Commission. The LPA shall consider the application, the comments of each responding City Department, consultant, or agency, as well as the following criteria:

A. The existing land use pattern.

Staff Findings: The properties situated to the north, south, and east of the subject parcels are located within the jurisdiction of the City of Stuart and designated by the Commercial *(COMM)* Future Land Use. The properties situated to the west of the subject parcels are located within unincorporated Martin County and designated by the Commercial/Office/Residential & Low Density *(Maximum 5du/ac)* Future Land Use designations.

CITY OF STUART COMPREHENSIVE PLAN – FUTURE LAND USE ELEMENT

Objective 1.A7 – Future Land Use Categories:

Commercial: *Land uses and activities predominately connected with the sale, rental, and distribution of products or performance of professional and non-professional services. Includes retail sales, service establishments, business, professional and other offices, shopping centers, financial institutions, restaurants, entertainment, hotels, motels, and other temporary lodging. A limited amount of Multi-Family Residential and indoor industrial uses are allowed. Mixed-use projects are allowed. Also, public facilities and electric distribution substations are allowed.*

MARTIN COUNTY COMPREHENSIVE PLAN – FUTURE LAND USE ELEMENT

Policy 4.13A.7 – Residential Development:

Low-Density Residential Development. *The Low-Density Residential designation is reserved for land in the Primary Urban Service District. Densities shall not exceed five units per gross acre. In reviewing specific densities, the aim shall be to preserve the stability and integrity of established residential development and provide equitable treatment to lands sharing similar characteristics. Landscaping, screening, buffering and similar design techniques shall be used to assure a smooth transition between residential structure types and densities.*

Policy 4.13A.8 – Commercial Development:

Commercial Office/Residential Development (COR): *Martin County shall establish policies and criteria to guide mixed-use development. Commercial Office/Residential development shall be allocated to accessible sites adjacent to major thoroughfares. It shall also serve as a transitional use separating more intensive commercial uses from residential development. Office and residential development may be allocated along the outer fringe of core commercial areas where such development may encourage reinvestment in declining residential areas adjacent to commercial core areas. The COR future land use designation shall also be allocated to areas appropriately suited for Traditional Neighborhood Development, described under Goal 4.3. The development provisions for the standard COR zoning districts and the PUD zoning district are expressed below:*

a) *Development in the Commercial Office/Residential future land use designation shall be restricted to professional and business offices, limited-service establishments, financial institutions, live-work units, residential development or any combination of these uses. Freestanding retail sales and service establishments shall be excluded from these areas. However, restaurants, certain service commercial uses, and limited commercial uses, as identified in the Land Development Regulations, may occupy 25 percent of the commercial square footage in a building.*

Residential storage facilities may be approved in areas designated COR, and the Land Development Regulations shall include criteria for review of such uses. However, the building shall be restricted to structures with small modules adaptive exclusively to storage of personal items of residential clients. Commercial tenants shall be expressly prohibited. The facility shall be designed to blend harmoniously with residential structures.

The intensity of lot use, defined as floor area ratio (FAR), shall be governed by the parking standards of the Land Development Regulations. The maximum building coverage shall be 40 percent, and the minimum net lot size permitted in COR districts shall be 10,000 square feet. The minimum open space shall be 40 percent and the maximum building height shall be 30 feet. Multiple-family residential uses are encouraged to develop in areas designated for office development at densities compatible with criteria cited in Policy 4.13A.7.(5) for High Density Residential development. The Land Development Regulations shall require appropriate landscaping and screening, including a vegetative berm system where feasible. Plant material and a decorative fence or wall shall be used to assure compatibility between established residential uses and proposed office developments.

A bed and breakfast or other facilities for transient lodging, catering to seasonal residents, shall be permitted. Kitchen facilities shall be permitted to accommodate occupants visiting for periods exceeding

the general motel trip duration of one to four nights. Approved transient lodging facilities existing as of the effective date of the CGMP shall be considered permitted in such an area.

Landscaping, screening, buffering and similar design techniques shall be used to assure a smooth transition between residential structure types and densities.

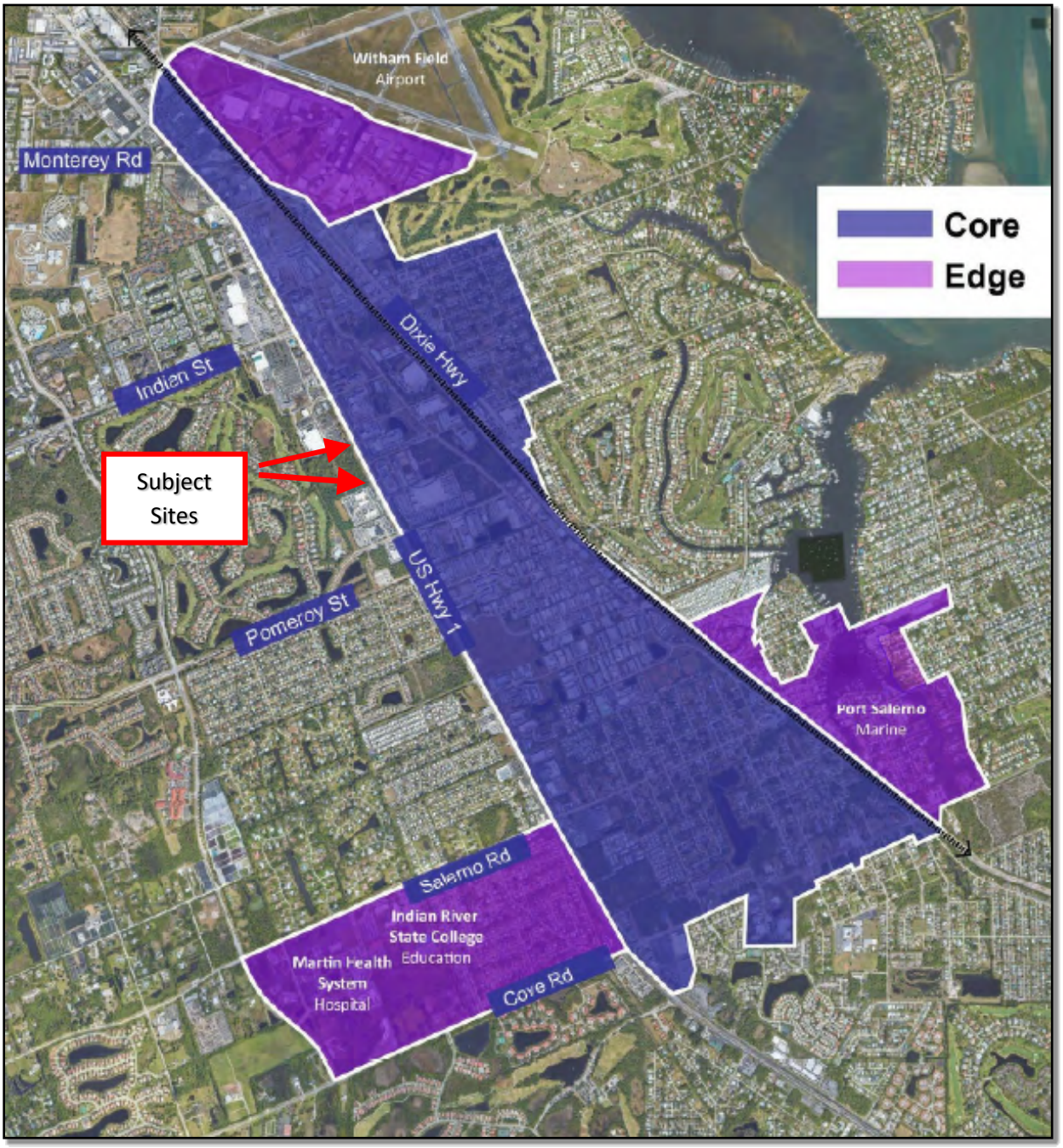
The development west of the subject site is known as Willoughby Golf Club, a +/- 400-acre single-family residential neighborhood including a golf course, clubhouse, and neighborhood amenities. The properties situated to the north, south, and east of the subject site are developed under the City of Stuart's Commercial Planned Unit Development *(CPUD)* Zoning designation, including the Lowe's Home Center CPUD, Advantage Ford Dealership CPUD, Walmart CPUD, and Stuart Landings I & II CPUD's.

ADJACENT LAND USE & ZONING:

Location		Zoning District	Future Land Use	Existing Land Use
Subject Property		Commercial Planned Unit Development *(CPUD)*	Commercial *(Existing)* Neighborhood/Special District *(Proposed)*	Vacant/Undeveloped *(MAR-Stuart CPUD & Marketplace of Stuart CPUD)*
Adjacent Parcels	**North**	Commercial Planned Unit Development *(CPUD)*	Commercial	Lowe's Home Center CPUD *(FKA: Sunbelt Partners CPUD)*
	South	Commercial Planned Unit Development *(CPUD)*	Commercial	Infinity, Maserati & Audi *(MAR-Stuart CPUD)*
	East	Commercial Planned Unit Development *(CPUD)* & Business General *(B2)*	Commercial	Federal Highway Right-of-Way, Walmart Supercenter, Stuart Landings I & II CPUD & Wallace Hyundai
	West	PUD-R *(Residential)* ***(Martin County)***	Commercial/Office/ Residential & Low Density ***(Martin County)***	Willoughby Golf Club

The subject site is approximately 2,500 feet southwest of Martin County's industrial commerce area and is identified within the Martin County Innovation Hub *("Study Area")*. According to the 2023 Recommendations Report prepared by Business Flare, the Martin County Innovation Hub includes the southern boundaries of the City of Stuart, portions of the Golden Gate Community Redevelopment Area *(Martin County)*, and portions of the Port Salerno Community Redevelopment Area *(Martin County)*. The

study area is generally bounded by Cove Road to the south, Monterey Road to the north, Federal Highway to the west, and Dixie Highway to the east. The Martin County Innovation Hub, Recommendations Report is a mechanism for generating entrepreneurship, job growth, and urban redevelopment and provides an assessment and recommendations for the area, including infrastructure, marketing, branding, regulations, aesthetics, and opportunity sites.



B. The Possible Creation of an Isolated Zoning District Unrelated to Adjacent and Nearby Districts.

Staff Findings: The requested Major Adjustment to the MAR-Stuart CPUD would retain the underlying CPUD zoning designation, which is consistent with the adjacent planned commercial development to the north, south, and east. The requested Major CPUD Amendment request will allow for the development of three *(3)* additional automobile dealerships, a second supporting carwash, two *(2)* 8,800 ft^2 one-story commercial buildings with 922 ft^2 connecting pergola, a 2,500 ft^2 one-story restaurant/drive-through, and 249 multi-family units within one *(1)* three-story and two *(2)* four-story buildings.

C. The Population density pattern of the area and possible increase or overtaxing of the load on public facilities such as schools, utilities, and streets.

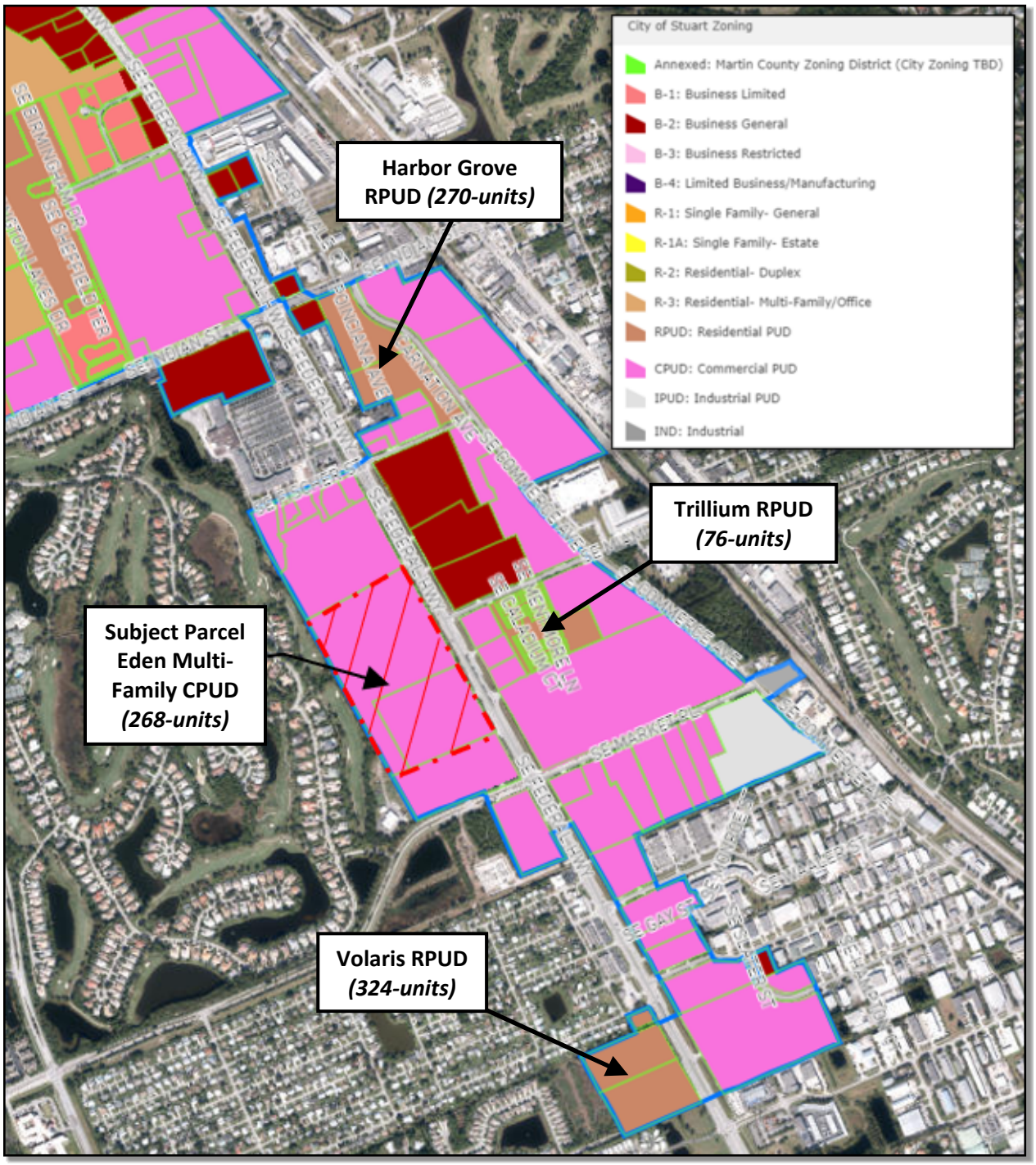
Staff Findings: The subject site is situated along SE Federal Highway, which is classified as a major arterial roadway and is owned and maintained by the Florida Department of Transportation *(FDOT)*. This portion of the Federal Highway corridor includes commercial and industrial developments situated south of SE Indian Street, as well as three *(3)* recently approved multi-family developments including the Trillium RPUD *(76-units)* located on SE Miami Street, the Stuart-Springtree RPUD *(270-units)* located on SE Commerce Avenue, and the Harbor Grove RPUD *(324-units)* located approximately 3,600 feet south of the subject site on SE Federal Highway.

Upon approval of the proposed Major CPUD Amendment, this section of the SE Federal Highway corridor will include approximately 938 multi-family units and 1,355 single-family dwelling units.

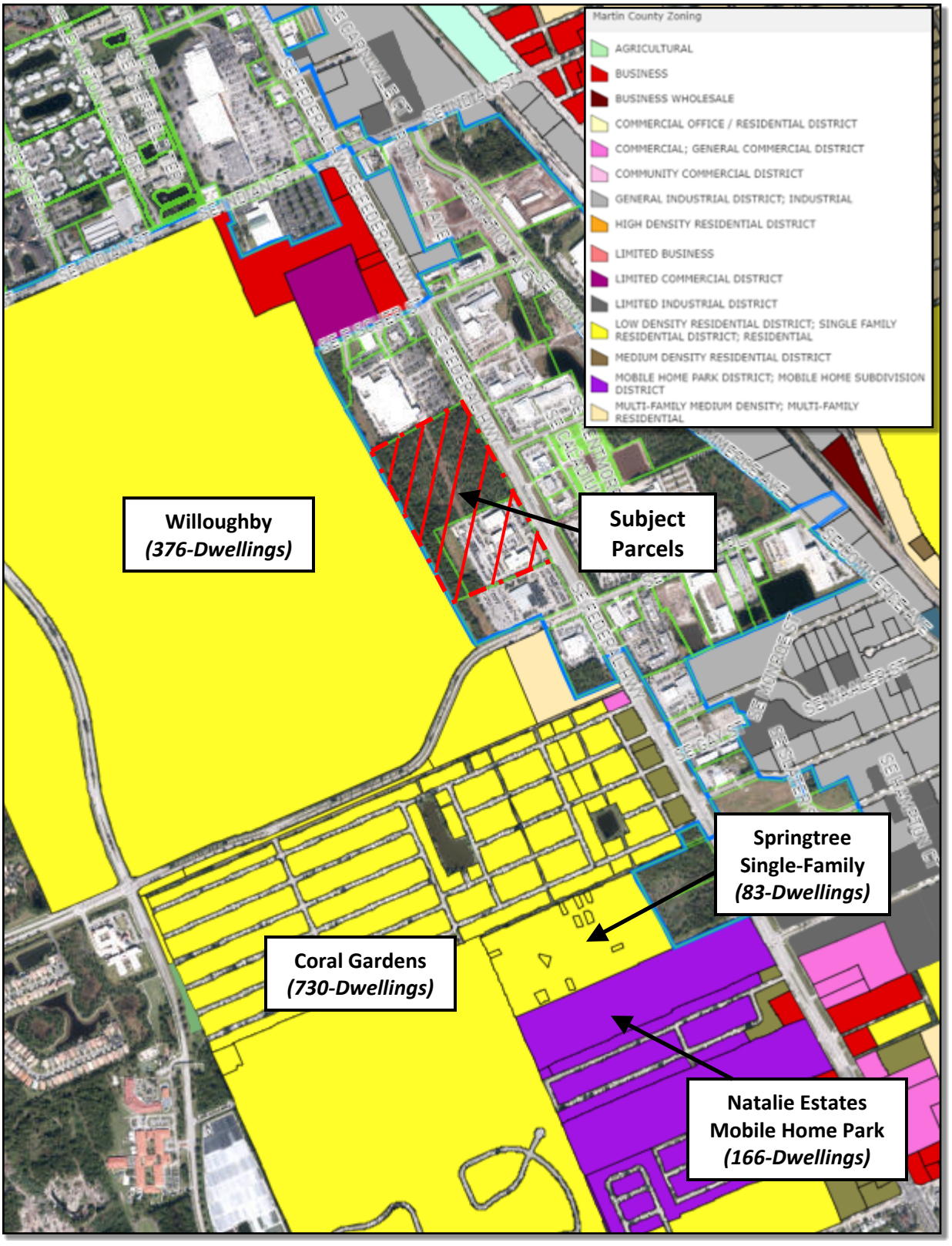
	PROJECT NAME	**# OF UNITS/DWELLINGS**
Multi-Family	***Proposed Eden Multi-Family CPUD***	***268 Units***
	Volaris Apartments RPUD *(FKA: Springtree)*	270 Units
	Harbor Grove RPUD	324 Units
	Trillium RPUD	76 Units
Single-Family	Willoughby Golf Club	376 Dwellings
	Coral Gardens	730 Dwellings
	Natalie Estates Mobile Home Park	166 Dwellings
	Springtree Single-Family Neighborhood	83 Dwellings
	Total Number of Units/Dwellings	**2,293**

The map exhibit(s) below identify existing zoning designations for the properties located in City of Stuart and unincorporated Martin County.

CITY OF STUART'S EXISTING ZONING DESIGNATION MAP



MARTIN COUNTY'S EXISTING ZONING DESIGNATION MAP



Martin County School District Level of Service:

According to the applicant's submitted *Martin County School District General School Capacity Analysis*, dated August 28, 2024, elementary school, middle school, and high school enrollment is projected to meet the Concurrency Level of Service *(LOS)* capacity for the proposed development.

STUDENT GENERATION CALCULATION	
Residential Units	*249*
Current Student Generation Rate	0.1987
Elementary *(61%)*	31
Middle School *(22%)*	11
High School *(17%)*	8
Total Forecasted Students =	**50**

SCHOOL ZONE ENROLLMENT & PERMANENT CAPACITY			
CSA	**2022-2023 (10/13/2023) Enrollment**	**2024-2025 COFTE Projected Enrollment**	**2024-2025 LOS Concurrency Capacity**
Stuart Zone – Pinewood Elementary School	685	721	811
Stuart Zone – Stuart Middle School	800	825	1323
Stuart Zone – Martin County High School	2079	2322	2107

Enrollment #'s above reported from FOCUS, Projections through School District CIP Application

Comments provided by Martin County School Board: *This general analysis is completed to meet the development review policies specified in Section 6.2.6 of the Martin County, City of Stuart, and Martin County School Board Interlocal Agreement for School Facilities Siting and Planning, and Section 17.7 Public School Facilities Element of the Martin County Comprehensive Plan.*

This General School Capacity Analysis shall be used in the evaluation of a development proposal but shall not provide a guarantee that the students from the above-referenced project will be assigned to attend the particular school(s) listed. The analysis indicates the elementary, middle, and high school enrollment is projected to meet the Concurrency (LOS) Level of Service capacity. A School Concurrency Review is completed for Final Site Plan applications that include residential units.

Utility Level of Service:

The subject site is located within Martin County's Urban Service Boundary *(USB)*. Existing infrastructure is available for this development through the Martin County Utilities Department. Prior to submitting a permit with the City of Stuart Building/Permitting Department, the applicant will be required to have all utility plans reviewed and approved by the Martin County Utilities Department. All plans submitted to the City of Stuart Building/Permitting Department must include a stamp of approval from the Martin County Utilities Department.

Roadway Network Level of Service:

Kimley-Horn & Associates has reviewed the submitted Future Land Use Amendment Traffic Analysis *(revised on September 30, 2024)* prepared by JFO Group, Inc. The proposed project consists of approximately 249 *(mid-rise)* multifamily dwelling units, 17,600 square feet of strip retail plaza, a 2,500 square foot coffee/donut shop *(w/ drive through)*, and a 150,644 square foot *(new)* automobile sales dealership. The site is generally located northwest of the SE Pomeroy Street and SE Federal Highway intersection in the City of Stuart.

The total net new trip generation potential for the proposed development is 2,382 daily trips, 205 *(103 entering / 102 exiting)* AM peak hour trips, and 204 *(101 entering / 103 exiting)* PM peak hour trips. Site access is proposed via construction of a new west leg at the existing SE Miami Avenue at Federal Highway directional median opening, shared access via the existing Maserati Stuart right-in right-out driveway, and shared access with the Lowe's north of the site. Based on the expected project impact the existing transportation infrastructure external to the site should be sufficient to accommodate the proposed development.

The analysis determined a net reduction in trips resulting from the proposed Future Land Use change. The analysis conducted by the traffic consultant of the roadway segments was not necessary since the proposed amendment resulted in a decrease in trips generated.

According to Table 2 – Trip Generation Rates, which is included on page 3 of the applicant's submitted Traffic Impact Analysis, the net Daily AM and PM peak hour trips potential generated due to the proposed amendment is 2,382, with 205 AM peak hour *(103 In/102 Out)* trips and 204 PM peak hour *(101 In/103 Out)* trips. *(See Table Excerpt Below)*

Table 2: Trip Generation

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
EXISTING DEVELOPMENT								
Automobile Sales (New)	85,664[1] SF	959	74	22	96	25	50	75
Net Existing Traffic		***959***	***74***	***22***	***96***	***25***	***50***	***75***
PROPOSED DEVELOPMENT								
Multifamily Housing (Mid-Rise)	249[2] DUs	1,130	23	75	98	59	38	97
Strip Retail Plaza (<40k)	17,600[3] SF	958	25	17	42	58	58	116
Coffee/Donut Shop W/ DT Window	2,500[4] SF	1,334	110	105	215	49	48	97
Automobile Sales (New)	166,664[5] SF	1,867	144	43	187	49	98	147
	Σ	**5,289**	**302**	**240**	**542**	**215**	**242**	**457**
Internal Capture		**12.2%**	**8.5%**			**11.8%**		
Multifamily Housing (Mid-Rise)		160	3	9	12	8	6	14
Strip Retail Plaza (<40k)		144	3	3	6	7	7	14
Coffee/Donut Shop W/ DT Window		170	7	7	14	6	6	12
Automobile Sales (New)		170	10	4	14	6	8	14
	Σ	**(644)**	**(23)**	**(23)**	**(46)**	**(27)**	**(27)**	**(54)**
Driveway Volumes		***4,645***	***279***	***217***	***496***	***188***	***215***	***403***
Pass-By								
Strip Retail Plaza (<40k)	40%[6]	326	9	5	14	20	21	41
Coffee/Donut Shop W/ DT Window	90% AM 98% PM[7]	978	93	88	181	42	41	83
	Σ	**(1,304)**	**(102)**	**(93)**	**(195)**	**(62)**	**(62)**	**(124)**
Net Proposed Traffic		***3,341***	***177***	***124***	***301***	***126***	***153***	***279***
Net Traffic		***2,382***	***103***	***102***	***205***	***101***	***103***	***204***
Net External Trips		***3,686***	***205***	***195***	***400***	***163***	***165***	***328***

FOOTNOTES:

1 = 40,272 (Existing Audi Dealership) + 18,631 (Existing Maserati Dealership) + 26,761 (Existing Infiniti Dealership)

2 = 76 (Building I) + 96 (Building II) + 96 (Building IIH)

3 = 8,800 (Retail B) + 8,800 (Retail C)

4 = Retail A

5 = 85,664 (Existing Dealerships) + 24,000 (Dealership #1) + 20,500 (Dealership #2) + 20,500 (Dealership #3)

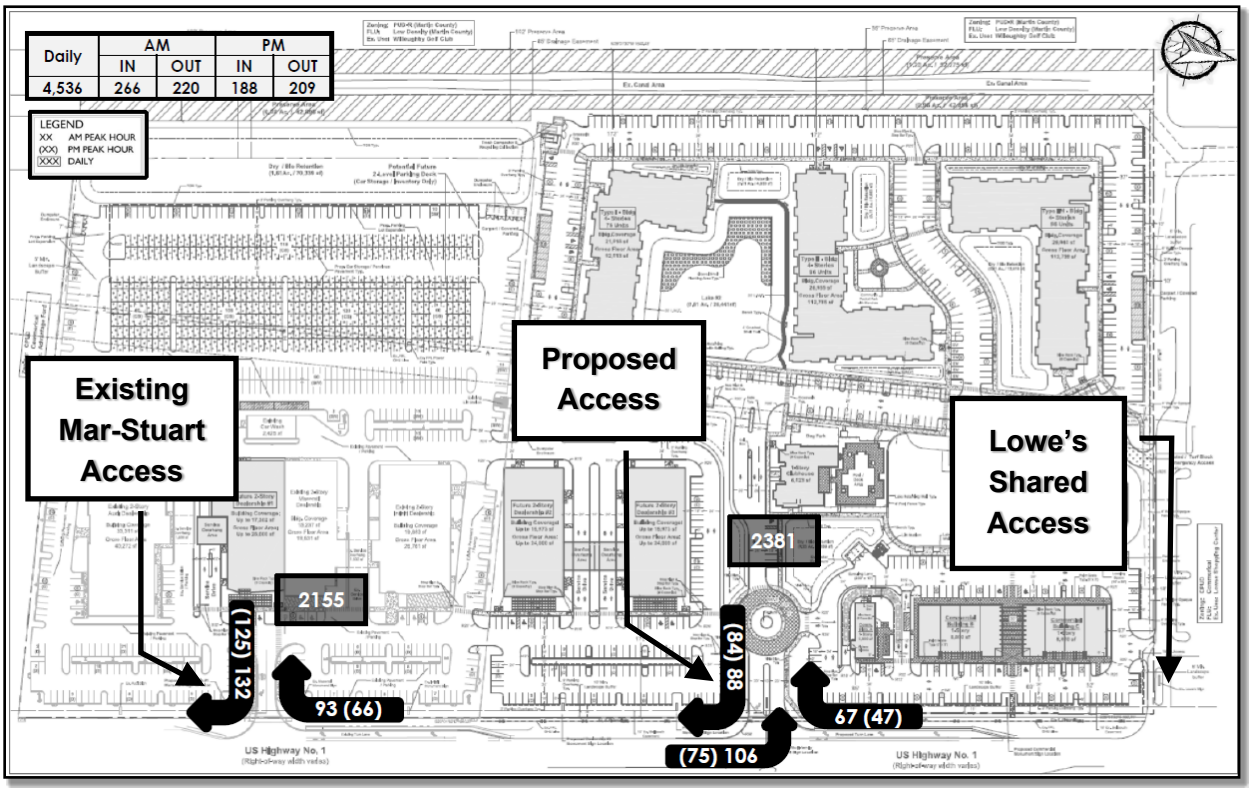
6 = Pass-by rates were not available for ITE LU 822. ITE LU 821 rates were used instead. See Exhibit 3.

7 = Pass-by rates were not available for ITE LU 937. ITE LU 938 rates were used instead. AM = 90%. PM = 98%. Daily = Weekday Midday = 84%.

In addition to the existing southern driveway connection at the MAR-Stuart CPUD and shared cross-access

connection with the Lowe's Home Center site to the north, the proposed CPUD amendment will provide an additional right-in/right-out driveway connection at SE Federal Highway and SE Miami Avenue.

Figure 5: Driveway Volumes (Field Counts + Trip Generation)



According to *Figure 5* above, which is depicted in the applicant's submitted Traffic Impact Analysis, the assumed project traffic will access the site via the existing/proposed driveways on SE Federal Highway. The expected driveway volume analysis was reviewed based on the vehicular volumes at build-out based on the field counts and trip generation analysis.

Project traffic traveling northbound will also impact the signalized intersection at Federal Highway and Fischer Street. As part of a conservative analysis, it was assumed that all northbound project traffic would make a U-turn at the intersection of Federal Highway and Pomeroy Street instead of traveling through the Lowe's property and making an eastbound left at Federal Highway and Fischer Street.

According to the submitted FDOT Pre-Application Letter prepared by Carina Harvey with the Florida Department of Transportation *(FDOT)*, dated September 20, 2023 *(Expired on 9/20/2024)*, a southbound right-turn lane will be required at the new proposed driveway. In addition, the FDOT has included the following conditions of approval:

- A minimum driveway length of 100 feet, 150 feet and 80 feet, as measured from the ultimate right-of-

way line to the first conflict point shall be provided at Driveways 1, 2 and 3, respectively. If a gate is installed a minimum driveway length of 60 feet is required.

- A right turn lane is required at Driveways 1, 2 and 3 and shall meet the minimum requirements in the Florida Design Manual *(FDM)* and shall provide a buffered bicycle lane. There are existing right turn lanes at Driveways 1 and 3.
- The existing recorded cross access agreement or easement with the adjacent property to the north shall be provided prior to the Permit approval. Show recorded cross access agreement on the site plan, labeled, and detailed as a hatch or shaded area and Official Record Book *(ORB)* with page number or instrument number.
- The traffic study that will be prepared for the City of Stuart shall be provided to the Department for review and comments prior to the time of Permit. The traffic study shall include queue length analysis for the SR 5 northbound left turn lane at Driveway 2.
- Stacking for at least 11 vehicles shall be provided at the proposed Coffee/Donut Shop drive-through queuing lane.

As a condition of approval for this Major PUC Amendment, an updated Pre-Application Letter from the Florida Department of Transportation *(FDOT)* must be submitted to the City of Stuart Development Department.

D. The possible overloading of the city's sewage collection, treatment, and disposal facilities.

Staff Findings: According to the submitted letter from the Martin County Utilities and Solid Waste Department, dated August 3, 2020, adequate capacity for water, wastewater, and potable water for irrigation is available to service the site and development.

Before submitting a site permit or building permit with the City of Stuart Building Department, the applicant must receive approval for the utility plans from the Martin County Utilities & Solid Waste Department.

E. The possible overloading of the city's drainage system.

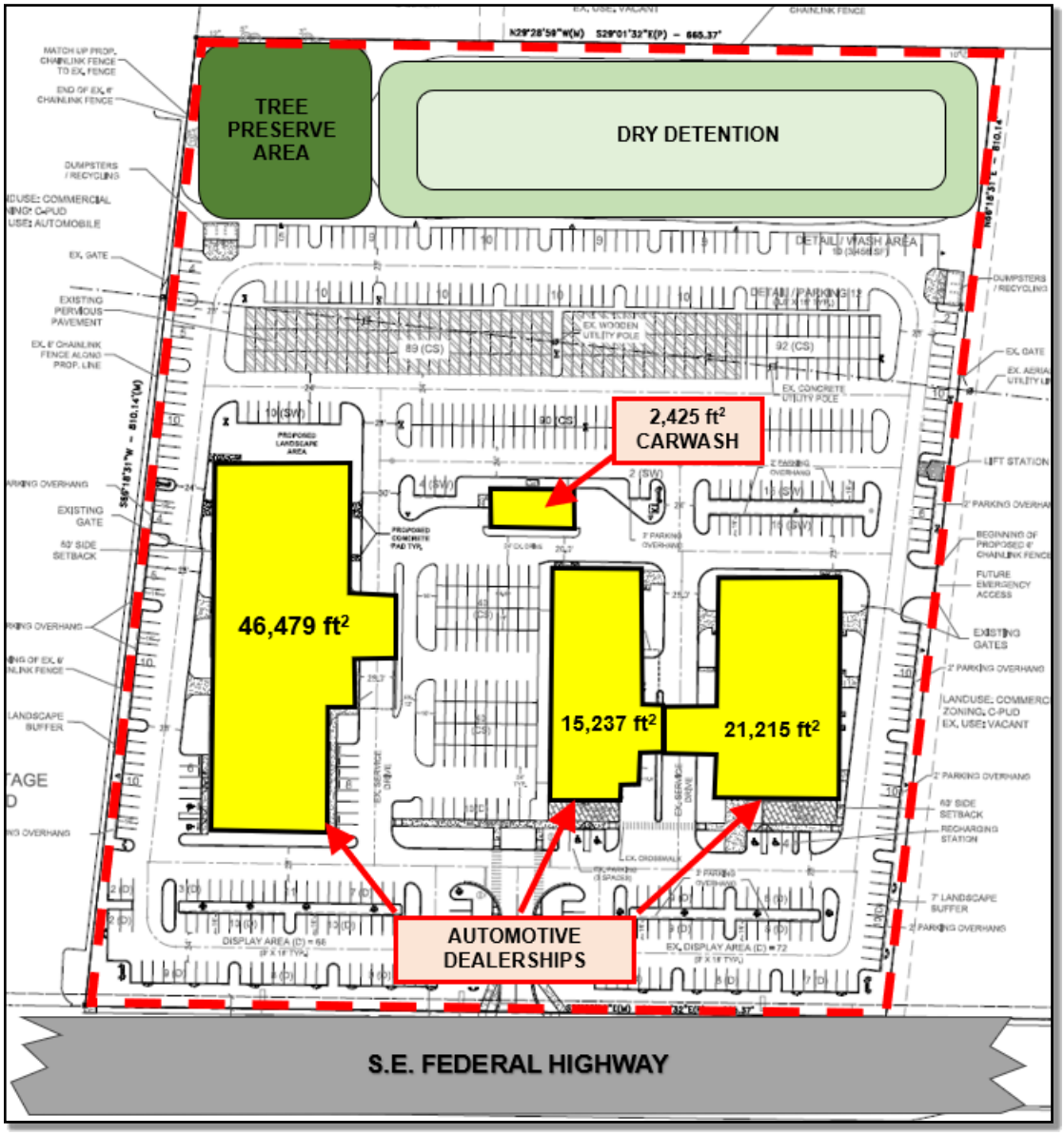
Staff Findings: The proposed CPUD amendment has been reviewed by the City of Stuart engineering consultant and Public Works Department and determined the submitted preliminary drainage and civil engineering plans comply with the minimum standards and requirements for stormwater management.

Martin County Utilities and Solid Waste Department has confirmed that adequate capacity for water, wastewater, and potable water is available to serve the phased development. Prior to the submittal of a site permit or building permit with the City of Stuart Building Department, the applicant will be required to receive approval for all utility plans from the Martin County Utilities & Solid Waste Department.

F. The existing district boundaries in relation to existing conditions on the subject property.

Staff Findings: The proposed development site encompasses two *(2)* parcels totaling 35.07 acres in land area. The southern 12.31-acre MAR-Stuart CPUD site is currently developed with three *(3)* auto dealerships, a carwash, and parking areas for vehicle inventory. *(See Below)*

EXISTING MAR-STUART CPUD 12.31-ACRE SITE



According to the submitted Environmental Assessment *(EA)* prepared by Ecological Consulting of Florida

(ECF), dated August 4, 2023 *(See EA excerpts below)*, the northern 22.76-acre vacant parcel contains a variety of native on-site habitats, including pine flatwoods, urban open pines, wet prairies, and exotic vegetation.

LAND COVER MAP – FIGURE 3

Exhibit captured from submitted Environmental Assessment

According to the submitted Environmental Assessment, the on-site habitats and land uses have been characterized using the Florida Land Use Cover Classifications System *(FWC, 2019) (FLCCS)*, and are described below *(Table 1 Below)* and depicted in the Land Use and Cover Map *(Figure 3 Above)*.

TABLE 1 – LAND USE AND COVER SUMMARY			
FLUCFCS CODE	COMMUNITY NAME	ACRES	PERCENT
1300	Pine Flatwoods	17.48	76.8
182111	Urban Open Pine	1.69	7.4
1860	Utilities	0.98	4.3
2111	Wet Prairie	0.32	1.4
4220	Ditch/Artificial Intermittent Stream	1.06	4.7
7000	Exotic Plants	1.23	5.4
Total Area		22.76	100.0

Table captured from submitted Environmental Assessment

- ***1300 - Pine flatwoods:*** This land cover type includes a dominant cover of slash pine *(Pinus elliotti1)*, saw palmetto *(Semoa repens)*, fetterbush *(Lyonia lucida)*, gallberry *(/lex glabra)*, and occasional wire grass *(Aristida spp.)*. Exotics are present and include earleaf acacia *(Acacia spp.)*, Brazilian pepper *(Shinus terebinthifolius)*, and downy rose myrtle *(Rhodomyrtus tomentosus)*.
- ***182111 - Urban Open Pine:*** This area includes an overstory of slash pine with the understory having been cleared of native vegetation with a regrowth of exotics such as earleaf acacia, melaleuca, bahia grass *(Paspalum spp.)*, St. Augustine grass *(Stenotaphrum secundatum)*.
- ***1860 Utilities:*** This area is a power transmission line easement and has been cleared of native vegetation in order to maintain the power line. This area has been grassed over with chalky blue stem *(Andropogon spp.)* and gallberry.
- ***2111- Wet Prairie:*** This area is vegetated with St. John's wort *(Hypericum spp.)*, yellow eyed grass *(Xyris spp.)*, maidencane *(Panicum hemitomon)*, hat pins *(Eriocaulon spp.)* and wax myrtle *(Myrica cerifera)*. Exotics are present and include melaleuca *(Melaleuca quinqinervia)* and climbing fern *(Lygodium japonicum)*.
- ***4220 - Ditch/Artificial Intermittent Stream:*** This feature is an upland cut ditch that includes open water and a dense canopy of melaleuca along the banks.
- ***7000- Exotic Plants:*** These areas are disturbed areas that include exotic vegetation such as earleaf acacia, melaleuca, and downy rose myrtle.

The information above was collected from the submitted Environmental Assessment Report, prepared by Ecological Consulting of Florida (ECF), dated August 4, 2023.

G. The existence of changed or changing conditions which make the passage of the proposed amendment necessary or appropriate.

Staff Findings: Residential densities and non-residential development are permitted under the active Commercial Future Land Use designation, with a maximum allowable residential density of up to 10 du/ac and a maximum 1.5 Floor Area Ratio. The maximum intensity permitted under the Commercial land use for residential is up to 15% and between 85-100% for non-residential.

Under the concurrently proposed Neighborhood/Special District Future Land Use designation, the maximum residential density is 15 du/ac, with a maximum 2.0 Floor Area Ratio, and between 10-70% for non-residential and between 30-90% for residential.

The requested Major CPUD Amendment is necessary for the proposed development build-out and subsequent compliance with the maximum 65% allowed impervious surface coverage, as the existing 12.31-acre MAR-Stuart CPUD site has an impervious coverage of 64.8%.

The on-site impervious, pervious, and open space calculations for the existing MAR-Stuart CPUD development are outlined below.

EXISTING IMPERVIOUS SURFACE COVERAGE *(MAR-Stuart 2023)*

Building Coverage	70,656 ft^2	1.6ac	13.3%
Paved Walks & Vehicular Use Area	266,100 ft^2	6.1ac	49.5%
Pervious Paving	10,680 ft^2	0.2ac	2.0%
TOTAL	**347,436 sf**	**7.9ac**	**64.8%**

EXISTING PERVIOUS SURFACE COVERAGE *(MAR-Stuart 2023)*

Dry Retention Area	65,176 ft^2	1.5ac	12.2%
Tree Preserve Area	21,342 ft^2	0.5ac	4.0%
Landscape Areas	91,590 ft^2	2.1ac	17%
Pervious Pavement	10,680 ft^2	0.3ac	2.0%
TOTAL	**188,788 sf**	**4.4ac**	**35.2%**

EXISTING OPEN SPACE *(MAR-Stuart 2023)*

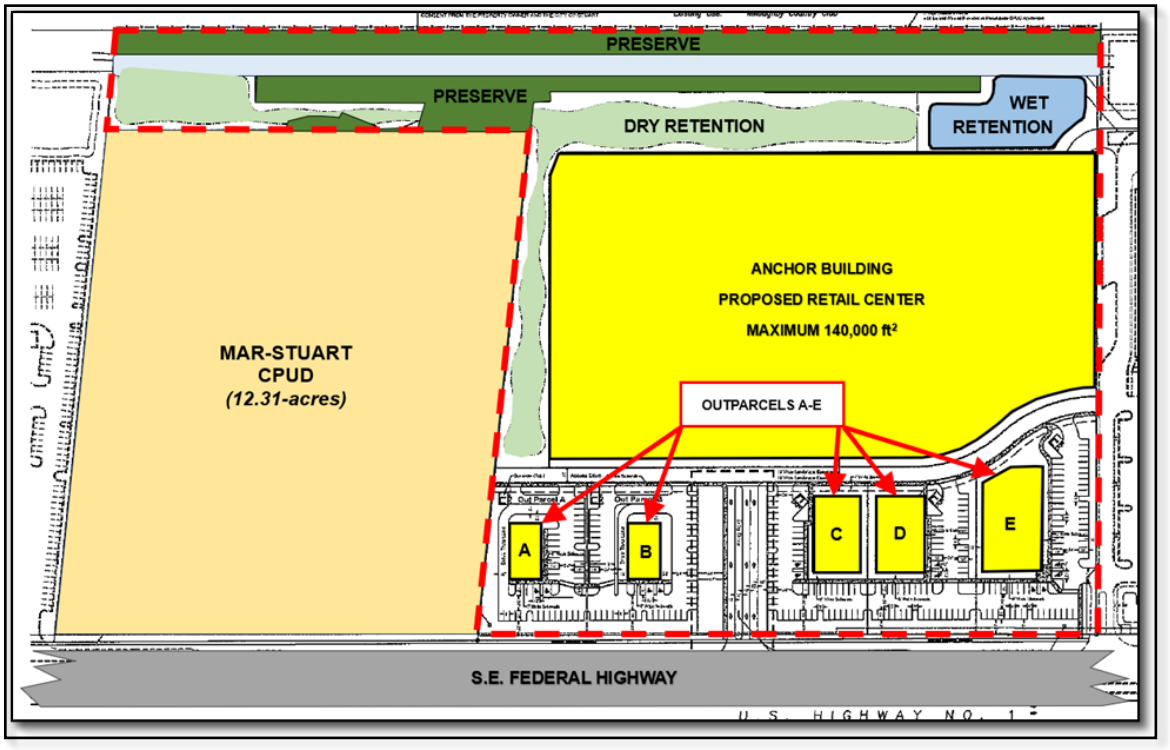
Open Space Provided	138,891 ft^2	3.2ac	25.9%
Open Space Required	**134,056 ft^2**	**3.1ac**	**25%**

According to Land Development Code *(LDC)* Section 2.07.00*(E)(b)*, no less than 25% of the total land area shall preserved as open space, which may include native vegetation areas and landscape buffers between the collective subject site and adjacent properties. Required landscape areas such as interior landscaping within parking areas shall not count towards the open space requirement. Lastly, if less than 25% of the CPUD consists of native vegetation area, then all existing native vegetation area shall be maintained as part of the required open space.

The existing MAR-Stuart CPUD site includes a 0.5-acre preserve area within the southwest corner of the site adjacent to the existing 1.5-acre dry retention pond. The requested Major CPUD Amendment proposes to remove the 0.5-acre preserve area to expand the stormwater retention pond and construct additional vehicular storage for the automotive dealerships.

On April 23, 2012, the City Commission approved Ordinance No. 2244-2012 and granted a Major Adjustment to the Marketplace of Stuart CPUD, which was previously approved by the City Commission via Ordinance No. 2190-09. The 2012 Major Adjustment allowed for a reduction in land area for the CPUD from 35.07 acres to 22.76 acres and approved a 140,000 ft^2 retail anchor building and five *(5)* out-parcel buildings totaling approximately 42,175 ft^2 in gross floor area. The image below depicts the site configuration and building layout for the 22.76-acre Marketplace of Stuart CPUD, as per the City Commission's approval granted under Ordinance No. 2244-2012.

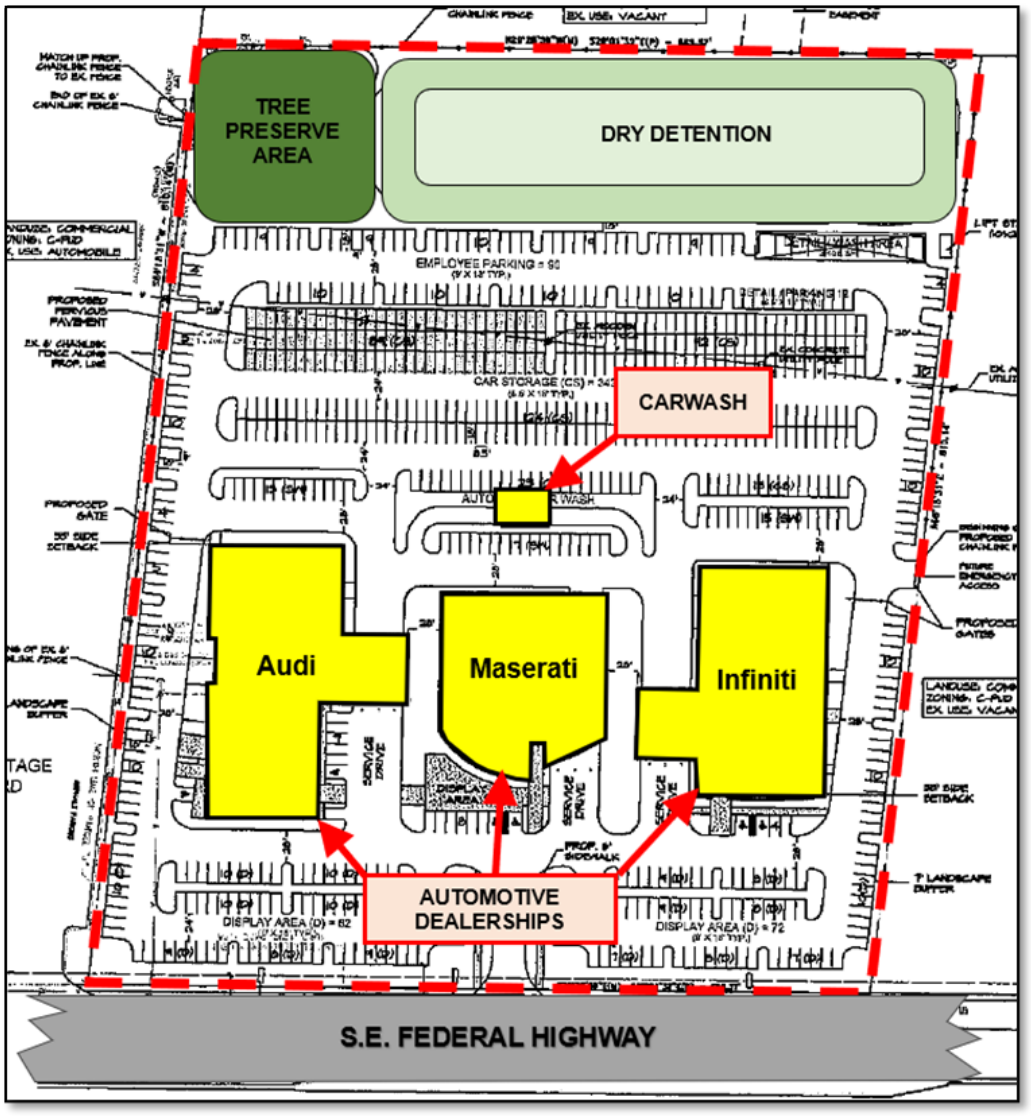
2012 MARKETPLACE OF STUART CPUD SITE CONFIGURATION



The City Commission concurrently approved Ordinance No. 2243-2012 for a Major Adjustment to the Marketplace of Stuart CPUD On April 23, 2012, creating the MAR-Stuart CPUD from the remaining 12.31 acres of the Marketplace of Stuart CPUD, previously authorized by the City Commission via Ordinance No. 2190-09.

According to the 2012 approved master site plan for MAR-Stuart CPUD, the total impervious area calculation is 64.8%, including building coverage, vehicular use areas, paved pedestrian walkways, and pervious pavement. The 2012 MAR-Stuart CPUD approval granted the development of three *(3)* auto dealerships and a supporting carwash, with a gross floor area of 89,661 ft^2 and a maximum building coverage of 73,747 ft^2. The image below depicts the site configuration and building layout for the 12.31-acre MAR-Stuart CPUD approved by the City Commission in 2012 via Ordinance No. 2243-2012.

2012 MAR-STUART CPUD SITE CONFIGURATION



Open Space

Open Space Required:	**134,056 sf**	**3.1 Ac.**	**25%**
Open Space Provided:	**135,690 sf**	**3.1 Ac.**	**25.3%**
Dry Retention Area	65,374 sf	1.5 Ac.	12.2%
Landscape Buffers	19,404 sf	0.5 Ac.	3.7%
Tree Preserve Area	21,342 sf	0.5 Ac.	4.0%
Other Landscaping (non Interior)	29,570 sf	0.6 Ac.	5.4%

Impervious Area

Building Coverage (Includes Car Wash)	73,747 sf	1.7 Ac.	13.8%
Vehicular Use Area	257,989 sf	5.9 Ac.	48.1%
Paved Areas / Walks	8,813 sf	0.2 Ac.	1.6%
Pervious Paving (50%)	6,887 sf	0.1 Ac.	1.3%
Total:	347,436 sf	7.9 Ac.	64.8%

Pervious Area

Dry Retention Area	65,374 sf	1.5 Ac.	12.2%
Tree Preserve Area	21,342 sf	0.5 Ac.	4.0%
Total Landscape Areas	95,185 sf	2.2 Ac.	17.7%
Pervious Paving (50%)	6,887 sf	0.2 Ac.	1.3%
Total:	188,788 sf	4.4 Ac.	35.2%

In 2009, the City Commission approved Ordinance 2190-09 for the 35.07-acre Marketplace of Stuart CPUD, which included portions of the SK Partners II CPUD and the Sunbelt Partners CPUD. The table below identifies the pre-configuration and post-configuration of the SK Partners II CPUD and Sunbelt Partners CPUD.

PRE-APPROVAL	POST-APPROVAL
SK Partners II CPUD	**SK Partners II CPUD**
5.88-acre Johnson Honda CPUD	10.00-acre: Advantage Ford
10.00-acre: Advantage Ford CPUD	**Johnson Honda CPUD**
3.68-acre Advantage Ford Preserve	5.88-acre: Johnson Honda
18.88-acre Marketplace of Stuart CPUD	**Sunbelt Partners CPUD**
Total = 38.44-acre	15.29-acre: Lowe's
Sunbelt Partners CPUD	1.08-acre: Ruby Tuesday
15.29-acre: Lowe's	0.89-acre: Sabal Palm Plaza
6.05-acre: Lowe's Preserve Area	1.45-acre: MSPN Outparcel
1.08-acre: Ruby Tuesday	2.00-acre: MSPN Preserve Area
0.89-acre: Sabal Palm Plaza	1.30-acre: CPUD Access
1.45-acre: MSPN Outparcel	***Total = 22.01-acre***
2.00-acre: MSPN Preserve Area	

1.30-acre: CPUD Access 6.46-acre: Marketplace of Stuart ***Total = 34.52-acre*** ***72.96 Total Acre***	**Marketplace of Stuart CPUD** 3.68-acre: Advantage Ford Preserve 18.88-acre: Marketplace of Stuart 6.05-acre: Lowe's Preserve Area 6.46-acre: Marketplace of Stuart ***Total = 35.07-acre*** ***72.96 Total Acre***

According to the 2009 Marketplace of Stuart CPUD approval, the 35.07-acre site allowed for the development of 266,974 ft^2 of retail space, two *(2)* restaurants totaling 9,731 ft^2, and two *(2)* banks totaling 9,140 ft^2, within the 35.07-acre parcel.

According to a staff report prepared by the Development Department and presented to the City Commission on June 22, 2009, *"As part of the approval for the Lowes development in 2002, 6.05 acres of land had been allocated towards meeting the preserve area requirements. This preserved area will be removed from the Sunbelt Partners CPUD but will remain intact as part of the Marketplace of Stuart CPUD. This preserved area is not credited directly towards the Marketplace of Stuart CPUD requirements. The 2.00-acre MSPN preserve area (1.14-acre native habitat and 0.86-acre wetland) will remain in the Sunbelt Partners CPUD. All ongoing monitoring and maintenance associated with the MSPN preserve area will remain the responsibility of Sunbelt Partners as part of the Sunbelt CPUD. All ongoing monitoring and maintenance of the balance of the Sunbelt PUD preserve requirements will become the responsibility of the Marketplace of Stuart, LLP, as set forth in the Marketplace of Stuart CPUD development conditions"*.

According to a staff report prepared by the Development Department and presented to the City Commission on June 22, 2009, *"As part of the approval for the Advantage Ford development, 3.68 acres of land had been allocated towards meeting the preserve requirement. This preserve area will be removed from the SK Partners II CPUD but will remain intact as part of the Marketplace of Stuart CPUD. All preserve area requirements and ongoing monitoring and maintenance will become the responsibility of the Marketplace of Stuart, LLP as further set forth in the Marketplace of Stuart CPUD development conditions"*.

The 2009 Marketplace of Stuart approval identified native preserve requirements for 72.96 acres, including portions of the SK II Partners CPUD *(Johnson Honda & Advantage Ford)*, Sunbelt Partners CPUD *(Lowe's CPUD)*, and vacant portions of the Marketplace of Stuart property. The plan identifies 49.09 acres of native upland habitat located within the overall 72.96 acres. According to Land Development Code Section 5.04.01, for sites where more than 25% of the development site exists as native vegetative areas, not less than 25% of the total site area shall be preserved as a native vegetative area.

Native Preserve Requirements	
Total Site Area:	72.96 Ac.
Wetlands	4.12 Ac.
Disturbed/Non Native Habitat	13.87 Ac.
Johnson Honda**	5.88 Ac.
Total Native Upland Habitat	49.09 Ac.
25% Preserve Requirement	12.27 Ac.
Preserve Provided	13.61 Ac.
On-Site Lowes	1.14 Ac.
On-Site Advantage Ford	0.00 Ac.
On-Site Marketplace	2.17 Ac.
Off-Site Mitigation	10.3 Ac.
(10.3x2 (2:1 ratio) = 20.6 acres provided on Vista Parcel)	

According to the 2012 Marketplace of Stuart CPUD approval granted by the City Commission approval, via Ordinance 2243-2021, all upland preserve requirements for the MAR-Stuart CPUD were satisfied by the Marketplace of Stuart CPUD approval granted via Ordinance 2244-2012. *(See 2012 MAR-Stuart CPUD & Marketplace of Stuart CPUD Conditions Below)*

2012 MAR-STUART CPUD – CONDITIONS OF APPROVAL

Upland Preservation:

18. *All upland preserve requirements for this site are satisfied by the Market Place of Stuart CPUD. Any failure by the owner of the Market Place of Stuart CPUD to meet the upland preserve requirements or any breach of said CPUD, shall not impact this CPUD and shall not cause any delays in the issuance of any permits or certificates of occupancy or any approvals whatsoever for any aspect of this CPUD.*

2012 MARKETPLACE OF STUART CPUD – CONDITIONS OF APPROVAL

Tree Mitigation:

11. *In satisfaction of a portion of the tree mitigation requirements set forth in Condition 3, the 2,215 (2.5"caliper) slash pines to be planted within the preserve area, or the equivalent thereof in caliper inches, shall alternatively be allocated as set forth within this development condition. The applicant shall: (1) install 119 (2.5" caliper) slash pines, or the equivalent thereof in caliper inches, within the preserve area on the western side of the property within 180 days of adoption of this ordinance; (2) deposit $85,000.00 into the City of Stuart Tree Mitigation fund within 60 days of ~~receipt~~ adoption of ~~a site permit~~ this ordinance, equivalent to 648 (2.5" caliper) slash pines; and (3) pay $190,000.00, equivalent to 1,448 (2.5" caliper) slash pines, to the Willoughby Golf Club for the installation of landscaping on the Willoughby berm adjoining the Marketplace property. The payment to the*

Willoughby Golf Club shall be made ~~prior to clearing the subject property or issuance of the site permit for the main anchor buildings~~ at closing of the Mar-Stuart site or prior to any development activity occurring on any portion of the 35.07 acres depicted by Ordinance No. 2190-09, whichever occurs first, subject to receipt of a written agreement for installation from Willoughby Golf Club, to be provided to the City of Stuart prior to payment by the applicant. In the event Willoughby Golf Club and the City have not entered into a written agreement for installation prior to the prescribed time above, the payment shall be made to the City and deposited into an escrow account.

In addition to the satisfaction of the tree mitigation requirements, the applicant shall pay $85,000.00 to the Willoughby Golf Club for the installation of additional landscaping on the Willoughby golf course berm adjoining the Marketplace property. The payment to the Willoughby Golf Club shall be made or ~~prior to clearing the subject property or issuance of the site permit for the main anchor buildings~~ at closing of the Mar-Stuart site or prior to any development activity occurring on any portion of the 35.07 acres depicted by Ordinance No. 2190 -09, whichever occurs first, subject to receipt of a written agreement for installation from Willoughby Golf Club, to be provided to the City of Stuart prior to payment by the applicant. In the event Willoughby Golf Club and the City have not entered into a written agreement for installation prior to the prescribed time above, the payment shall be made to the City and deposited into an escrow account.

Upland Preservation:

24. *The SK II CPUD, the Marketplace of Stuart CPUD, the Sunbelt Partners CPUD and the Mar-Stuart Retail, LLC CPUD shall be considered together for the purpose of meeting the City's upland preservation requirements. Prior to development there were 49.09 acres of native upland habitat on the four CPUDs, with a preservation requirement of 12.27 acres. A total of 23.91 acres of native upland habitat will be preserved for the three projects, a portion of which shall be off-site upland preservation in accordance with Sec. 5.05.02.C.5.a (formerly Sec. 5.04.02C.5.a) of Land Development Code.*

    The credit for upland preservation is calculated as follows:

    2.17 acres Marketplace of Stuart CPUD
    1.14 acres Sunbelt Partners CPUD
    10.30 acres Preservation – ½ of 20.6 upland acres on the "Vista" Parcel
    13.61 acres TOTAL CREDIT

25. *Marketplace of Stuart shall convey title to the 20.6 acre "Vista" parcel to the City, subject only to title exceptions acceptable to the City. ~~No construction permits shall be granted for the subject property until the off-site upland habitat has been conveyed to the satisfaction of the City Attorney, and a Preserve Area Management Plan has been approved, in accordance with City regulations, for the~~*

~~*preservation of the on-site upland habitat and the 5-year preservation of the "Vista" parcel. If such conveyance has not occurred by December 31, 2011, applicant shall provide a surety acceptable to City Attorney in an amount equal to 110%of cost to remove exotics from "Vista" parcel.*~~ *Such conveyance shall be made within 60 days of adoption of this ordinance. At the time of conveyance, the subject parcel shall be cleared of exotics as specified by the Preserve Area Maintenance Plan (PAMP) attached hereto as Attachment D with a revision date of March 22, 2012. No development activity shall occur on any portion of the 35.07 acres depicted by Ordinance No. 2190 -09, nor shall any portion of the site so depicted be conveyed until the 20.6 acre "Vista" parcel is conveyed to the City of Stuart. At the time of conveyance of the "Vista" parcel, Marketplace shall make a one-time, lump sum payment of $25,000.00 to the City for the preservation of the on-site upland habitat of the Vista" parcel.*

26. *The proposed preserve area and any planted trees for mitigation credits shall not be adversely affected by any drainage maintenance or drainage improvements within the existing 65 foot drainage easement without the prior written consent of the property owner and the City of Stuart.*

Key: *Deletions:* ~~*Strikethrough*~~
Additions: *Underline*

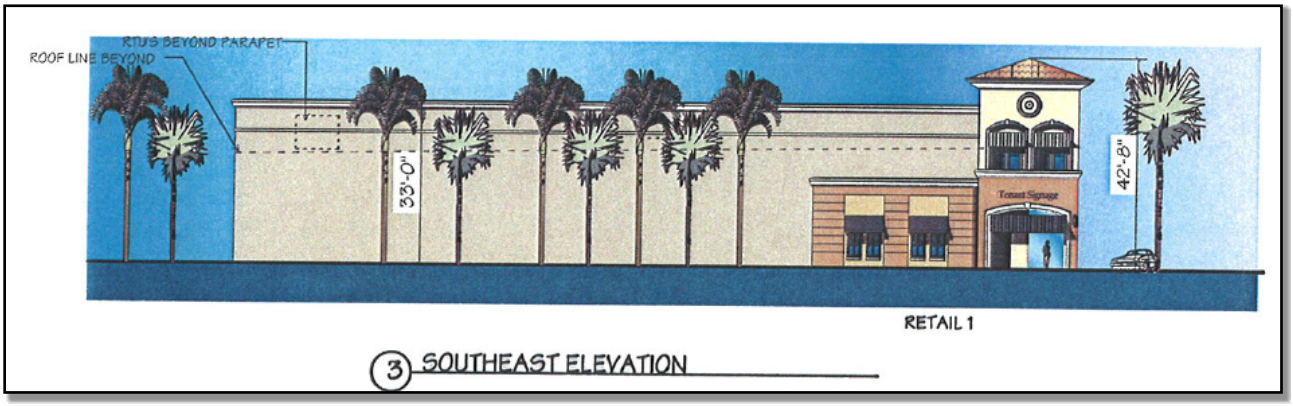
H. The impact of the proposed amendment upon living conditions in the adjacent neighborhood.

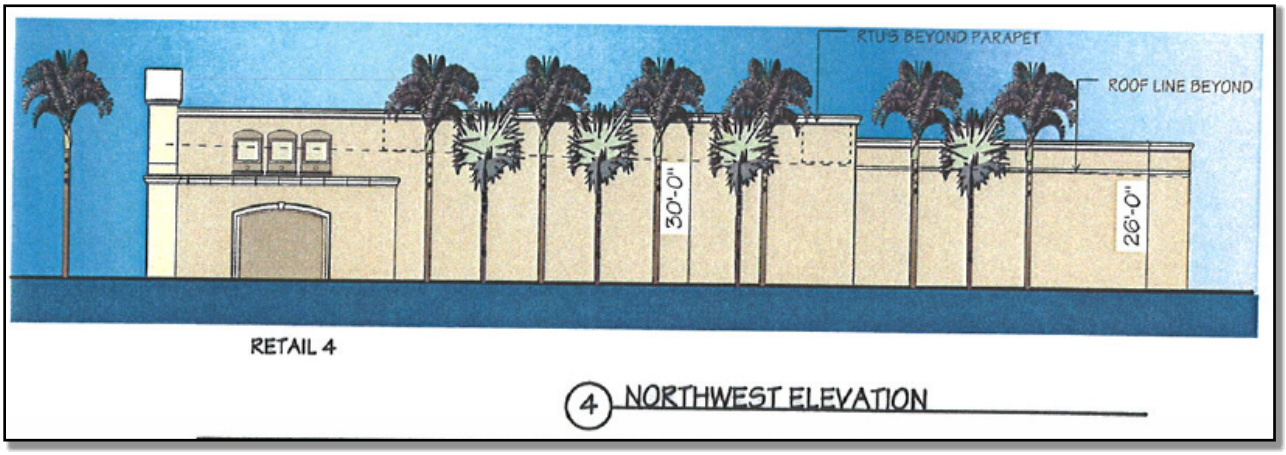
Staff Findings: The 35.07-acre subject parcel fronts on SE Federal Highway. The properties along the SE Federal Highway corridor are predominantly designated by the Commercial Future Land Use, including a mixture of Industrial and Multi-Family land uses, with the Willoughby Golf Club neighborhood development located west of the subject site.

On February 13, 2024, the applicant held a neighborhood meeting with the residents of Willoughby to discuss the proposed Major Adjustment to the CPUD for Marketplace of Stuart and MAR-Stuart, and the concurrent request for a Small-Scale Comprehensive Plan Future Land Use Amendment from Commercial to Neighborhood/Special District. The image above depicts the subject parcel in relation to the adjacent Willoughby neighborhood.

I. The impact of the amendment upon the flow of light and air to adjacent areas.

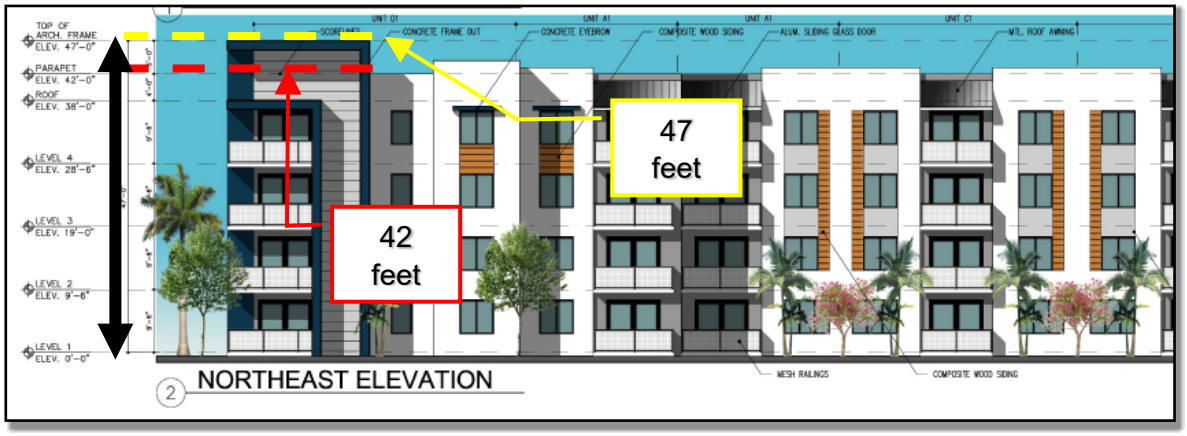
Staff Findings: The proposed CPUD amendment would allow for the construction of one *(1)* three-story and two *(2)* four-story multi-family buildings encompassing 249 multi-family units. The previous CPUD approval for Marketplace of Stuart allowed for the development of a 140,000 ft^2 retail building and five *(5)* out-parcels with a combined maximum building coverage of 50,000 ft^2, which included two *(2)* Restaurant buildings and three *(3)* retail buildings. The 140,000 ft^2 retail building was situated at the rear of the 22.76-acre parcel adjacent to Willoughby, with a maximum building height between twenty-six *(26)* feet and forty-three *(43)* feet. The images below were captured from the architectural elevations approved by the City Commission in 2012 for the Marketplace of Stuart CPUD, via Ordinance No. 2244-2012.



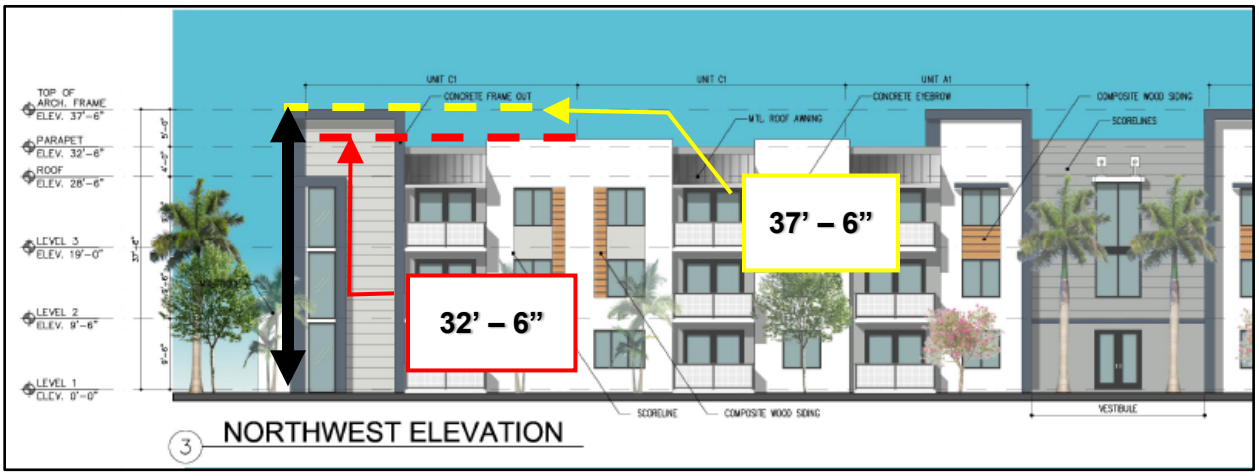


The Major CPUD Amendment proposes a greater building height adjacent to the western property boundary adjacent to the Willoughby neighborhood than what the City Commission previously approved in 2012.

According to the submitted architectural elevations, two *(2)* of the proposed multi-family buildings will be constructed at a maximum height of forty-seven *(47)* feet, as measured at the top of the structure's architectural frame and forty-two *(42)* feet as measured to the top of the parapet. The roof measures thirty-eight *(38)* feet in height. *(See depiction below)*



The third multi-family building will be constructed at a maximum height of thirty-seven feet & six inches *(37' – 6")* as measured to the top of the structure's architectural frame, and thirty-two feet & six inches *(32' – 6")* as measured to the top of the parapet. The roof measures twenty-eight feet & six inches *(28' – 6")* in height. *(See depiction below)*



All on-site lighting must be designed and installed so that light does not shine directly onto adjacent residential uses. All light fixtures proposed within a parking or vehicular use area and adjacent to a residential use or residential Zoning District may not exceed fifteen *(15)* feet in height and may not exceed 0.2 footcandles, as measured at the common boundary line.

The submitted Photometric Lighting Plan does not identify footcandle measurements at the property boundary. The footcandle measurements adjacent to SE Federal Highway may need to be revised to reduce the effect on vehicular traffic on Federal Highway.

The Major CPUD Amendment proposes a four *(4)* phase development, each requiring subsequent City Commission approval through a Major Development Plan application. Upon submitting a Major Development Plan application for each phase, the property owner, applicant, or successor shall be required

to submit a Photometric Lighting Plan of each proposed phase for staff review.

J. The impact of the proposed amendment upon property values in the adjacent area.

Staff Findings: According to the applicant's submitted Future Land Use Narrative, the addition of new and expanded commercial and residential provisions to this part of the City will provide a growth in tax revenues to add to the overall maintenance and provision of public service provisions within the City of Stuart and Martin County.

K. The impact of the proposed amendment upon improvement or development of adjacent property in accordance with existing regulations.

Staff Findings: The adjacent properties situated to the north, east, and south of the subject parcel are developed and include a variety of existing commercial uses. The properties to the west are located within the jurisdiction of Martin County and developed as an existing single-family neighborhood and private golf course known as the Willoughby Gold Club.

L. The existence of other adequate sites in the city for the proposed use in districts already permitting such use.

Staff Findings: The requested Major Amendment does not propose to rezone the subject parcels and will maintain the existing Commercial Planned Unit Development zoning designation. According to Land Development Code Section 2.07.00*(E)(2)*, the buildings, structures, land, or water within a CPUD district may be used for the following purposes:

- Any and all uses set forth in the present zoning classifications of R-1A, R-1, R-2, R-3, B-1, B-2, B-3, and B-4 inclusive, providing such uses are compatible with uses on adjacent property as determined by the city commission.
- Residential uses which are designed to be compatible with the adjacent commercial uses. The residential uses shall not comprise more than 30 percent of the development site excluding the open space, natural vegetation area, and wetlands.
- Commercial residential uses such as apartments, hotels, and resorts provided said uses do not comprise more than 30 percent of the development site excluding the open space, natural vegetation area, and wetlands.
- Commercial uses not specifically outlined in any of the standard zoning categories, but which are compatible and of like nature and quality to those commercial uses allowed on B-1, B-2, B-3, or R-3 zoning classifications as determined by the City Commission.

PLANNED UNIT DEVELOPMENT (PUD)
STANDARDS OF REVIEW
Land Development Code Section 2.07.00

In addition to the Standards of Review outlined under Land Development Code Section 11.01.09, a Major CPUD Adjustment to the Marketplace CPUD & MAR-Stuart CPUD must be reviewed following the provisions outlined under LDC Section 2.07.00 for Planned Unit Developments.

According to LDC Section 2.07.00*(E)*, a Commercial Planned Unit Development may be located anywhere in the City of Stuart that is defined and described as Multi-Family Residential, Office/Residential, Commercial, Industrial, Public, Downtown Redevelopment, Neighborhood/Special District, East Stuart, or Marine/Industrial by the Future Land Use Element of the City of Stuart's Comprehensive Plan, and which is of suitable character and compatible with surrounding uses as determined by the City Commission.

NATIVE VEGETATION:

Per Land Development Code Section 2.07.00*(E)(3)(c)*, excluding wetlands defined by the South Florida Water Management District, not less than 25 percent of the total development site shall remain as undeveloped native vegetation area. The required native vegetation area may include open space areas and the landscape buffer between the site and adjacent property. Other required landscaping shall not count towards the native vegetation requirement. The location of the native vegetation area shall be determined using a study of the site with consideration to the value of existing vegetation.

According to the applicant's submitted justification statement, upland preservation requirements for the Marketplace of Stuart CPUD have been previously met as follows:

> *The SK II CPUD, the Marketplace of Stuart CPUD, the Sunbelt Partners CPUD and the Mar-Stuart Retail, LLC CPUD. have been considered together for the purpose of meeting the City's upland preservation requirements. Prior to development there were 49.09 acres of native upland habitat on the four CPUDs, with a preservation requirement of 12.27 acres. A total of 23.91 acres of native upland habitat will be preserved for the three projects, a portion of which shall be off-site upland preservation in accordance with Sec. 5.05.02.C.5.a (formerly Sec. 5.04.02.C.5.a) of Land Development Code.*
>
> ***The credit for upland preservation is calculated as follows:***
>
> | | |
> |---|---|
> | *2.17 acres* | *Marketplace of Stuart CPUD* |
> | *1.14 acres* | *Sunbelt Partners CPUD* |
> | *10.30 acres* | *Preservation - ½ of 20.6 upland acres on the "Vista" parcel* |
> | ***13.61 acres*** | ***TOTAL CREDIT*** |

The proposed combined 35.07-acre site consisting of the Marketplace of Stuart CPUD parcel (+/-22.76-acres) and the Mar-Stuart CPUD parcel (12.31-acres) is required to provide 2.17-acres of native upland preserve on-site.

According to the applicant's submitted justification statement, the tree mitigation requirements for the Marketplace of Stuart CPUD have been previously met as follows:

Ordinance 2244-2012, Condition #11

1. *Install 119 (2.5") slash pines within the preserve area on the west side of the property within 180 days of adoption of ordinance No. 2244-2012.*
2. *Deposit $85,000 into the City of Stuarts Tree Mitigation fund within 60 days of adoption of Ordinance No. 2244-2012.*
3. *Pay $275,000 ($190,000 for installation of landscaping on the Willoughby berm adjoining the Marketplace property and $85,000 for additional plantings at the Willoughby Gold Course) at closing of MAR-Stuart site or prior to any development activity occurring on any portion of the 35.07-acres.*

It is our understanding that 2,215 slash pines or 5,537.5 inches of pine tree mitigation for the entire 35.07-acre site has been previously paid for under Ordinance 2244-2012, condition #11. Also, it is our understanding that at the time of Ordinance 2392-2018, documentation was provided to the City of Stuart demonstrating that items above under Ordinance 2244-2012, Condition # 11 were satisfied.

We acknowledge that the previous payments made applied strictly to the Pine tree removal / Mitigation and that the removal of protected hardwood trees would require additional tree replacement / mitigation. Our proposed landscape plan provides required hardwood mitigation on-site through the use of 4.5" DBH replacement trees and by using the City's new Ordinance # 2432-2020, Chapter V, Sec.5.05.02, C, Table 4, "Additional Understory Native Plantings".

CPUD PARKING STANDARDS:

The proposed parking standards have been reviewed by staff and meet or exceed the minimum number of required parking stalls for the multi-family apartments, commercial buildings, convenience restaurant/drive-thru, and automotive dealerships. The project also provides the minimum required bicycle parking racks throughout the development, per Land Development Code Section 6.01.20.

The project proposes 1,161 parking stalls between the 249 multi-family units *(442 parking spaces)*, commercial/retail area *(139 parking spaces)*, and car dealership(s)/vehicle storage area *(580 parking spaces)*. According to the applicant's most recent master site plan submittal, the following parking calculations are provided for multi-family, commercial/retail, and auto dealership uses.

Multi-Family Parking Calculations:

According to the Off-Street Parking Schedule outlined under Land Development Code Section 6.01.13, the minimum required parking standards for multi-family dwelling units within the City of Stuart are as follows:

- **Multi-Family Dwelling Unit *(Studios or 1 bedroom)*** = 1.5 spaces per unit
- **Multi-Family Dwelling Unit *(2 or more bedrooms)*** = 2 spaces per unit

  **Garages may count towards the required off-street parking requirements.*

The proposed Major CPUD Amendment complies with the minimum parking requirements for the City of Stuart, as depicted below.

Multi-family Apartments

Maximum 30% Residential Area within CPUD (35.07 Ac. Total Site x 30%)	10.52 Ac. / 30%
Provided Residential Area within CPUD	10.03 Ac. / 29%

Density (based on the 22.76 Ac. Neighborhood Special District Land Use Designation)

Maximum Density	15 DU / Ac.
Proposed Density (249 Units / 22.76 Ac.)	10.94 DU / Ac.
Maximum Allowable Dwelling Units (15 DU / Ac. x 22.76 Ac.)	341 Units
Total Proposed Dwelling Units	249 Units
1 Bedroom Units	112 Units (45%)
2 Bedroom Units	104 Units (42%)
3 Bedroom Units	33 Units (13%)

Parking Data

	Required	Provided
1 Bedroom Units: (1.5 spaces per unit) 112 Units x 1.5 spaces	168 Spaces	168 Spaces
2 or more Bedroom Units: (2 spaces per unit) 137 Units x 2 spaces	274 Spaces	274 Spaces
Total Parking:	442 Spaces	* 442 Spaces

Handicap Parking (ADA Compliance, Section 208.2)

	Required	Provided
9 Spaces Minimum per 401 - 500 Provided Spaces * (Included as part of the total 442 provided spaces)	9 Spaces	11 Spaces

Bicycle Parking

Required	Provided
20 Spaces	24 Spaces (4 Total - 6 Bike Capacity Racks)

Auto Dealership Parking Calculations:

Car Dealerships

Total / Max. Gross Floor Area:	Up to 172,609 sf
Existing Dealerships	91,609 sf (Includes Service Overhang)
Proposed Future Dealerships	Up to 81,000 sf (Includes Service Overhang)

Parking Data		Required	Provided
Gross Floor Area of Sales / Leasing (2 per 1,000 sf):			
Existing Audi Dealership	16,834 sf		
Existing Infiniti Dealership	15,350 sf		
Existing Maserati Dealership	7,140 sf		
* Proposed Future Dealerships (43,000 sf is the maximum amount of combined Sales/Leasing Area for all 3 proposed future dealerships)	Up to 43,000 sf		
Total Gross Floor Area of Sales / Leasing:	82,324 sf	165 Spaces	174 Spaces
Outdoor Display Area (1 per 4,500 sf): Outdoor display area = 38,232 sf / 4,500		9 Spaces	9 Spaces
Vehicles Displayed Outdoors (1 Space for each Vehicle):		227 Spaces	227 Spaces
Repair Bays (2 Spaces per Repair Bay):			
Existing Audi Dealership (Includes approved building expansion)	28 Repair Bays (56 Spaces)		
Existing Infiniti Dealership	11 Repair Bays (22 Spaces)		
Existing Maserati Dealership	10 Repair Bays (20 Spaces)		
* Proposed Future Dealerships (36 repair bays is the maximum combined amount for all 3 proposed future dealerships)	Up to 36 Repair Bays (72 Spaces)		
Total Repair Bays:	85 Repair Bays (85 x 2)	170 Spaces	170 Spaces
Total Parking:		571 Spaces	580 Spaces

* NOTE: Parking Requirement for future proposed dealerships may be calculated based on current ITE.

Handicap Parking (ADA Compliance, Section 208.2)	Required	Provided
2% Minimum of 501 - 1,000 Provided Spaces (580 provided spaces x 2%)	12 Spaces	12 Spaces

Car Storage & Detail / Wash Area Parking:

Car Storage Parking Provided: 466 Spaces Detail / Wash Area Parking Provided: 10 Spaces

Bicycle Parking	Required	Provided
	20 Spaces	24 Spaces (3 Total - 8 Bike Capacity Racks)

According to the Parking Calculation Requirements outlined under Section 6.01.10 of the Land Development Code, excess surface parking is discouraged, and the number of extra surface parking spaces shall not exceed ten (10) parking spaces or ten (10%) percent, whichever is greater. According to the above parking calculations table, the six (6) automotive dealerships will provide 466 parking stalls dedicated to vehicular storage, detailing, and washing areas. The City of Stuart Development Department has determined that these additional parking stalls are ancillary to the automotive dealership's uses.

According to the Design Standards for Off-Street Parking outlined under Section 6.01.14 of the Land Development Code, the minimum width for parking stalls is nine *(9)* feet; however, the applicant is requesting to deviate from these minimum standards to provide a minimum width of 8.5 feet for the parking stalls dedicated for vehicular storage and customer waiting, as these parking stalls are utilized for the dealership functionality.

Commercial / Retail Parking Calculations:

According to Land Development Code Section 6.01.18*(B)*, large inventory commercial uses between 50,001-80,000 ft^2 are required to provide four *(4)* loading spaces not less than twelve *(12)* feet in width and fifty *(50)* feet in length. According to the submitted master plan, the applicant is requesting to provide two *(2)* loading spaces; one (1) 10' x 25' loading zone adjacent to the restaurant drive-thru and commercial building, and one (1) 10' x 25' loading zone adjacent to the dumpster adjacent to Lake #1.

Commercial / Retail

Total Commercial Gross Floor Area:		21,022 sf
* Commercial Building A: Drive-Thru Restaurant	2,500 sf	
* Commercial Building B & C: Retail / Restaurant	17,600 sf	(8,800 sf per Bldg)
Commercial Building Overhang Feature	922 sf	

Parking Data	Required	Provided
Comm. Bldg A: Drive-Thru Restaurant (2,500 sf)		
1 Space per employee on largest shift	5 Spaces	5 Spaces
1 Space per 100 sf of service area (2,500 / 100)	25 Spaces	25 Spaces
Comm. Bldg B & C: Retail / Restaurant (17,600 sf)		
Retail - Strip Shopping Center: (1 Space per 250 sf)		
17,600 sf of Strip Shopping Center / 250 sf	71 Spaces	109 Spaces
Total Parking:	101 Spaces	139 Spaces

* NOTE: Parking Requirement for any future uses may be calculated based on current ITE.

Handicap Parking (ADA Compliance, Section 208.2)	Required	Provided
5 Spaces Minimum per 101 - 150 Provided Spaces	5 Spaces	5 Spaces

Bicycle Parking	Required	Provided
2 per 1st 10 & 2 per each additional 30 Required Vehicular Parking Spaces	8 Spaces	12 Spaces (2 Total - 6 Bike Capacity Racks)

Off-street Loading (Small Inventory commercial uses)	Required	Provided
1 loading space (10' x 25') per 5,000 - 80,000 sf of floor area.	1 Space	2 Spaces

SIGN DESIGN STANDARDS:

Land Development Code Section 6.11.17 does not designate specific design standards for signage within the CPUD Zoning designation; therefore, the applicant proposes deviating from the standard separation requirements for monument signs, as outlined under *Table 6.11.17 – Design Standard Matrix*.

According to the minimum standards for monument signs within a non-PUD zoning district (e.g., B-2, B-4, Industrial), monument signs on the same parcel must be separated by at least 300 feet.

The Subject property provides 1,645 linear feet of frontage on SE Federal Highway and would allow approximately 5.48 monument signs under the Commercial zoning designation.

The applicant is proposing *(1)* monument sign per 200 linear feet of frontage, and a minimum of 100 feet of separation between each monument sign, providing for a maximum of eight *(8)* monument signs for the development. There are currently three *(3)* existing monument signs adjacent to Federal Highway that are associated with the three *(3)* existing car dealerships within the Mar/Stuart CPUD. The Major CPUD Amendment would allow for five *(5)* additional monument signs; one *(1)* for each proposed car dealership *(3 total)*, one *(1)* for the multi-family component, and one *(1)* for the entire commercial/retail & drive-through restaurant.

PROPOSED COMMERCIAL USES:

As part of the overall Major CPUD Adjustment approval, the applicant provided a list of permitted uses for the commercial area. These permitted uses are exclusive of the six *(6)* automotive dealerships and multi-family components.

Commercial Uses:

- Automatic Amusement Center & Game Room
- Automobile Rental/Leasing
- Automobile Repair Services (Major & Minor)
- Automobile Sales (All Repair/Service Within Enclosed Building)
- Bakeries, Retail and/or Wholesale Warehouses
- Banks/Financial Institutions
- Barbershop, Beauty Salons, Specialty Salons
- Bars
- Boat Sales & Service
- Car Washes
- Catering Shops
- Clubs, Lodges, Fraternal Organizations
- Craft Distillery
- Dry Cleaning Establishment
- Farm Equipment & Supply Sales Establishments (with Open Storage)
- Flea Markets
- Health Clubs
- Health Spas

- Laundry Establishments (Self-Service)
- Microbrewery
- Office, Business or Professional
- Office, Low Intensity Medical
- Office, Veterinary
- Pool Hall/Billiard Parlor
- Repair Services
- Restaurants, Convenience & General
- Restaurants, Drive-Thru
- Restaurants, Limited
- Retail, Bulk Merchandise
- Retail, Furniture Store
- Retail, Intensive Sales
- Retail, Non-Intensive Sales & Service
- Retail, Strip Shopping Center
- Rooftop Dining Areas (Conditional Use)
- Studio (Art, Dance, Music, Exercise)

Recreational Uses:

- Public Parks
- Dog Park
- Swimming Pools

Residential Uses:

- Multi-Family Dwelling Units
- Residential Units Combined with Non-Residential Uses

Institutional Uses:

- Childcare Center *(< Five Acres)*

Health Care Uses:

- Massage Therapy Establishment
- Office, Low Intensity Medical
- Office, Medical
- Pain Management Clinics *(Conditional Use*

CPUD AMENITIES:

According to Land Development Code Section 2.07.00, a Planned Unit Development *(PUD)* should provide a variety of natural features, scenic areas, efficient and economical land use, improved amenities, orderly and economic development, and the protection of adjacent existing and future developments.

All PUD applications are encouraged to incorporate one or a combination of PUD amenities that demonstrate that the subject application meets the purpose of the Land Development Code in providing enlightened and imaginative approaches to community planning, stormwater infrastructure and property design.

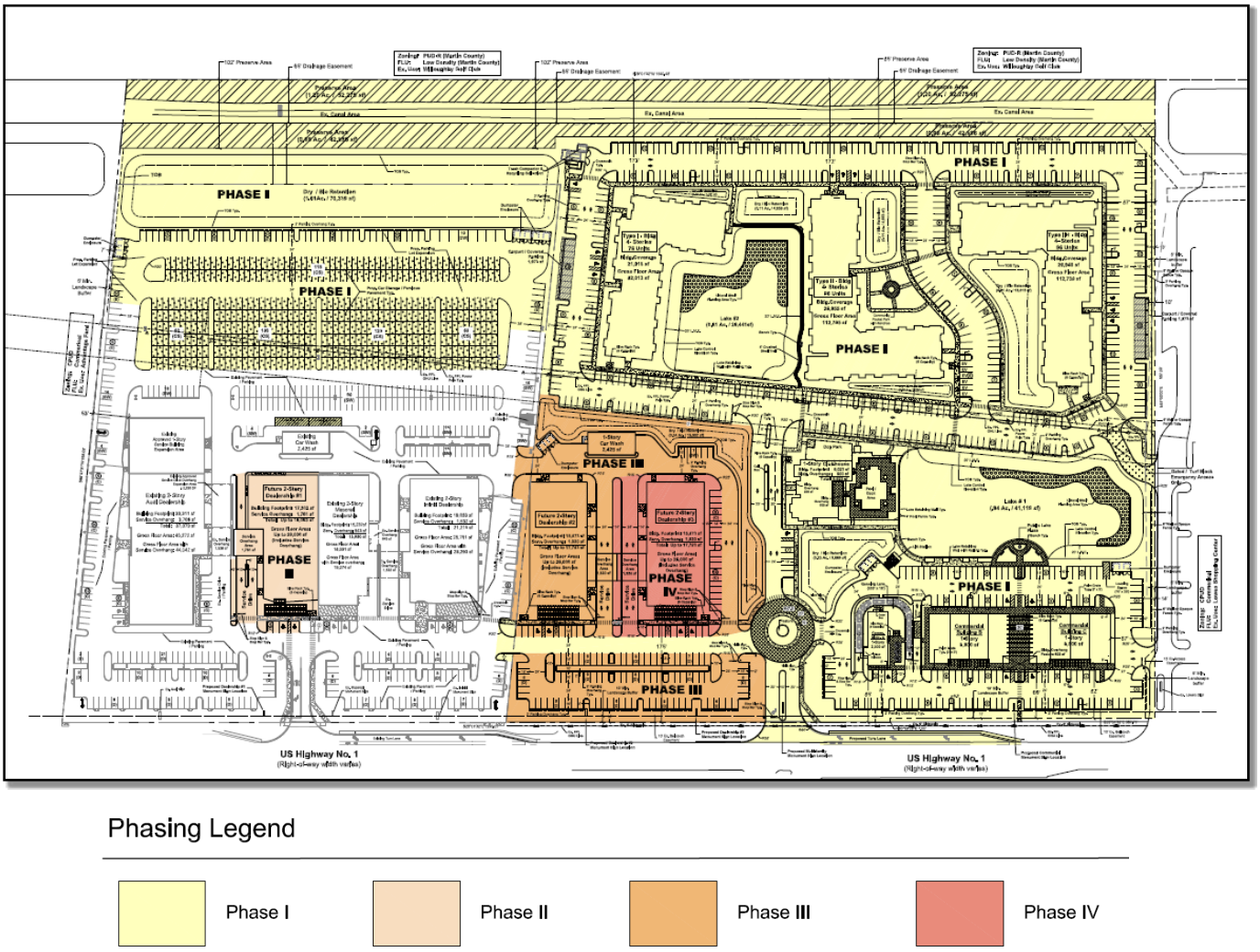
PUD amenity means a feature or facility that is added to a PUD development that enhances the project beyond those required under the standard zoning regulations and which demonstrates the application of enlightened and imaginative approaches to one or more of the following:

- Community Planning
- Stormwater Management
- Environmental Stewardship
- Sustainable Living
- Architectural and/or Property Design
- Historic Preservation
- Attainable Housing Units
- Housing Fund

- Emergency Generator
- Utilization of a Renewable Energy Source
- Green Roof
- Public Plaza
- Community Garden
- Electric Vehicle Charging
- Water Feature
- Shade Trees
- Public Art
- Shared Vehicle or Bicycle Facilities
- Enhanced Multimodal Facilities
- Enhanced Bicycle & Pedestrian Facilities

According to the applicant's justification statement and submitted master plan, the proposed development includes a lakeside plaza amenity for the commercial plaza adjacent to SE Federal Highway. The multi-family component includes a clubhouse and pool area, a dog park, a lake trail with benches, a community pocket park, bicycle racks, shade trees, and stormwater management.

DEVELOPMENT PHASING PLAN:



As depicted by the above Phasing Plan exhibit provided by the applicant, the development will be constructed in four *(4)* phases, with each phase requiring City Commission approval for a Major Amendment to the CPUD for the Eden/MAR-Stuart CPUD.

E. COMPREHENSIVE PLAN REVIEW

The Major Adjustment to the Marketplace CPUD and MAR-Stuart CPUD has been reviewed per the following Goals, Objectives, and Policies outlined within the City of Stuart Comprehensive Plan:

ELEMENT 1 - FUTURE LAND USE ELEMENT

Policy 1.A3.2: *The City's Future Land Use Map and land development regulations shall direct development to areas where adequate utilities, services and schools exist or are planned in order to protect natural resources.*

Policy 1.A3.3: *The City shall designate and protect environmentally sensitive lands including viable and functioning wetlands as determined by the SFWMD and native vegetative communities that provide wildlife habitat for listed species. Protection measures will include performance standards regulating land use, public access, marina siting and activities, wetlands, shoreland alteration and seawalls, treatment of stormwater runoff, mangrove protection and provisions for developers to preserve environmentally sensitive land, including transfer of development rights and density bonuses.*

Objective 1.A5 – Residential Development: *Ensure land use compatibility by grouping complementary land use activities, including mixed-use land use developments in appropriate areas of the city. Work with the developers to integrate vehicular and pedestrian circulation systems, bike paths, parking, building location, and architectural design into a cohesive development.*

Policy 1.A5.1: *The Future Land Use Element of the City's adopted Comprehensive Plan shall provide land for future residential use to promote a more compact development pattern. This shall include sufficient land suitable for the public utility facilities needed to support the projected level and pattern of development.*

Policy 1.A5.3: *Wherever possible, medium density residential and recreation/open space areas should serve as buffers between higher and lower intensity residential uses to achieve an orderly land use transition.*

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: The City of Stuart has designated the following land use categories and allowed uses for all land within the City of Stuart:

C. ***Commercial:*** *Land uses and activities predominately connected with the sale, rental, and distribution of products or performance of professional and non-professional services. Includes retail sales, service establishments, business, professional and other offices, shopping centers, financial institutions, restaurants, entertainment, hotels, motels and other temporary lodging. A limited amount of Multi-Family Residential and indoor industrial uses are allowed. Mixed-use projects are allowed. Also, public facilities and electric distribution substations are allowed.*

J. ***Neighborhood/Special District:*** *Mixed-use category allowing residential, commercial, and recreation land uses such that a functional vertical or horizontal mix of uses is achieved. Developments shall include a mix of residential and commercial or office. Uses may be mixed within a single building and on a single site provided that impacts from differing uses are mitigated through urban design techniques. Also, public facilities and electric distribution substations are allowed.*

Policy 1.A7.2: Gross densities, gross intensities and proportional use amounts for each land use category are established in the "Table of Land Use Densities and Intensities" that is adopted as part of this element. In order to promote the efficient use of land and to provide an affordable housing stock (Policy 3.A2.6. Housing opportunities), the City's Land Development code shall provide adjustment, through the urban planned unit development process, to accommodate smaller residential units and allow smaller housing units to be calculated at 0.5 density. In accordance with Land Development Code, Chapter II, Section 2.07 - table 2.07.A. UPUD unit density and parking space calculation.

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.*

Objective 1.B2 – Provision 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.*

GOAL STATEMENT 1.F: *The future land use goal for the Neighborhood/Special District category is to promote infill and redevelopment efforts; allow for the creation of traditional neighborhood developments (TNDs); lessen the need for vehicular trips; deter urban sprawl; and encourage the development of mixed-use developments.*

Objective 1.F1 – Development Standards for Neighborhood/Special District Land Use Category: *The City shall allow mixed-use and traditional neighborhood development, pedestrian accessibility, and innovative planning and land use techniques that strengthen the small-town character of Stuart through the application of the Neighborhood/Special District land use category.*

Policy 1.F1.1: *Of the developable acreage of the site, not less than 30 percent shall consist of residential use and not less than ten percent shall consist of non-residential and non-recreational land uses.*

Policy 1.F1.2: *Mixed-use development within the Neighborhood/Special District category shall integrate distinct uses together in order to create a functioning, multifaceted type of development. Integration is defined as the combination of distinct uses on a single site where impacts from differing uses are mitigated through urban design techniques and where differing uses are expected to benefit from the close immediate proximity of complementary uses. This may include horizontal and vertical integration.*

Policy 1.F1.4: *Large expanses of parking area discourage neighborhood scale and pedestrian friendliness. Therefore, where possible, development shall include smaller scattered parking lots of "nodes" that are approximately located such that the massing or "bunching" of parking into large expanses of parking area is prevented.*

F. STAFF/CONSULTANT REVIEWS

CITY OF STUART BUILDING DEPARTMENT

The City of Stuart Building Department has no comments regarding the Small-Scale Comprehensive Plan Future Land Use Map Amendment.

All building plans shall comply with the latest edition of the Florida Building Code *(FBC)* and Florida Fire Prevention Code *(FFPC)* in effect upon the submittal of a building permit, with separate permits required for site, building, dumpster enclosures, fire lines, fire sprinkler, fire alarm, kitchen hood, suppression systems, etc. The applicant shall schedule a pre-construction meeting with the City of Stuart Development Department before permits may be issued.

CITY OF STUART FIRE DISTRICT

The City of Stuart Fire District does not have any comments regarding the proposed Small-Scale Comprehensive Plan Future Land Use Map Amendment.

As a condition of approval for the Major Adjustment to the Commercial Planned Unit Development *(CPUD)*, the applicant shall be required to submit a revised Autoturn in compliance with the Stuart Fire Rescue truck specifications, prior to the issuance of a site permit.

- NFPA 1 18.2.3.5.3.1 The turning radius of a fire department access road shall be as approved by the AHJ.
- NFPA 1, 18.2.3.5.1.1 Fire department access roads shall have an unobstructed width of not less than 20 feet.

CITY OF STUART PUBLIC WORKS DEPARTMENT

The Public Works Department conceptually approves the Major CPUD Amendment application. The following comments must be addressed prior to the issuance of a site permit:

- Water and Sewer service are provided by Martin County Utilities. All civil and utility plans must be reviewed and approved by the Martin County Utilities Department Prior to submitting a site permit with the City of Stuart Building Department. All submitted plans must be stamped and approved by the Martin County Utilities Department.
- All proposed dumpster enclosures must be constructed per the City of Stuart's Double Dumpster Enclosure Construction Detail.
- Each dumpster enclosure permit shall require the City of Stuart double dumpster enclosure construction detail to be included within the submitted plan.

All construction pertinent to this Department shall be installed, inspected, and tested per the City of Stuart Minimum Design and Construction Standards, latest edition, and the City of Stuart Specifications and Ordinances, where applicable. In case of discrepancies between the construction plans and the aforementioned manuals, the most restrictive shall apply.

All plans to be reviewed by this Department shall be routed through the Permit Technician in the Development Department. Approval by this department shall not be construed to be a license to proceed with work and shall not be construed as authority to violate, cancel, alter, or set aside any of the provisions of the City Code. Approval shall not prevent this department from thereafter requiring a correction of errors in plans, construction, or violation of the City Code.

CITY OF STUART POLICE DEPARTMENT

The City of Stuart Police Department has reviewed the submitted landscape plan and does not have any comments at this time. Prior to the issuance of a site permit for each phased development, the applicant will be required to submit a photometric lighting plan for review, per the commercial on-site lighting standards outlined under Section 6.07.00 of the Land Development Code.

CITY OF STUART ENGINEERING CONSULTANT – KIMLEY-HORN & ASSOCIATES

Kimley-Horn has reviewed the third submittal of the Small-Scale CPA and Major CPUD applications and associated documents, provided to Kimley-Horn on January 30, 2024, prepared by HJA Design Studio and Captec Engineering Inc. for the proposed Eden Multifamily / Mar-Stuart development in Stuart, Florida. Please find below our review comments pertaining to the following items listed within the application:

- The applicant has addressed all previous engineering questions. We have no further comments at this time.

Thank you for the opportunity to assist the City of Stuart in reviewing the noted project. By conducting this limited evaluation, Kimley-Horn is not assuming responsibility for the content and accuracy of the plans, which remain the sole responsibility of the Engineer of Record. Please contact us if you have any questions or need additional information.

CITY OF STUART ENVIRONMENTAL CONSULTANT – KIMLEY-HORN & ASSOCIATES

Kimley-Horn has reviewed and approved the Landscape Plans, prepared by HJA Design Studio, dated October 11, 2023 (Revised on August 28, 2024), for the proposed Major CPUD Amendment. The following comment is provided for informational purposed only.

- Please show all utility and service lines in the background of the landscape plan to ensure there are no conflicts with tree placement.

An environmental review for the Major CPUD Amendment was conducted in December 2022 by Kimley-Horn & Associates, pursuant to the requirements outlined under Chapter V – *Resource Protection Related to Development Standards*, of the Land Development Code.

The applicant responded with updated documentation, including comment responses, an Environmental Assessment, Ordinance No. 2244-2012 *(Marketplace of Stuart CPUD)*, and a Landscape Plan. Further review was conducted by Kimley-Horn & Associates and the following summary was provided:

Section 5.01.00 – Avoidance and Minimization and Other Environmental Impacts: An Environmental Assessment prepared by Ecological Consulting of Florida *(ECF)*, and dated August 2023, was provided with the application. It appears that the Environmental Assessment, Ordinance #2244-2012 Marketplace of Stuart *("Upland Preservation" section)*, and the on-site Landscaping Plans meet the requirements for this Section.

Section 5.02.00 – Environmental Assessment Report: The Environmental Assessment provides the information required for this section, including an updated discussion of the listed species survey methodology, the location of the gopher tortoise burrow, and information on coordination with FWC.

Section 5.03.00 – Wetlands: The Environmental Assessment provides a discussion on the on-site wetlands and provides documentation from the South Florida Water Management District *(SFWMD)* confirming the approval of the wetland lines and the previously permitted mitigation.

Section 5.04.00 – Environmentally Sensitive Lands: The Environmental Assessment and Ordinance No.: 2244-2012 Marketplace of Stuart provides sufficient information regarding the approved protection of Environmentally Sensitive Lands.

Section 5.05.00 – Trees: A detailed tree inventory was provided in the on-site Landscaping Plans which satisfies this requirement.

Section 5.06.00 – Mangrove and Shoreline Protection: The project site does not have mangroves or shorelines.

Section 5.07.00 – Floodplains and Flood Damage Prevention: According to the boundary survey, the site is not within a flood hazard area.

Section 5.09.00 – Historic Preservation: No structures appear to be present on-site.

Section 5.10.00 – Clustering of Development: As on-site and off-site mitigation is anticipated for the impacts to the on-site environmentally sensitive lands, clustering of development is not required.

CITY OF STUART TRAFFIC CONSULTANT – KIMLEY-HORN & ASSOCIATES

Final Review of Future Land Use Amendment Traffic Analysis – November 16, 2023: Kimley-Horn has reviewed the Future Land Use Amendment Traffic Analysis *(revised September 30, 2024)* prepared by JFO Group, Inc., related to the above-mentioned project. The proposed project consists of approximately 249 *(mid-rise)* multifamily dwelling units, 17,600 square feet of strip retail plaza, a 2,500 square foot coffee/donut shop *(w/ drive through)*, and a 150,644 square foot *(new)* automobile sales dealership. The site is generally located northwest of the intersection of SE Pomeroy Street and SE Federal Highway in the City of Stuart.

The total net new trip generation potential for the proposed development is 2,382 daily trips, 205 *(103 entering / 102 exiting)* AM peak hour trips, and 204 *(101 entering / 103 exiting)* PM peak hour trips.

Site access is proposed via construction of a new west leg at the existing SE Miami Avenue at SE Federal Highway directional median opening, shared access via the existing Maserati Stuart right-in right-out driveway, and shared access with the Lowe's north of the site.

Based on the expected project impact the existing transportation infrastructure external to the site should be sufficient to accommodate the proposed development.

MARTIN COUNTY SCHOOL DISTRICT – SCHOOL CAPACITY ANALYSIS

This general analysis is completed to meet the development review policies specified in Section 6.2.6 of the Martin County, City of Stuart, and Martin County School Board Interlocal Agreement for School Facilities Siting and Planning, and Section 17.7 Public School Facilities Element of the Martin County Comprehensive Plan.

STUDENT GENERATION CALCULATION	
Residential Units	*249*
Current Student Generation Rate	0.1987
Elementary *(61%)*	31
Middle School *(22%)*	11
High School *(17%)*	8
Total Forecasted Students =	**50**

SCHOOL ZONE ENROLLMENT & PERMANENT CAPACITY			
CSA	**2022-2023 (10/13/2023) Enrollment**	**2024-2025 COFTE Projected Enrollment**	**2024-2025 LOS Concurrency Capacity**
Stuart Zone – Pinewood Elementary School	685	721	811
Stuart Zone – Stuart Middle School	800	825	1323
Stuart Zone – Martin County High School	2079	2322	2107

Enrollment #'s above reported from FOCUS, Projections through School District CIP Application

Comments provided by Martin County School Board: *This general analysis is completed to meet the development review policies specified in Section 6.2.6 of the Martin County, City of Stuart, and Martin County School Board Interlocal Agreement for School Facilities Siting and Planning, and Section 17.7 Public School Facilities Element of the Martin County Comprehensive Plan.*

This General School Capacity Analysis shall be used in the evaluation of a development proposal but shall not provide a guarantee that the students from the above-referenced project will be assigned to attend the particular school(s) listed. The analysis indicates the elementary, middle, and high school enrollment is projected to meet the Concurrency (LOS) Level of Service capacity. A School Concurrency Review is completed for Final Site Plan applications that include residential units.

G. PROJECT BACKGROUND

The following information provides a timeline and history of the subject parcels, including the previous project approvals that are associated with the northern 22.76-acre Marketplace of Stuart CPUD parcel and the southern 12.31-acre MAR-Stuart CPUD development.

- **SK Partners II CPUD:**
  - On August 24, 1998, the City Commission approved Ordinance 1610-97 and established the CPUD Zoning designation for an approximate 38.98-acre parcel known as Parcel #F19.
  - On September 22, 2003, the City Commission approved Ordinance 1951-03 for an adjustment to the SK Partners II CPUD established by Ordinance 1610-97, providing for a 64,714 ft^2 Advantage Ford Auto Dealership on a 13.68-acre parcel.
  - On January 26, 2004, the City Commission approved Resolution 18-04 for a plat to be known as the Advantage Ford of Stuart Plat, recorded in Plat Book 15, Page 86.
  - On July 28, 2008, the City Commission approved Ordinance 2163-08 for a Major Adjustment to the SK Partners II CPUD and created the 5.88-acre Johnson Honda Auto Dealership CPUD with approximately 1.49 acres of on-site upland preservation.

SK PARTNERS II CPUD	
PRE – RECONFIGURATION	**POST – RECONFIGURATION**
SK Partners II CPUD 10.00-acres: Advantage Ford CPUD 5.88-acre: Johnson Honda CPUD 3.68-acre: Advantage Ford Preserve 18.88-acre: Marketplace of Stuart CPUD ***Total = 38.44-acre***	**SK Partners II CPUD** 10.00-acre: Advantage Ford **Johnson Honda CPUD** 5.88-acre: Johnson Honda **Marketplace of Stuart CPUD** 3.68-acre: Advantage Ford Preserve 18.88-acre: Marketplace of Stuart

- **Sunbelt Partners CPUD:**
  - On April 24, 2000, the City Commission approved Ordinance 1726-00 for a voluntary annexation of 31.86 acres located on the west side of Federal Highway *(adjacent to Miami Street)*, while retaining a Martin County Zoning and Future Land Use designation of B-1 *(Business General)* and General Commercial, respectively.
  - On May 8, 2000, the City Commission approved a Major Development Site Plan via Resolution 81-

00 for the development of the Lowe's Home Center *(135,197 ft² retail/28,071 ft² garden center)* on a 21.88-acre site.

- According to the City Commission Staff Report prepared by the Development Department, dated April 27, 2000, *"the remainder of the site (47%) will be left as open space, stormwater management areas, preserve areas (5.27-acres upland preserve) and a 0.33-acre wetland preserve"*.

- On July 10, 2000, the City Commission approved Ordinance 1740-00, amending Ordinance 1726-00, and established the City of Stuart's CPUD Zoning designation for a 31.86-acre parcel of land generally located south of Indian Street/Wedgewood Commons Plaza and immediately west of SE Federal Highway.
- On June 11, 2001, the City Commission voted to approve the Sunbelt Center Plat, as recorded in Martin County Records on July 10, 2001, in Plat Book 15, Page 5.
- On November 18, 2002, the City Commission approved Ordinance 1897-02, for an amendment to the 34.52-acre Sunbelt CPUD granted under Ordinance 1740-00, to include the Lowe's Major Development Plan *(Resolution 81-00)* within the 34.52-acre Sunbelt Partners CPUD site, and to also construct a 7,703 ft² office/retail building on a portion of "Lot A" and an 8,000 ft² office/retail building on "Lot C".
- On July 27, 2009, the City Commission granted a Major Amendment to the Sunbelt Partners CPUD, via Ordinance 2188-09, thus amending the Sunbelt Partners CPUD land area from 34.52 to 22-acres, while providing for approval of a final site plan and conditions for the development.
- On July 27, 2009, the City Commission granted a Major Amendment to the SK Partners II CPUD *(Advantage Ford)*, via Ordinance 2189-09, to amend the 34.88-acre SK Partners II CPUD to isolate the 10-acre Advantage Ford CPUD, while providing for approval of a final site plan and conditions for the development.
- On July 27, 2009, the City Commission granted a Major Amendment to the *"SK Partners II CPUD"* and *"Sunbelt Partners CPUD"*, via Ordinance No.: 2190-09, to create a separate 35.07-acre planned development to be known as the *"Marketplace of Stuart CPUD"*, approving approximately 270,067 ft² of retail space, two *(2)* restaurants and two *(2)* banks.

The following data in the left column provides an overview of the separate parcels that made up the Sunbelt Partners CPUD. The right column identifies the land area calculations following the reconfiguration of the Sunbelt Partners CPUD.

SUNBELT PARTNERS CPUD	
PRE – RECONFIGURATION	**POST – RECONFIGURATION**
Sunbelt Partners CPUD 15.29-acres: Lowe's 6.05-acres: Lowe's Preserve Area 1.08-acres: FKA Ruby Tuesday 0.89-acres: Sabal Palm Plaza 1.45-acres: MSPN Outparcel 2.00-acres: MSPN Preserve Area 1.30-acres: CPUD Access 6.46-acres: Marketplace of Stuart ***Total = 34.52-acres***	**Marketplace of Stuart CPUD** 6.05-acres: Lowe's Preserve Area 6.46-acres: Marketplace of Stuart **Sunbelt Partners CPUD** 15.29-acres: Lowe's 1.08-acres: FKA Ruby Tuesday 0.89-acres: Sabal Palm Plaza 1.45-acres: MSPN Outparcel 2.00-acres: MSPN Preserve Area 1.30-acres: CPUD Access 18.88-acres Marketplace of Stuart ***Total = 22.01-acres***

- On April 23, 2012, the City Commission approved a Plat titled *"Marketplace Stuart Center, A CPUD",* via Resolution 36-2012, as recorded in the Martin County Records on June 21, 2012, in Plat Book 17, Page 18.
- On April 23, 2012, the City Commission granted a Major Amendment to the 35.07-acre *"Marketplace of Stuart CPUD"*, via Ordinance No.: 2243-2012, and approved a site plan revision to further reduce the overall land area from 35.07-acres to 12.31-acres, for a separate project to be known as the *"MAR-Stuart CPUD"*.
- On May 4, 2012, the applicant satisfied condition of approval #24, as outlined under Ordinance No. 2244-2012, and transferred a +/-20.6-acre parcel of land known as the *"Vista"* parcel to the City of Stuart. The *"Vista"* parcel provides a 13.61-acre credit for upland preservation required for the 49.09-acres of upland preservation area present at the time of previous approval.

Upland Preservation, Condition of Approval #24 – Ordinance No. 2244-2012:

The SK II CPUD, the Marketplace of Stuart CPUD, the Sunbelt Partners CPUD and the Mar-Stuart Retail, LLC CPUD shall be considered together for the purpose of meeting the City's upland preservation requirements. Prior to development there were 49.09 acres of native upland habitat on the four (4) CPUDs, with a preservation requirement of 12.27 acres. A total of 23.91 acres of native upland habitat will be preserved for the three (3) projects, a portion of which shall be off-site upland preservation in accordance with Section 5.05.02(C)(5)(a) (formerly Section 5.04.02(C)(5)(a)) of the Land Development Code.

The credit for upland preservation is calculated as follows:

2.17-acres Marketplace of Stuart CPUD
1.14-acres Sunbelt Partners CPUD
10.30-acres Preservation – ½ of 20.6 upland acres on "Vista" parcel
13.61 acres TOTAL CREDIT

Marketplace of Stuart shall convey title to the 20.6 acre "Vista" parcel to the City, subject only to title exceptions acceptable to the City. Such conveyance shall be made within 60 days of adoption of this Ordinance. At the time of conveyance, the subject parcel shall be cleared of exotics as specified by the Preserve Area Maintenance Plan (PAMP) attached hereto as Attachment "D" with a revision date of March 22, 2012. No development activity shall occur on any portion of the 35.07 acres depicted by Ordinance No. 2190-09, nor shall any portion of the site so depicted be conveyed until the 20.6 acre "Vista" parcel is conveyed to the City of Stuart. At the time of conveyance of the "Vista" parcel, Marketplace shall make a one-time, lump sum, payment of $25,000.00 to the City for the preservation of the on-site upland habitat of the "Vista" parcel.

- ***1st Administrative Variance (2012):*** Mar-Stuart CPUD Master Site Plan revision to building footprints. The conceptual footprint of the 3rd dealership was removed and replaced with a large open space in the middle of the site, labeled "Future Phase II Dealership". Revised Major Development Plan dated October 24, 2012. The following site data was revised, and the maximum allowable building areas were established:
    - Maximum Impervious Area: 347,436 ft^2 *(7.9-acres)* = 64.8%
    - Maximum Building Coverage: Up to 73,747 ft^2
    - Maximum Building Area *(Gross Floor Area)*: Up to 89,661 ft^2
- ***2nd Administrative Variance (2013):*** Mar-Stuart CPUD Master Site Plan revision for the MAR-Stuart CPUD, including:
    - Infiniti Dealership - impervious reduction from 32,867 to 26,761 ft^2, Audi Dealership - Impervious reduction from 35,929 to 30,872 ft^2, decrease of 16 display spaces from 154-138, and the addition of drive-by service lane, increase impervious surface for car wash from 800 to 2,425 ft^2, decrease in total non-display/storage parking spaces from 390 to 366, certain display area parking spaces reduced from 18' to 16' in depth with a 2' overhang into landscaping, the addition of 5,827 ft^2 of pervious parking area adjacent to previously proposed pervious parking, a 9,535 ft^2 increase to the Phase II dealership from 20,065 ft^2 to 29,603 ft^2,removal of single dumpster/recycling to add two *(2)* separate dumpster/recycling locations on the NW & SW parking lot corners, adjustment of U.S. 1 entry sidewalk location and added sidewalk between both Phase I dealerships, addition of electric recharging station in front of Infiniti dealership, relocation of 45 sabal palms from buffer/retention

area to phase II future dealership site *(Palms to be relocated in original location at time of Phase II development)*.

As per the revised Major Development Plan, dated January 17, 2013, the following site data was revised, and the following maximum building area calculations were established:

- Maximum Impervious Area: 347,436 ft^2 *(7.9-acres)* = 64.8%
- Maximum Building Coverage: Up to 73,747 ft^2
- Maximum Building Area *(Gross Floor Area)*: Up to 89,661 ft^2

- ***Minor Development Plan Approval (2015):*** On June 3, 2015, the City of Stuart Development Department granted a Minor Development Plan approval for the 15,632 ft^2 Ramey Rug development within Lot 3 of the Sunbelt Center Plat.

- ***3rd Administrative Variance (2019):*** Mar-Stuart CPUD Master Site Plan revision to include a Phase II Maserati dealership. Revised Major Development Plan dated December 3, 2018. The following site data was revised, and the maximum allowable building areas were established:
  - Maximum Impervious Area: 347,436 ft^2 *(7.9-acres)* = 64.8%
  - Maximum Building Coverage: Up to 73,747 ft^2
  - Maximum Building Area *(Gross Floor Area)*: Up to 89,661 ft^2

- ***4th Administrative Variance (2019):*** Mar-Stuart CPUD Master Site Plan revision to include a 90-space parking lot *(80-storage spaces & 10-display spaces)* next to the Phase II Maserati dealership. Revised Major Development Plan dated April 1, 2019. The following site data was revised, and the maximum allowable building areas were established:
  - Maximum Impervious Area: 347,436 ft^2 *(7.9-acres)* = 64.8%
  - Maximum Building Coverage: Up to 73,747 ft^2
  - Maximum Building Area *(Gross Floor Area)*: Up to 89,661 ft^2

- ***5th Administrative Variance (2023)***: Mar-Stuart CPUD Master Site Plan revision to expand the rear of the existing phase I Audi dealership building to add 9,400 ft^2, a one-story workshop area with seventeen *(17)* additional repair service bays, and to increase the existing service drive overhang by approximately 2,230 ft^2. Revised Major Development Plan dated October 24, 2022. The following site data was revised, and the maximum allowable building areas were established:
  - Maximum Impervious Area: 345,620 ft^2
  - Maximum Building Coverage: 70,656 ft^2
  - Maximum Building Area *(Gross Floor Area)*: 88,089 ft^2

PREVIOUS CONDITIONS OF APPROVAL
Ordinance No.: 2243-2012 "MAR-Stuart CPUD"

Approved Plans and Documents

1. The project shall comply with the Site Plan by HJA Studio; Project #11052, Last Revised March 1, 2012.
2. The project shall comply with the Landscape Plan, including tree mitigation, by HJA Studio; Project #11052, Last Revised March 16, 2012.
3. The project shall comply with the Building Elevations by MIRA Designs, Job #11052, Last Revised January 24, 2012.
4. Any modifications to the CPUD Site Plan, due to final engineering, that exceeds 5% of the approved building footprint, building setbacks; gross square footage; building location; parking size; location and number; drainage areas; and location of landscaping shall require further approval by the City Commission via a public hearing.

Landscaping

5. All landscaping areas shall be provided with an irrigation system of sufficient capacity to maintain the landscaping in a healthy growing condition.
6. The City's landscape inspector shall have the opportunity to inspect all trees and/or landscape material with the landscape architect prior to installation. The developer shall bear the pass-thru fee for landscape consulting fees not to exceed $1,500.00.
7. A Landscape maintenance plan, executed in accordance with the Land Development Regulations, shall be submitted to the Development Department and approved prior to the issuance of a certificate of occupancy.
8. Tree mitigation requirements are set forth in the Landscape Plan by HJA Studio, item 3 above and by items 3 and 11 of Exhibit "C" of the Marketplace of Stuart CPUD. Any failure by the owner of the Marketplace of Stuart CPUD to meet the tree mitigation requirements of said CPUD or any breach of said CPUD, shall not impact this CPUD and shall not cause any delays in the issuance of any permits or certificates of occupancy or any approvals whatsoever for any aspect of this CPUD.
9. "Hat racking" of trees is prohibited on the property.

Prior to Issuance of Site Permits

10. Site permits will not be issued until a building permit application for the first building to be constructed has been submitted.

11. Applicant shall provide a digital boundary survey and civil plan prior to the issuance of a site permit.
12. Civil Plans shall be reviewed and approved by all applicable City departments prior to the issuance of a site permit.
13. All regulatory agency permits, including but not limited to the South Florida Water Management District and Army Corp of Engineers, shall be obtained by the applicant and copies provided to the City prior to the issuance of a site permit.
14. Development shall comply with the City's Concurrency Management System prior to the issuance of building permits. A concurrency reservation certificate shall be issued and will be binding upon the applicant meeting the following three standards:
    a. Site Permit approval;
    b. The issuance of building permits to commence construction; and
    c. Payment of all applicable impact and permit fees.
15. Applicant will be required to provide a cash bond, irrevocable letter of credit or other surety acceptable to the City Attorney in an amount equal to 110% of the estimate of cost of the removal of the building prior to the issuance of a building permit. The surety will be returned to the applicant upon release of the certificate of occupancy.
16. No development permits shall be issued until the "Vista" parcel has been conveyed to the City of Stuart, as called for in Ordinance 2244-2012 condition number 24.

Traffic/Roadway Improvements

17. As part of the infrastructure improvements for this CPUD, the developer shall install a southbound right-turn lane at the entrance to this CPUD. This shall be the only off-site traffic improvement required for this CPUD.

Upland Preservation

18. All upland preserve requirements for this site are satisfied by the Marketplace of Stuart CPUD. Any failure by the owner of the Marketplace of Stuart CPUD to meet the upland preserve requirements or any breach of said CPUD, shall not impact this CPUD and shall not cause any delays in the issuance of any permits or certificates of occupancy or any approvals whatsoever for any aspect of this CPUD.

Development and Construction

19. Construction activity shall be limited from 7:00 am to 6:00 pm Monday - Saturday.
20. Construction of all permanent buildings shall comply with section 6.09.11 of the City Land Development Code and shall be limited to the heights specified on the approved Building Elevations.

21. Building generators, if utilized, shall be located behind the building that they serve, and screened with decorative materials or landscaped with hedge material. Sound attenuation shall be provided to assure that noise levels do not exceed 65 db's at the property line. Non- emergency testing of generators shall be limited to the hours of 12:00 p.m. to 3:00 p.m. on weekdays.

22. All mechanical equipment associated with the development shall be roof top or located behind the building and decoratively screened or landscaped with hedge material except that air conditioning units shall be located no closer than 30' feet from the back of the main anchor buildings and screened from view. Roof top satellite dishes shall be limited to 3-feet in diameter and screened from view.

23. Backflow prevention devices and above ground utilities shall be delineated on the landscape plans during final site plan review and shall be out of view or screened from the public right-of-way.

24. All on-site utilities must be buried except the existing FPL transmission line. The property owner agrees to be liable for burying off-site overhead utilities fronting its property along SE Federal Highway, other than FPL transmission lines, prior to the C.O. of any building.

25. Erosion and dust control measures to be implemented during construction shall be provided on the civil plans and submitted during site permit review. Water trucks shall be provided by the applicant as necessary during construction in order to reduce dust generated on-site.

26. Lighting poles in the parking areas shall not exceed 35 ft. in. Lighting shall include shields to direct the light away from the residential area to the west of the property.

27. All utility improvements constructed by the developer within the City's right-of-way including all lift stations shall be constructed in a manner and form acceptable to the Martin County Utilities (the "County"). The developer shall grant any such utility easements necessary for this site as may be required by the County.

28. Building addresses and/or numbers shall be in plain view and shown on each building plan submitted at the time of building permit application in accordance with the City Code and shall be consistent with the sign plan.

29. Street furniture and lighting pole provided on-site shall be of high quality and aesthetically pleasing appearance. The design of street furniture and lighting pole shall be reviewed and approved by staff prior to the issuance of a development permit.

30. Any sidewalk damaged during construction shall be repaired or replaced prior to the issuance of a Certificate of Occupancy for the first building of the affected phase.

31. Cleaning of the drainage ditch west of the property shall be the responsibility of the owner of the Marketplace of Stuart CPUD. Any failure by the owner of the Marketplace of Stuart CPUD to clean such drainage ditch, or any breach of said CPUD, shall not impact this CPUD and shall not cause any delays in the issuance of any

permits or certificates of occupancy or any approvals whatsoever for any aspect of this CPUD.

32. Temporary or freestanding storage units are prohibited on the property once construction is complete.

33. The project shall comply with the Tree Schedule and Landscape Enlargement Plan by HJA Studio project #11052.

Development Timetable

34. Timetable for development shall be as follows:

TIMETABLE OF DEVELOPMENT	
Site Permit Application by	Aug. 31, 2012
First Building Permit application by	Oct. 1, 2012
Final Certificate of Occupancy for north and south buildings by	Dec. 1, 2013

Prohibited

35. No temporary or modular buildings are permitted on the property except for permitted temporary construction/leasing trailers.

36. Delivery trucks are prohibited from idling engines overnight on the property. Truck deliveries to the main anchor buildings will be prohibited between the hours of 11:00 pm and 7:00 am.

37. Billboards are prohibited on the property.

38. Banners and any other sign or advertising device not in accordance with the City's Land Development Regulations are prohibited.

39. No vehicles shall be displayed or stored within the public right-of-way at any time.

40. To avoid noise disruption to the surrounding properties, the facility shall not utilize an outdoor public announcement (P.A.) system.

41. The following uses will be prohibited on the property – residential, skating rinks, bowling alleys, flea markets, discotheques, dance halls, video arcades, pool halls, bingo parlors, game rooms, massage parlors, betting facilities, radio, telephone and television transmission towers, funeral homes, residential care facilities, and laundromats equipped with coin-operated washing machines and dryers for public use.

PREVIOUS CONDITIONS OF APPROVAL
Ordinance No.: 2244-2012 "Marketplace of Stuart CPUD"

Approved Plans and Documents

1. The project shall comply with the Master Site Plan prepared by Lucido & Associates, Project ~~#08-180~~ 11 - 435, dated 01/30/12, ~~Last~~ revised ~~July 27, 2009~~ 04/11/12.
2. The project shall comply with the Landscape Plan prepared by Lucido & Associates, Project ~~#08-180~~ 11-435, dated 01/26/12, ~~Last~~ revised ~~July 27, 2009~~ 03/15/12.
3. The project shall comply with the Tree Mitigation Plan prepared by Lucido & Associates, Project #08-180, ~~last~~ dated 03/12/12, revised 03/16/12.
4. ~~The project shall comply with the Building Elevations by Marc Wiener, AIA, Architecture/Planning, Job # 08041, Last Revised June 30, 2009.~~ The project shall comply with the Phasing Plan prepared by Lucido & Associates, Project #11-435, dated 03/09/12, revised 03/16/12.
5. Any modifications to the CPUD ~~final~~ Site Plan, due to final engineering, that exceeds 5% of the approved building footprint, building setbacks; gross square footage; building location; parking size; location and number; drainage areas; and location of landscaping shall require further approval by the City Commission via a public hearing.
6. The project shall comply with the Preserve Area Management Plan (PAMP) prepared by Ecological Consulting of Florida, revised March 22, 2012.

Landscaping

7. All landscaping areas shall be provided with an irrigation system of sufficient capacity to maintain the landscaping in a healthy growing condition.
8. The City's landscape inspector shall have the opportunity to inspect all trees and/or landscape material with the landscape architect prior to installation. The developer shall bear the pass-thru fee for landscape consulting fees not to exceed $1,500.00.
9. A Landscape maintenance plan, executed in accordance with the Land Development Regulations, shall be submitted to the Development Department and approved prior to the issuance of a certificate of occupancy.
10. "Hat racking" of trees is prohibited on the property.

Tree Mitigation

11. In satisfaction of a portion of the tree mitigation requirements set forth in Condition 3, the 2,215 (2.5" caliper) slash pines to be planted within the preserve area, or the equivalent thereof in caliper inches, shall alternatively be allocated as set forth within this development condition. The applicant shall: (1) install 119 (2.5" caliper) slash pines, or the equivalent thereof in caliper inches, within the preserve area on the western side of the property within 180 days of adoption of this ordinance; (2) deposit $85,000.00 into the City of Stuart Tree Mitigation fund within 60 days of ~~receipt~~ adoption of ~~a site permit~~ this Ordinance, equivalent to 648 (2.5" caliper) slash pines; and (3) pay $190,000.00, equivalent to 1,448 (2.5" caliper) slash pines, to the Willoughby Golf Club for the installation of landscaping on the Willoughby berm adjoining the Marketplace property. The payment to the Willoughby Golf Club shall be made ~~prior to clearing the subject property or issuance of the site permit for the main anchor building~~ at closing of the Mar-Stuart site or prior to any development activity occurring on any portion of the 35.07 acres depicted by Ordinance No. 2190 -09, whichever occurs first, subject to receipt of a written agreement for installation from Willoughby Golf Club, to be provided to the City of Stuart prior to payment by the applicant. In the event Willoughby Golf Club and the City have not entered into a written agreement for installation prior to the prescribed time above, the payment shall be made to the City and deposited into an escrow account.

    In addition to the satisfaction of the tree mitigation requirements, the applicant shall pay $85,000.00 to the Willoughby Golf Club for the installation of additional landscaping on the Willoughby golf course berm adjoining the Marketplace property. The payment to the Willoughby Golf Club shall be made ~~or prior to clearing the subject property of issuance of a site permit for the main anchor buildings~~ at closing of the Mar-Stuart site or prior to any development activity occurring on any portion of the 35.07 acres depicted by Ordinance No. 2190-09, whichever occurs first, subject to receipt of a written agreement for installation from Willoughby Golf Club, to be provided to the City of Stuart prior to payment by the applicant. In the event Willoughby Golf Club and the City have not entered into a written agreement for installation prior to the prescribed time above, the payment shall be made to the City and deposited into an escrow account.

Prior to Issuance of Site Permits

12. Prior to the clearing the project site, all protected trees, as defined by the City Land Development Code, must be flagged and barricaded and inspected by the City's environmental consultant at the expense of the applicant.
13. Site permits will not be issued until a building permit application for the first building to be constructed has been submitted.
14. Applicant shall provide a digital boundary survey and civil plan prior to the issuance of a site permit.
15. Civil Plans shall be reviewed and approved by all applicable City departments prior to the issuance of a site

permit.

16. All regulatory agency permits, including but not limited to the South Florida Water Management District and Army Corp of Engineers, shall be obtained by the applicant and copies provided to the City prior to the issuance of a site permit.

17. Development shall comply with the City's Concurrency Management System prior to the issuance of building permits. A concurrency reservation certificate shall be issued and will be binding upon the applicant meeting the following three standards:

    1. Site Permit approval;
    2. The issuance of building permits to commence construction; and
    3. Payment of all applicable impact and permit fees.

    Payment of applicable impact and permit fees will be payable for each building at time of building permit approval.

18. ~~If the site construction is abandoned for a period of twelve months, the Applicant shall restore the site by grading and soil stabilization.~~ Prior to the issuance of a site permit, the applicant shall provide a cash bond, irrevocable letter of credit, or other surety acceptable to the City Attorney in an amount equal to 110% of the ~~estimated cost of final grading and soil stabilization on the entire site~~ value of the main entrance driveway, the access road, including infrastructure and associated amenities. The security will be returned to the applicant upon completion of ~~site infrastructure, perimeter landscaping and building pad stabilization~~ this initial site phase.

    ~~If building is abandoned for a period of twelve months, the Applicant shall remove any structural improvements and restore the site by grading and soil stabilization.~~

    ~~The City of Stuart anticipates that it will consider an ordinance within one (1) year of approval of the PUD that will require bonds or other surety to be posted prior to issuance of building permits to assure completion or demolition of buildings when construction has been abandoned. For a period of one (1) year following the approval of this PUD the Applicant will be required to provide a cash bond, irrevocable letter of credit or other surety acceptable to the City Attorney in an amount equal to 110% of the estimate of cost of the removal of the building prior to the issuance of a building permit. The surety will be returned to the Applicant upon release of the certificate of occupancy. If after one (1) year the City has failed to adopt an ordinance requiring bonds to be provided prior to issuance of building permits, the Applicant shall be relieved of any such requirement stated herein until the City adopts such ordinance. Upon adoption of such ordinance by the City of Stuart, Applicant shall comply with the provisions thereof.~~

Traffic/Roadway Improvements

19. **Signal.** Commencing upon receiving cumulative certificates of occupancy that generate more than 412 two-way PM peak hour driveway trips entering and exiting of the project driveways, a signal warrant analysis shall be performed for the intersection of US 1 and Miami Street/Project Entrance. No additional certificates of occupancy shall be issued until the signal warrant analysis is provided for approval to the City of Stuart and the Florida Department of Transportation.

    The signal warrant analysis shall be continued on an annual basis until the signal is warranted. The analysis shall be performed during peak season (January, February, or March) and presented for approval to the City of Stuart and the Florida Department of Transportation by May 1st of each year.

    Additional certificates of occupancy shall not be issued after one year (to provide a permitting and design period) from analysis approval of warranted signal until contracts are let for installation of the traffic signal including the appropriate lane geometry, pavement markers, signing and lighting. Signal installation is required regardless of all remaining certificates of occupancy being issued within the one year design and permitting period.

    Applicant shall provide, within 30 days of approval of a signal warrant analysis by the City of Stuart and the Florida Department of Transportation demonstrating a need for traffic signal, a cash bond, irrevocable letter of credit or other surety acceptable to the City Attorney in an amount equal to 110% of the estimate of cost, prepared by a professional agreed upon by the City, for the installation of the traffic signal including the appropriate lane geometry, pavement markers, signing, lighting, and associated improvements.

20. **Northbound left-turn lane.** No certificates of occupancy shall be issued for cumulative development that generates more than 565 two-way PM peak hour driveway trips entering and exiting the project driveways until contracts have been let to extend the existing northbound left-turn lane at the intersection of US 1 and Miami Street/Project Entrance by 190 feet, for a total turn-lane length of 525 feet.

    Applicant shall provide, within 30 days of approval of construction plans generating more than a cumulative 565 two-way PM peak hour driveway trips, a cash bond, irrevocable letter of credit or other surety acceptable to the City Attorney in an amount equal to 110% of the estimate of cost, prepared by a professional agreed upon by the City, for the extension of the existing northbound left-turn lane at the intersection of US 1 and Miami Street/Project Entrance by 190 feet, for a total turn-lane length of 525 feet.

21. **Southbound right-turn lane.** No certificates of occupancy shall be issued for cumulative development that generates more than 989 two-way PM peak hour driveway trips entering and exiting the project driveways until contracts have been let to construct a southbound right-turn lane at the intersection of US 1 and Pomeroy Street.

Applicant shall provide, within 30 days of approval of construction plans generating more than of a cumulative 989 two-way PM peak hour driveway trips, a cash bond, irrevocable letter of credit or other surety acceptable to the City Attorney in an amount equal to 110% of the estimate of cost, prepared by a professional agreed upon by the City, for the construction of a southbound right-turn lane at the intersection of US 1 and Pomeroy Street.

22. **Southbound left-turn lane.** No certificates of occupancy shall be issued for cumulative development that generates more than 989 two-way PM peak hour driveway trips entering and exiting the project driveways until one of the following occurs:

    1. Contracts have been let to extend the existing southbound left-turn lane at the Pomeroy and US 1 intersection by 163 feet (for a total turn-lane length of 833 feet); or
    2. A traffic signal has been installed at the Project Entrance/US 1 and Miami Street intersection as per condition 17 above, if a signal has been warranted.

    Applicant shall provide, within 30 days of approval of the construction plans generating more than of a cumulative 989 two-way PM peak hour driveway trips, a cash bond, irrevocable letter of credit or other surety acceptable to the City Attorney in an amount equal to 110% of the estimate of cost, prepared by a professional agreed upon by the City, for the extension of the southbound left-turn lane at the intersection of US 1 and Pomeroy Street by 163 feet, for a total turn-lane length of 833 feet.

23. Applicant shall provide with each building permit application, a statement from the project traffic engineer stating the cumulative number of two - way PM peak hour trips that will be generated by the project upon the issuance of the building permit.

Upland Preservation

24. The SK II CPUD, the Marketplace of Stuart CPUD, the Sunbelt Partners CPUD and the Mar-Stuart Retail, LLC CPUD shall be considered together for the purpose of meeting the City's upland preservation requirements. Prior to development there were 49.09 acres of native upland habitat on the four CPUDs, with a preservation requirement of 12.27 acres. A total of 23.91 acres of native upland habitat will be preserved for the three projects, a portion of which shall be off-site upland preservation in accordance with Sec. 5-05-02.C.5.a (formerly Sec. 5.04.02C.5.a) of the Land Development Code. The credit for upland preservation is calculated as follows:

2.17 acres	Marketplace of Stuart CPUD
1.14 acres	Sunbelt Partners CPUD
10.30 acres	Preservation – ½ of 20.6 upland acres on "Vista" parcel
13.61 acres	**TOTAL CREDIT**

Marketplace of Stuart shall convey title to the 20.6 acre "Vista" parcel to the City, subject only to title exceptions acceptable to the City. ~~No Construction permits shall be granted for the subject property until the off-site upland habitat has been conveyed to the satisfaction of the City Attorney, and a Preserve Area Management Plan has been approved, in accordance with City regulations, for the preservation of on-site upland habitat and the 5-year preservation of the "Vista" parcel. If such conveyance has not occurred by December 31, 2011, applicant shall provide a surety acceptable to City Attorney in an amount equal to 110% of cost to remove exotics from "Vista" parcel.~~ Such conveyance shall be made within 60 days of adoption of this Ordinance. At the time of conveyance, the subject parcel shall be cleared of exotics as specified by the Preserve Area Maintenance Plan (PAMP) attached hereto as Attachment "D" with a revision date of March 22, 2012. No development activity shall occur on any portion of the 35.07 acres depicted by Ordinance No. 2190-09, nor shall any portion of the site so depicted be conveyed until the 20.6 acre "Vista" parcel is conveyed to the City of Stuart. At the time of conveyance of the "Vista" parcel, Marketplace shall make a one-time, lump sum, payment of $25,000.00 to the City for the preservation of the on-site upland habitat of the "Vista" parcel.

25. The proposed preserve area and any planted trees for mitigation credits shall not be adversely affected by any drainage maintenance or drainage improvements within the existing 65-foot drainage easement without the prior written consent of the property owner and the City of Stuart.

Development and Construction

26. Construction activity shall be limited from 7:00 am to 6:00 pm Monday - Saturday.

27. Construction of all permanent buildings shall comply with section 6.09.11 of the City Land Development Code and shall be limited to the heights specified on the approved Building Elevations. The building height of the rear (west) facade of the main anchor buildings shall be limited to 26' and will include a parapet.

28. Building generators, if utilized, shall be located behind the building that they serve, and screened with decorative materials or landscaped with hedge material. Sound attenuation shall be provided to assure that noise levels do not exceed 65 db's at the property line. Non- emergency testing of generators shall be limited to the hours of 12:00 p.m. to 3:00 p.m. on weekdays.

29. All mechanical equipment associated with the development shall be roof top or located behind the building and decoratively screened or landscaped with hedge material except that air conditioning units shall be located no closer than 30' feet from the back of the main anchor buildings and screened from view. Roof top satellite dishes shall be limited to 3-feet in diameter and screened from view.

30. Backflow prevention devices and above ground utilities shall be delineated on the landscape plans during final site plan review and shall be out of view or screened from the public right-of-way.

31. All on-site utilities must be buried except the existing FPL transmission line. The property owner agrees to be

liable for burying off-site overhead utilities ~~adjacent to or upon~~ fronting its property along SE Federal Highway, other than FPL transmission lines, ~~whenever the City requires adjacent property owners to do the same as part of a comprehensive streetscape scheme~~ prior to the C.O. of any building. ~~This provision shall not expire upon the transfer of the property from one owner to the next owner, but shall be deemed to "run with the land", and each and every deed out of owner, as Grantor, and of all subsequent owners as grantors, shall contain this same provision, until such time as the overhead utilities are buried, and this provision is released by the City. This condition shall be memorialized by a separate writing signed by the owner and recorded in the public records of Martin County, as a deed restriction on the property.~~

32. Erosion and dust control measures to be implemented during construction shall be provided on the civil plans and submitted during site permit review. Water trucks shall be provided by the applicant as necessary during construction in order to reduce dust generated on-site.

33. All pole lighting, bollards, fencing and similar structures shall be of a decorative character and all lighting shall have a consistent theme throughout the development. Lighting poles in the parking areas shall not exceed 35 ft. in height except for lighting west of the main retail anchors which shall not exceed a height of 20 ft. Lighting shall include shields to direct the light away from the residential area to the west of the property. Building mounted lights on the rear of the main anchor buildings will be prohibited except for downward facing fixtures above access doors to the building. Halogen and metal - halide type lighting poles and fixtures are prohibited in the area behind the main anchor buildings. A photometric analysis shall be required during final site construction plan review to demonstrate that no light source exceeds 0.2-foot candles from the common boundary adjacent to any residential use or zoning district.

34. All utility improvements constructed by the developer within the City's right-of-way including all lift stations shall be ~~conveyed to the City~~ constructed in a manner and form acceptable to ~~the City Attorney and City Public Works Director~~ Martin County Utilities (the "County"). The developer shall ~~convey an easement for any utilities required for the development of the site that are not located within the public right-of-way~~ grant any such utility easements necessary for this site as may be required by the County.

35. Building addresses and/or numbers shall be in plain view and shown on each building plan submitted at the time of building permit application in accordance with the City Code and shall be consistent with the sign plan.

36. Street furniture and lighting pole provided on-site shall be of high quality and aesthetically pleasing appearance. The design of street furniture and lighting pole shall be reviewed and approved by staff prior to the issuance of a development permit.

37. Any sidewalk damaged during construction shall be repaired or replaced prior to the issuance of a Certificate of Occupancy for the first building of the affected phase.

38. Cleaning of the drainage ditch west of the property shall be included in the final civil plans. Prior to issuance of a Certificate of Occupancy for the first building, the drainage ditch shall be cleaned, pursuant to a permit obtained from the South Florida Water Management District.

39. ~~Subject to~~ Within 90 days of receipt of an access and construction easement from Willoughby and written permission to replace the chain link fence on the eastern side of the Willoughby property, Marketplace of Stuart will replace the existing Willoughby fence with a new 8-foot-high chain-link fence with barb-wire attachments ~~within 180 days from the issuance of the site permit for the main anchor building~~. The height and design of the fence will be subject to compliance with all Martin County zoning and building codes.

40. Temporary or freestanding storage units are prohibited on the property once construction is complete.

41. ~~Prior to Site Permit approval~~ Within 30 days of receipt of a request from Willoughby Golf Club, applicant shall provide a 10 foot wide ~~access and slope~~ easement to Willoughby Golf Club ~~through the parking area behind the main anchor building and~~ across the western property boundary ~~in an appropriate location~~. Such easement shall be permanent, but will be limited to ~~temporary~~ access, landscape maintenance, and installation ~~activities~~ of native plant materials by Willoughby Golf Club, including the sloping and regrading of the Willoughby berm.

Development Timetable

42. Timetable for development shall be as follows:

TIMETABLE OF DEVELOPMENT	
Site ~~permit application~~ plans, deemed sufficient for permit review under city codes and standards, for Out Parcels A & B, including the main entry drive, access drive to the south, sidewalks and necessary drainage facilities to support development area, shall be submitted by	~~Dec. 31, 2011~~ Dec. 31, 2015
~~First~~ Building ~~permit application~~ plans, deemed sufficient for permit review under city codes and standards, for Out Parcels A & B shall be submitted by	~~June 1, 2013~~ June 1, 2017

~~Final~~ A certificate of occupancy for ~~main anchor~~ both buildings shall be issued by	~~June 1, 2015~~ June 1, 2019

TIMETABLE OF DEVELOPMENT	
Site ~~permit application~~ plans, deemed sufficient for permit review under city codes and standards, for Out Parcels C, D & E, including the main entry drive, access drive to the south, sidewalks and necessary drainage facilities to support development area, shall be submitted by	~~Dec. 31, 2011~~ Dec. 31, 2015
~~First~~ Building ~~permit application~~ plans, deemed sufficient for permit review under city codes and standards, for Out Parcels C, D & E, shall be submitted by	~~June 1, 2013~~ June 1, 2017
~~Final~~ A certificate of occupancy for ~~main anchor~~ all three buildings shall be issued by	~~June 1, 2015~~ June 1, 2019

~~* Subject to a possible 2-year automatic extension in accordance with 2009 Senate Bill 360.~~

43. With regard to the above two phases, assuming the development adheres to the approved master site plan and occurs within the prescribed timetables, development permit applications may be approved administratively. Except as otherwise shown on the approved master site plan, development shall comply with the City Land Development Code, including architectural design requirements. If development varies from the approved master site plan by greater than 5% as set forth in paragraph 5 above, development approval shall be granted only upon approval of a minor PUD amendment by the Stuart City Commission.

44. Developer shall have the option to construct more than the minimum drainage and infrastructure facilities necessary to support the above two phases.

45. Landscaping within the site's stormwater detention area, within the east-west axis of the T-shaped common area, shall be consistent with the Mar-Stuart CPUD planting plan, as described in the Landscape Enlargement Plan by HJA Studio project #11052 Exhibit D – Commission Resubmittal revised March 29, 2012, as approved under Ordinance #2243-2012.

46. Development of the "Proposed Retail Center ", not to exceed 140,000 square feet, is subject to a major PUD amendment, at which time a master site plan and timetable of development will be established.

Prohibited

47. No temporary or modular buildings are permitted on the property except for permitted temporary construction/leasing trailers.

48. Delivery trucks are prohibited from idling engines overnight on the property. Truck deliveries to the main anchor buildings will be prohibited between the hours of 11:00 pm and 7:00 am.

49. Billboards are prohibited on the property.

50. Banners and any other sign or advertising device not in accordance with the City's Land Development Regulations are prohibited.

51. No vehicles shall be displayed or stored within the public right-of-way at any time.

52. To avoid noise disruption to the surrounding properties, the facility shall not utilize an outdoor public announcement (P.A.) system.

53. The following uses will be prohibited on the property – industrial, residential, skating rinks, bowling alleys, flea markets, discotheques, dance halls, video arcades, pool halls, bingo parlors, game rooms, car washes, massage parlors, betting facilities, adult businesses, radio, telephone and television transmission towers, funeral homes, residential care facilities, and laundromats equipped with coin-operated washing machines and dryers for public use.

Signage

54. A unified sign plan shall be reviewed and approved at the time of civil plan approval demonstrating compliance with the LDR for signs, as to number, location, size, height, lighting, and materials, and presenting a unified theme throughout the development.

Platting

55. The PUD property may be platted and conveyed to separate owners without further amendment to this Ordinance.

Key: *Deletions: ~~Strikethrough~~*
Additions: Underline

City of Stuart
121 SW Flagler Ave.
Stuart, FL 34994
development@ci.stuart.fl.us
(772) 288-5326

Received by: _____
Reviewed by: _____

Planned Unit Development (PUD) Amendment Application

Project ID# 2-22090007
(Staff Entry)

Pre-App Conference Date: 09/08/2022	Application Date: 09/12/2022

SITE INFORMATION

Project Name: Eden Multifamily / MAR-Stuart	Parcel ID#: 38-38-41-025-000-00010-0
Site Address: SE Federal Hwy, Stuart, FL	
Subdivision:	Lot(s):
Site Acreage: 35.07	Flood Zone/Base Flood Elevation:
Existing Zoning District / CRA Subdistrict (if applicable): CUPD	
Proposed Zoning District / CRA Subdistrict (if applicable):	
Current Comprehensive Plan Future Land Use Designation: General Commercial	
Proposed Comprehensive Plan Future Land Use Designation: Neighborhood / Special District	
Existing Land Use: General Commerical	Proposed Land Use: Neighborhood / Special District
Proposed Square Footage (if applicable):	Proposed Density (if applicable): 10.9

PETITIONER INFORMATION

Property Owner: Mar-Stuart Retail II LLC	Phone Number / Email Address: 786-525-9623 / jose@jmadvisors.co
Property Owner's Mailing Address: 665 SW 8th St., Miami, FL 33180	
Applicant (if not Owner): Jose Marinez	Phone Number / Email Address: 786-525-9623 / jose@jmadvisors.co
Applicant's Mailing Address:	
Agent/Contact Person: HJA Design Studio - Michael Houston	Phone Number / Email Address: 772-678-7200 / mhouston@hjadstudio.com
Agent's Mailing Address: 50 SE Ocean Blvd., Suite 101, Stuart, FL 34994	
Architect: MSA Architects	Engineer:
Planner:	Landscape Architect: HJA Design Studio

Statement of Ownership and Designation of Authorized Agent

(Please Print or Type)

Before me, the undersigned authority, personally appeared _____

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 _____ in the City of Stuart, FL.
3. That he/she has appointed _____ to act as an authorized agent on his/her behalf to accomplish the above project.

Name of Owner: Mario Murgado

Signature of Owner:

By: Name/Title
Mario Murgado, President & CEO

Street Address
665 SW 8th Street

City, State, Zip Code
Miami, FL 33130

P.O. Box

City, State, Zip Code

Telephone Number
305-777-2993

Fax Number

Email Address:

STATE OF FLORIDA, COUNTY OF Miami Dade

Sworn and subscribed before me by means of ☑ physical presence or ☐ online notarization, this

12 day of September, 2022 By _____.

Personally Known OR Produced Identification
Type of Identification Produced:

Notary Public

DIGNA GARCIA CAMEJO
Notary Public - State of Florida
Commission # HH 163901
My Comm. Expires Aug 10, 2025
Bonded through National Notary Assn.

My Commission expires:
Aug 10, 2025

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: Mario Murgado	City/State/Zip Code: Miami, FL 33130
Title: President & CEO	Telephone Number: 305-777-2993
Company: Stuart Marketplace	Facsimile Number:
Company Address: 665 SW 8th Street	Email Address (optional): Mario@Murgado.com

I hereby certify that all information contained herein is true and correct.

1. Signed this 12 day of September, 2022.

Signature of Property Owner, Lessee, Contract Purchaser or Applicant (circle one)

Application Requirements

Fees:

- (●) Major PUD Amendment - $3,195.00; or
- ( ) Minor PUD Amendment: $2,130.00; or
- ( ) PUD Agreement Amendment (text change only): $1,065.00

(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)

A Major Planned Unit Development Amendment is one which shall include any one of the following;

- A change of two (2) percent or more in the area of any land use designations shown on the site plan;
- Any change in the list of proposed uses;
- An increase in residential density of five (5) percent or more;
- An increase in nonresidential Building square footage of ten (10) percent or more;
- A change in the boundary of the PUD district;
- A change in the site plan or approval regarding any area(s) set aside and designated for future development;
- Any other change determined by the City Development Director to have a potentially significant impact on City services or the surrounding neighborhood;
- An amendment of greater than twelve (12) months to an originally approved timetable of development. Such an amendment may only be approved upon good cause shown to the City Commission. Any contributions conditioned as part of the original PUD agreement shall be revisited upon application for timetable extension. A timetable extension greater than twelve (12) months will require a full concurrency review.

(A Minor Planned Unit Development Amendment is any amendment that is not a Major Amendment.)

Submittal Requirements: A completed application form, the payment of fees, a site plan, one (1) copy of all documents on a PDF formatted disc electronically signed and sealed, and any other information as may be required by the City Development Director in order to do a thorough review of the request. (Note: A concept plan may, at the discretion of the applicant, be submitted instead of a site plan if a site plan has not previously been approved. 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. For a Major PUD amendment, the Local Planning Agency (LPA) is required to hold an advertised public hearing and formulate a recommendation to the City Commission. For both types of applications, the City Commission is required to hold an advertised public hearing after which it may approve, approve with conditions, or deny the application.

Justification: Written justification supporting the application and demonstrating how the application remains:
(a) 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
(b) complies with the relevant development standards of the City of Stuart Land Development Code.

(over)

City of Stuart Development Department, 121 SW Flagler Ave. Stuart, FL 34994 Phone: (772) 288-5326 Fax: (772) 288-5388

HJA DESIGN STUDIO
LANDSCAPE ARCHITECTURE

July 29, 2020

City of Stuart
121 SW Flagler Avenue
Stuart, FL 34994

MAR-Stuart Retail II, LLC
Mario Murgado, Manager
525 Okeechobee Blvd., Suite 1650
West Palm Beach, FL 33401

RE: MAR Stuart –Major CPUD Amendment Application – PCN: 38-38-41-025-000-00010-0

Please be advised that MAR-Stuart Retail II, LLC, the contract purchaser of those certain parcels of real property as more particularly described in the abovementioned application, hereby authorizes HJA Design Studio, LLC and McCarthy, Summers, PA to act as its agent relative to the above referenced project and approval process.

Sincerely,

Mario Murgado
MAR-Stuart Retail II, LLC

By: _____ Mario Murgado _____ President & CEO _____ 8/3/2020
Signature | Print Name | Title | Date

STATE OF FLORIDA
COUNTY OF MIAMI-DADE

The foregoing instrument was acknowledged before me this 3 day of AUGUST

2020 by _____, as _____, a _____ Limited Liability Company, on behalf of the company who is personally known to me.

(Notary Seal or Stamp)

DIGNA GARCIA CAMEJO
Notary Public - State of Florida
Commission # GG 061633
My Comm. Expires Jan 10, 2021
Bonded through National Notary Assn.

Signature _____
Notary Public-State of FLORIDA
Print Name DIGNA GARCIA CAMEJO

My Commission Expires 1-10-2021

HJA Design Studio
50 East Ocean Boulevard, Suite 101 Stuart, Florida USA 34994 T 772.678.7200 F 772.678.7201
www.hjadesignstudio.com

Basic Info

PIN	AIN	Situs Address	Website Updated
38-38-41-025-000-00010-0	1109784	SE FEDERAL HWY STUART FL	1/30/24

General Information

CHANGE MAILING ADDRESS SIGN UP FOR PROPERTY FRAUD ALERT

Property Owners
MAR-STUART RETAIL II LLC

Mailing Address
665 SW 8TH ST
MIAMI FL 33180

Tax District
STUART

Parcel ID
38-38-41-025-000-00010-0

Account Number
1109784

Property Address
SE FEDERAL HWY STUART FL

Legal Description
LOT 1 MARKETPLACE OF STUART, A CPUD (PB ...

Use Code/Property Class
1000 - 1000 Vacant Commercial

Neighborhood
50500 FED HWY INDIAN ST TO HOBE SOUND

Legal Acres
22.77

Ag Use Size (Acre\Sq Ft)
N/A

Current Value

Year	Land Value	Improvement Value	Market Value	Value Not Taxed	Assessed Value	Total County Exemptions	County Taxable Value
2023	$ 8,942,620	$ 0	$ 8,942,620	$ 0	$ 8,942,620	$ 0	$ 8,942,620

Market values shown on the website reflect market conditions as of January 1st, the statutory assessment date. We are prohibited by law from relying on sales that occur after the January 1 assessment date. Therefore, market values shown on the website do not reflect today's market conditions, but rather the market conditions last year. In addition, the statutes require the county Property Appraiser to deduct for typical costs of sale (which include expenses such as commissions, title insurance, appraisals, inspection fees, etc.) when arriving at market value for tax purposes. That is why the market value for tax purposes is different from what a property would sell for today.

Current Sale

Sale Date
8/3/21

Sale Price
$ 10,500,000

Grantor (Seller)
MARKET PLACE STUART LLC

Deed Type
Special Warranty Deed

Doc Num
2906543

Book & Page
3246 2837

Legal Description

LOT 1 MARKETPLACE OF STUART, A CPUD (PB 17 PG 18)

The legal description is intended for general information only. The Property Appraiser assumes no responsibility for the uses or interpretations of the legal description.

Sales History

PIN	AIN	Situs Address	Website Updated
38-38-41-025-000-00010-0	1109784	SE FEDERAL HWY STUART FL	1/30/24

Sale Date	Sale Price	Grantor (Seller)	Deed Type	Doc Num	Book & Page
8/3/21	$ 10,500,000	MARKET PLACE STUART LLC	Special Warranty Deed	2906543	3246 2837

This section is not intended to be a chain of title. Sales do not generally appear until approximately 1 to 3 weeks after the closing date. If a recent sale does not show up in this list, please allow more time for the sale record to be processed.

Recorded in Martin County, FL 8/5/2021 3:50 PM
Carolyn Timmann, Clerk of the Circuit Court & Comptroller
Rec Fees: $35.50Deed Tax: $73,500.00
CFN#2906543 BK 3246 PG 2837 PAGE 1 of 4

Prepared by:
Phillip S. Sosnow
Bilzin Sumberg Baena Price & Axelrod LLP
1450 Brickell Avenue, 23rd Floor
Miami, Florida 33131

After recording return to:
Melissa Munchick
Kurkin Forehand Brandes LLP
18851 NE 29th Avenue, Suite 303
Aventura, Florida 33180

Property Identification Number 38-38-41-025-000-00010-0

Copy Copy Copy

SPECIAL WARRANTY DEED

THIS INDENTURE is made this 3rd day of August, 2021, by **MARKET PLACE STUART LLC**, a Florida limited liability company (hereinafter called "**Grantor**"), whose address is 525 Okeechobee Blvd., Suite 1650, West Palm Beach, Florida 33401, to and in favor of **MAR-STUART RETAIL II, LLC**, a Florida limited liability company (hereinafter called "**Grantee**"), whose address is 665 SW 8th Street, Miami, Florida 33180.

WITNESSETH

The Grantor, for and in consideration of the sum of Ten Dollars ($10.00), to it in hand paid by the Grantee, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, has granted, bargained and sold and does hereby grant, bargain and sell to Grantee the following described real estate, situated, lying and being in the County of Martin, State of Florida, more particularly described on Exhibit A attached hereto and made a part hereof, together with all right, title and interest, if any, that Grantor may have in and to all rights, privileges and appurtenances pertaining thereto including all of Grantor's right, title and interest, if any, in and to all rights-of-way, open or proposed streets, alleys, easements, strips or gores of land adjacent thereto (herein collectively called the "**Real Property**").

SUBJECT TO covenants, conditions, terms, restrictions, rights of way and easements of record, all laws, ordinances, regulations, restrictions, prohibitions and other requirements imposed by governmental authority, including, but not limited to, all applicable building, zoning, land use and environmental ordinances and regulations and taxes and assessments for the year 2021 and subsequent years, but this reference shall not operate to reimpose same.

TO HAVE AND TO HOLD the aforesaid Real Property, together with all the improvements, licenses, tenements, hereditaments, easements and appurtenances thereto belonging or in anywise appertaining unto Grantee, its successors and assigns in fee simple forever.

And Grantor hereby covenants with Grantee that Grantor is lawfully seized in fee simple of the aforesaid Real Property; that Grantor has good right to sell and convey the same; that the same is unencumbered except for the Permitted Exceptions, to all of which this conveyance is

expressly made. Grantor hereby warrants the title to the aforesaid real estate and will defend same against the lawful claims of all persons claiming by, through or under Grantor, but no others.

(When used herein the terms "Grantor" and "Grantee" shall be construed to include, masculine, feminine, singular or plural as the context permits or requires, and shall include heirs, personal representatives, successors or assigns.)

[the remainder of the page is intentionally left blank]

Copy Copy Copy

IN WITNESS WHEREOF, the Grantor has caused this Indenture to be executed in its name and caused its seal to be affixed as of the day and year first above written.

Signed, sealed and delivered in the presence of:

Witness #1 signature

NICOLE BERLIN
Witness #1 print name

Witness #2 signature

Cody Shue
Witness #2 print name

GRANTOR:

MARKET PLACE STUART LLC, a Florida limited liability company

By: _____
Name: George W. Banks II
Title: Authorized Signatory

Copy Copy Copy Copy

STATE OF FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged to and before me on this 28 day of JUNE, 2021, by means of (select one): ☐ physical presence or ☐ online notarization, by George W. Banks II, as Authorized Signatory of **MARKET PLACE STUART LLC**, a Florida limited liability company on behalf of the company. Said person is either (select one): ☑ personally known to me, or ☐ who has produced a _____ as identification.

[Affix Notary Seal Below]

Sharon Beiner
Print Name of Notary Public: Sharon Beiner
Commission No.: HH086672
Commission Expires: 2/9/25

SHARON BEINER
Notary Public - State of Florida
Commission # HH 086672
My Comm. Expires Feb 9, 2025
Bonded through National Notary Assn.

MIAMI 8431187.1 79481/46434

EXHIBIT A TO SPECIAL WARRANTY DEED

The Land referred to herein below is situated in the County of Martin, State of Florida, and is described as follows:

Lot 1 of the PLAT OF MARKETPLACE OF STUART, a CPUD, according to the plat thereof recorded in Plat Book 17, Page 18, of the Public Records of Martin County, Florida.

Copy Copy Copy Copy

Detail by Entity Name

Florida Limited Liability Company
MAR-STUART RETAIL II, LLC

Filing Information

Document Number	L20000226241
FEI/EIN Number	N/A
Date Filed	07/29/2020
State	FL
Status	ACTIVE

Principal Address

665 SW 8TH STREET
MIAMI, FL 33130

Mailing Address

665 SW 8TH STREET
MIAMI, FL 33130

Registered Agent Name & Address

KURKIN, ALEX
C/O KURKIN FOREHAND BRANDES LLP
18851 NE 29TH AVENUE, SUITE 303
AVENTURA, FL 33180

Authorized Person(s) Detail

Name & Address

Title MGR

MURGADO, MARIO
665 SW 8TH STREET
MIAMI, FL 33130

Annual Reports

Report Year	Filed Date
2021	03/17/2021
2022	03/23/2022
2023	04/04/2023

Document Images

04/04/2023 -- ANNUAL REPORT	View image in PDF format
03/23/2022 -- ANNUAL REPORT	View image in PDF format
03/17/2021 -- ANNUAL REPORT	View image in PDF format
07/29/2020 -- Florida Limited Liability	View image in PDF format

Florida Department of State, Division of Corporations

Basic Info

PIN	AIN	Situs Address	Website Updated
38-38-41-025-000-00020-0	1109785	3970 SE FEDERAL HWY STUART FL	1/30/24

General Information

CHANGE MAILING ADDRESS SIGN UP FOR PROPERTY FRAUD ALERT

Property Owners
MAR-STUART RETAIL LLC

Mailing Address
665 SW 8TH ST
MIAMI FL 33131

Tax District
STUART

Parcel ID
38-38-41-025-000-00020-0

Account Number
1109785

Property Address
3970 SE FEDERAL HWY STUART FL

Legal Description
LOT 2 MARKETPLACE OF STUART A CPUD (PB 1...

Use Code/Property Class
2700 - 2700 Auto Sales/Repair

Neighborhood
50500 FED HWY INDIAN ST TO HOBE SOUND

Legal Acres
12.3112

Ag Use Size (Acre\Sq Ft)
N/A

Current Value

Year	Land Value	Improvement Value	Market Value	Value Not Taxed	Assessed Value	Total County Exemptions	County Taxable Value
2023	$ 5,362,750	$ 11,675,690	$ 17,038,440	$ 930,425	$ 16,108,015	$ 0	$ 16,108,015

Market values shown on the website reflect market conditions as of January 1st, the statutory assessment date. We are prohibited by law from relying on sales that occur after the January 1 assessment date. Therefore, market values shown on the website do not reflect today's market conditions, but rather the market conditions last year. In addition, the statutes require the county Property Appraiser to deduct for typical costs of sale (which include expenses such as commissions, title insurance, appraisals, inspection fees, etc.) when arriving at market value for tax purposes. That is why the market value for tax purposes is different from what a property would sell for today.

Current Sale

Sale Date
6/27/12

Sale Price
$ 7,500,000

Grantor (Seller)
MARKET PLACE STUART LLC

Deed Type
Special Warranty Deed

Doc Num
2338730

Book & Page
2586 0091

Legal Description

LOT 2 MARKETPLACE OF STUART A CPUD (PB 17 PG 18) - REMOVED FROM SAID CPUD PER 1ST AMD REC IN OR 2584/843 & NOW BEING ALL OF MAR-STUART CPUD RECORDED IN OR 2584/883 ON 06/20/2012 CONTAINING 12.31 ACRES M/L

The legal description is intended for general information only. The Property Appraiser assumes no responsibility for the uses or interpretations of the legal description.

Sales History

PIN	AIN	Situs Address	Website Updated
38-38-41-025-000-00020-0	1109785	3970 SE FEDERAL HWY STUART FL	1/30/24

Sale Date	Sale Price	Grantor (Seller)	Deed Type	Doc Num	Book & Page
6/27/12	$ 7,500,000	MARKET PLACE STUART LLC	Special Warranty Deed	2338730	2586 0091

This section is not intended to be a chain of title. Sales do not generally appear until approximately 1 to 3 weeks after the closing date. If a recent sale does not show up in this list, please allow more time for the sale record to be processed.

INSTR # 2338730
OR BK 02586 PG 0091
Pgs 0091 - 94; (4pgs)
RECORDED 06/29/2012 12:17:31 PM
MARSHA EWING
CLERK OF MARTIN COUNTY FLORIDA
DEED DOC TAX 52,500.00
RECORDED BY E Mosley

PREPARED BY AND RETURN TO:
Lawrence N. Rosen, Esq.
Rosen & Rosen
21170 N.E. 22nd Court
Miami, Florida 33180

PROPERTY APPRAISERS PARCEL IDENTIFICATION NUMBER: Portions of
38-38-41-002-160-00000-4

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SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED, made as of the 27th day of June, 2012, between **Market Place Stuart LLC**, a Florida, limited liability company, whose mailing address is 525 Okeechobee Blvd., Suite 1650, West Palm Beach, Florida 33401, and **MAR-Stuart Retail, LLC**, a Florida limited liability company, whose mailing address is 665 S.W. 8th Street, Miami, Florida 33131, hereinafter referred to as GRANTEE.

W I T N E S S E T H :

GRANTOR, for and in consideration of the sum of TEN DOLLARS ($10.00) and other good and valuable consideration paid by GRANTEE, the receipt of which is hereby acknowledged, has granted, bargained and sold to GRANTEE, and GRANTEE's successors and assigns forever, the following described real property (the "**Property**"), which is located in Martin County, Florida:

See **Exhibit "A"** attached hereto and incorporated herein.

SUBJECT ONLY TO those matters set forth on **Exhibit "B"** attached hereto and incorporated herein, without reimposing same (collectively, the "**Permitted Exceptions**").

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.

GRANTOR hereby covenants with GRANTEE that it owns the Property in fee simple; that it has good right and lawful authority to sell and convey the Property; and that it warrants the title to the Property and will defend the same against the lawful claims of all persons claiming by, through or under GRANTOR, but against none other.

Witness IN WITNESS WHEREOF, GRANTOR has executed and delivered this Deed as of the day and year first above written.

Signed in the presence of:

Sheila D. Boris

Sheila D. Boris
Printed Witness Name

Witness

Lauren Geldmaker
Printed Witness Name

GRANTOR:

MARKET PLACE STUART LLC,
a Florida limited liability company

By: MPSV Manager LLC,
a Florida limited liability company,
its manager

By:
Name: George W. Banks
Title: Manager

STATE OF Florida

COUNTY OF Palm Beach

The foregoing instrument was acknowledged before me this 25 day of June, 2012, by George W. Banks, as Manager of MPSV Manager LLC, a Florida limited liability company, as the manager of Market Place Stuart LLC, a Florida limited liability company on behalf of said entity. He is ☑personally known to me or ☐he has produced _____ as identification.

SHARON BEINER
MY COMMISSION # DD859275
EXPIRES February 09, 2013
(407) 398-0153 FloridaNotaryService.com

(NOTARY SEAL)

Notary Public, State of Florida

Sharon Beiner
Printed Notary's Name
My Commission Expires: 2/9/13
My Commission No.: DD 859275

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MIAMI 3148244.3 7948135895

EXHIBIT "A"
Legal Description

Being a portion of Tracts 160, 161, 162, 163, 193, 194, 195, and 196, according to the plat of Port Sewell (Sewell's Point land Company Subdivision) as recorded in Plat book 3, Page 7, public Records of Palm Beach (now Martin) county, Florida and being more particularly described as follows:

Commence at the intersection of the South line of said Plat of Port Sewell and the Westerly Right-of-Way line of U.S. Highway No. 1 (being a 200 foot wide Right-of-Way) Thence North 29°28'59" West along said Right-of-Way line a distance of 1304.97 feet to the intersection of said Westerly Right-of-Way line and the North line of Parcel "A" as shown on the Plat of Advantage Ford of Stuart, a P.U.D. as recorded in Plat Book 15, Page 86, Public records of Martin County, Florida, and the Point of Beginning of the following described Parcel; Thence departing said Westerly Right-of-Way line, South 66°18'31" West along the North line of said Parcel "A", a distance of 810.14 feet; Thence departing said North line of Parcel "A" and running along the East line of Parcel "B" of said Plat of Advantage Ford of Stuart, a P.U.D., North 29°28'59" West, a distance of 665.37 feet; Thence departing said East line of Parcel "B", North 66°18'31" East, a distance of 810.14 feet to the Westerly Right-of-Way line of said U.S. Highway No. 1; Thence South 29°28'59" East along said Westerly Right-of-Way line a distance of 665.37 feet to the Point of Beginning.

The foregoing is also known as Lot 2 of the Plat of MARKETPLACE OF STUART, a CPUD, according to the Plat thereof, as recorded in Plat Book 17, Page 18, of the Public Records of Martin County, Florida.

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EXHIBIT "B"

Permitted Exceptions

1. Real estate taxes and assessments for the year 2012 not yet due and payable and subsequent years.

2. Zoning ordinances and other restrictions imposed by applicable governmental authorities, providing no such ordinance shall prevent the use of the Land for the Intended Use.

3. Matters appearing on the Plat of Marketplace of Stuart, a CPUD, recorded in Plat Book 17, Page 18 of the Public Records of Martin County, Florida.

4. Easement granted to Florida Power and Light Company, recorded in Official Records Book 168, Page 206, and Deed Book 9, Page 566, Public Records of Martin County, Florida.

5. Easement granted to Bell South recorded in Official Records Book 1207, Page 1205, Public Records of Martin County, Florida).

6. Drainage Easement Agreement dated on or about the date hereof by and between Market Place Stuart, LLC and MAR-Stuart Retail, LLC.

7. Unrecorded Water Sewer Agreement, dated September 5, 1986, by and between Intracoastal Utilities and Sunbelt Partners, as evidenced by Amendments to Agreement filed in Official Records Book 745, Page 715, and Official Records Book 924, Page 2398, of the Public Records of Martin County, Florida.

8. Unrecorded Water & Sewer Agreement, dated September 5, 1986, by and between Intracoastal Utilities and S.K. Partners, as evidenced by that certain Amendment to Agreement filed in Official Records Book 924, Page 2400, of the Pubic Records of Martin County, Florida.

9. Terms, provisions, restrictions, limitations regarding the MAR-Stuart CPUD, evidenced by that certain Ordinance Number 2243-2012 of the City, recorded on June 20, 2012, in Official Records Book 2584, Page 883.

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Detail by Entity Name

Florida Limited Liability Company
MAR-STUART RETAIL, LLC

Filing Information

Document Number	L11000086779
FEI/EIN Number	45-2862797
Date Filed	07/28/2011
Effective Date	07/28/2011
State	FL
Status	ACTIVE
Last Event	LC AMENDMENT
Event Date Filed	08/09/2021
Event Effective Date	NONE

Principal Address

665 S. W. 8TH STREET
MIAMI, FL 33130

Mailing Address

665 S. W. 8TH STREET
MIAMI, FL 33130

Registered Agent Name & Address

KURKIN, ALEX
c/o Kurkin Forehand Brandes LLP
18851 NE 29th Avenue, Suite 303
AVENTURA, FL 33180

Name Changed: 04/22/2015

Address Changed: 03/23/2022

Authorized Person(s) Detail

Name & Address

Title MGR

MURGADO, MARIO
665 S. W. 8TH STREET
MIAMI, FL 33130

Annual Reports

Report Year	Filed Date
2021	03/12/2021
2022	03/23/2022
2023	03/22/2023

Document Images

03/22/2023 -- ANNUAL REPORT	View image in PDF format
03/23/2022 -- ANNUAL REPORT	View image in PDF format
08/09/2021 -- LC Amendment	View image in PDF format
03/12/2021 -- ANNUAL REPORT	View image in PDF format
03/16/2020 -- ANNUAL REPORT	View image in PDF format
03/06/2019 -- ANNUAL REPORT	View image in PDF format
03/01/2018 -- ANNUAL REPORT	View image in PDF format
03/02/2017 -- ANNUAL REPORT	View image in PDF format
01/26/2016 -- ANNUAL REPORT	View image in PDF format
04/22/2015 -- ANNUAL REPORT	View image in PDF format
03/11/2014 -- ANNUAL REPORT	View image in PDF format
03/28/2013 -- ANNUAL REPORT	View image in PDF format
04/16/2012 -- ANNUAL REPORT	View image in PDF format
07/28/2011 -- Florida Limited Liability	View image in PDF format

Florida Legislature | State Personnel Corporation

HJA DESIGN STUDIO
LANDSCAPE ARCHITECTURE

CPUD Major Amendment Application

Eden Mar-Stuart
CPUD Major Amendment
Project Narrative

Revised August 30, 2024

Description:
This is a request for a major amendment to the existing 12.31-acre Mar-Stuart CPUD, to add the remaining +/-22.76-acre Marketplace CPUD which is an undeveloped parcel to the north. The two parcels will be combined to create one site totaling 35.07 acres.

The existing Mar-Stuart CPUD parcel is developed and contains three car dealerships, including Infiniti, Audi, Maserati, and one shared car wash. There was a recent approved administrative Variance to the Mar-Stuart CPUD to expand the rear of the existing Audi building to add up to a 9,400 sf, 1-story workshop / service area which includes up to an additional 17 repair bays. Even though this expansion to the Audi building has not yet been constructed, it is shown on our Major development Site plan and has been included and accounted for within our site and parking data.

The Proposal:
This is a request for a major amendment to the existing Mar-Stuart CPUD (12.31 Ac.) to add the remaining undeveloped Marketplace CPUD parcel to the north (+/-22.76Ac.). These two parcels will be combined to create one site totaling 35.07 acres.

This application is in conjunction with a separate request to amend the land use designation for just the undeveloped +/-22.76-acre parcel on from General Commercial to Neighborhood/Special District.

This CPUD application will include the expansion of the Murgado luxury dealership by adding three new future car dealerships with one additional car wash as well as approximately 20,100 square feet of commercial uses along U.S. 1. The commercial area will include a lakeside plaza which will be a nice amenity for the public to enjoy. A residential element will make up the remainder of the site with a 249-unit luxury apartment complex containing one 3-story and two 4-story buildings for a density of 10.94 units per acre. The residential area also contains amenities such as a clubhouse with pool area, a children's playground, a dog park, a perimeter lake walk with benches which includes a lake viewing / seating area, and a large community native stroll garden providing an experience for residents with a variety of seating areas along meandering pathways throughout a series of native planted rain gardens / bio-retention areas.

A common main entry drive is proposed off U.S. 1 providing connections to all three uses through a large traffic circle. There are two proposed connections to the existing Lowes to the north which include an emergency access drive and a driveway connection from the proposed commercial area along U.S.1. Six-foot sidewalks and crosswalks are provided

HJA Design Studio
3500 SW Corporate Parkway, Suite 203, Palm City, Florida 34990 T 772-678-7200

along the front of the dealerships, around the perimeter of the commercial and residential development to provide positive pedestrian circulation and to provide convenient connections from parking areas to building entrances. Bike racks are provided throughout the development per the City of Stuart land development regulations, Sec. 6.01.20. An innovative stormwater system will also be a shared element of all three major uses. The stormwater system will consist of several native planted dry / bio-retention areas and two large lakes creating a treatment train to provide water quality treatment, nutrient reduction, and peak discharge attenuation as required by City of Stuart and SFWMD regulatory requirements.

This mixed- use project will be an economic driver for this part of the City and County, based on the expansion of related high paying jobs in the luxury car industry as well as the added national brand restaurants and shops which will all be in walking distance from an attractive contemporary apartment community. The connectivity of these uses to the existing commercial uses to the north including a near- by Publix grocery store, as well as employers across U.S. 1 in the many light industrial businesses make this mixed- use application a model for in- fill development. In addition, the new project will generate substantial ad- valorum revenue for the City and County.

The proposed site is located within the City's prime in- fill area and the County's urban service boundary where infrastructure is readily available and access to stores and businesses lie close to the property. As an urban infill site, the property is located within a well-established employment hub with utilities and existing roadways to be utilized to accommodate the project all readily available. Utilizing the subject property offers an opportunity to add multi-family housing to the existing City population, strengthening support of the existing schools, commercial and community infrastructure within the City limits and achieves a sustainable and complimentary form of development.

Existing Mar-Stuart Modifications Proposed:

This CPUD proposal requires the modification of a number of existing conditions constructed as part of the original Mar-Stuart CPUD. Those include the construction of one of the three proposed dealerships to be built adjacent to the Maserati building on an existing parking lot. Additionally, the car storage area behind the dealerships will be expanded for additional storage and moved to the west by approximately 86' which will overlap with the existing dry retention area. The existing dry retention area will be moved west by 86' including 44' into the original Marketplace parcel. The size of the dry retention area will increase from 1.5 acres to 1.6 acres. The half- acre tree preservation area will be removed, however, the native trees in that area have been included in the tree survey and are part of the overall CPUD tree mitigation plan. This area was not part of the upland preserve areas or requirements which are detailed below.

Ordinance 2244-2012

Upland Preservation:

The SK II CPUD, the Marketplace of Stuart CPUD, the Sunbelt Partners CPUD and the Mar-Stuart Retail, LLC CPUD. have been considered together for the purpose of meeting the City's upland preservation requirements. Prior to development there were 49.09 acres of native upland habitat on the four CPUDs, with a preservation requirement of 12.27

acres. A total of 23.91 acres of native upland habitat will be preserved for the three projects, a portion of which shall be off-site upland preservation in accordance with Sec. 5.05.02.C.5.a (formerly Sec. 5.04.02.C.5.a) of Land Development Code.

The credit for upland preservation is calculated as follows:

2.17 acres	Marketplace of Stuart CPUD
1.14 acres	Sunbelt Partners CPUD
10.30 acres	Preservation - ½ of 20.6 upland acres on the "Vista" parcel
13.61 acres	TOTAL CREDIT

The proposed combined 35.07 acre site consisting of the Marketplace of Stuart CPUD parcel (+/-22.76 Ac.) and the Mar-Stuart CPUD parcel (12.31 Ac.) is required to provide 2.17 Ac. of native upland preserve on-site.

- 2.18 Ac. of native upland preservation on-site is being provided.

Ordinance 2244-2012, Condition #11

Tree Mitigation:

1) Install 119 (2.5") slash pines within the preserve area on the west side of the property within 180 days of adoption of ordinance No. 2244-2012

2) Deposit $85,000 into the City of Stuarts Tree Mitigation fund within 60 days of adoption of Ordinance No. 2244-2012

3) Pay $275,000 ($190,000 for installation of landscaping on the Willoughby berm adjoining the Marketplace property and $85,000 for additional plantings at the Willoughby Gold Course) at closing of Mar-Stuart site or prior to any development activity occurring on any portion of the 35.07 acres.

It is our understanding that 2,215 slash pines or 5,537.5 inches of pine tree mitigation for the entire 35.07 acre site has been previously paid for under Ordinance 2244-2012, condition #11. Also, it is our understanding that at the time of Ordinance 2392-2018, documentation was provided to the City of Stuart demonstrating that items above under Ordinance 2244-2012, Condition # 11 were satisfied.

We acknowledge that the previous payments made applied strictly to the Pine tree removal / Mitigation and that the removal of protected hardwood trees would require additional tree replacement / mitigation. Our proposed landscape plan provides required hardwood mitigation on-site through the use of 4.5" DBH replacement trees and by using the City's new Ordinance # 2432-2020, Chapter V, Sec.5.05.02, C, Table 4, "Additional Understory Native Plantings".

History:

1990's The properties were annexed into the City of Stuart and approved as two separate CPUD's.

2000 Lowes site plan was approved (15.28 acres)

2005 Advantage Ford site plan was approved (10 acres)

2009 Marketplace of Stuart CPUD, a combination of the two CPUD's consisting of 270,067 square feet of retail space, two restaurants and two banks, was approved but not constructed due to an economic downturn.

2012 The Mar-Stuart CPUD (12.31 Ac.) was carved out of the Marketplace CPUD and approved to accommodate Audi and Infiniti car dealerships along with a future phase II car dealership.

2018 Proposed Major Amendment to the Marketplace CPUD to include four outparcels instead of five along US1 and within the western half or back of the CPUD remaining undeveloped except to accommodate easements to construct retention/detention with a bioswale connection. This proposal was approved at the LPA but later withdrawn from being considered for approval before the City Commission.

2019 Administrative Variance was approved to the Mar-Stuart CPUD which added the phase II Maserati dealership to the existing site.

2019 Administrative Variance was approved to the Mar-Stuart CPUD which added a 90-space temporary parking lot (80 car storage + 10 display spaces) to the existing site.

2023 There was a recent approved administrative Variance to the Mar-Stuart CPUD to expand the rear of the existing Audi building to add up to a 9,400 sf, 1-story workshop / service area which includes up to an additional 17 repair bays.

BEFORE THE CITY COMMISSION

CITY OF STUART, FLORIDA

ORDINANCE NUMBER 2536-2025

* * * * *

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, FOR A MAJOR AMENDMENT TO THE 12.31-ACRE MAR-STUART (MARKET PLACE) COMMERCIAL PLANNED UNIT DEVELOPMENT (CPUD) LOCATED ON THE WEST SIDE OF SE FEDERAL HIGHWAY, TO INCORPORATE A 22.76-ACRE PARCEL WITHIN THE OVERALL MAR-STUART CPUD FOR A TOTAL LAND AREA OF 35.07-ACRES; PROVIDING FOR CONDITIONS OF APPROVAL; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

* * * * *

WHEREAS, Florida Statutes § 163.3202 requires the City of Stuart to adopt or amend and enforce land development regulations that are consistent with and implement the City's comprehensive plan; and

WHEREAS, pursuant to the Florida Local Government Development Agreement Act, Florida Statutes § 163.3220 *et. seq.,* the City of Stuart has the authority to hold public hearings and enter into development agreements on properties located within the city; and

WHEREAS, Section 11.01.10 of the City of Stuart Land Development Code defines a Major PUD Amendment as including the following: (a) a change of two percent or more in the area of land use designations shown on the site plan, (b) any change in the list of proposed uses, (c) an increase in residential density of five percent or more, (d) an increase in nonresidential building square footage of ten percent or more, (e) a change in the boundary of the PUD district, (f) a change in the site plan or approval regarding any area(s) set aside and designated for future

development, (g) any other change in the site plan or approval regarding director to have a potentially significant impact on city services on the surrounding neighborhood, and (h) any modification to the PUD final site plan, due to final engineering that exceeds five percent of the approved plan documents for items; and

WHEREAS, on July 27, 2009, the City Commission granted a Major Amendment to the "SK Partners II CPUD" and "Sunbelt Partners CPUD", via Ordinance No. 2190-09, and created a 35.07-acre Commercial Planned Unit Development known as "Marketplace of Stuart CPUD", thereby approving 270,067 square feet of retail, two (2) restaurants, and two (2) banks; and

WHEREAS, on April 23, 2012, the City Commission granted a Major Amendment to the 35.07-acre "Marketplace of Stuart CPUD", via Ordinance No. 2243-2012, and approved a site plan revision to reduce the land area from 35.07 acres to 12.31 acres, for a project to be known as "MAR-Stuart CPUD"; and

WHEREAS, on September 12, 2022, an application was submitted by Mario Murgado of HJA Design Studio, LLC on behalf of property owner, MAR-Stuart Retail II, LLC, (Applicant), for a Major Amendment to the MAR-Stuart CPUD to incorporate a 22.76-acre parcel (FKA: Marketplace of Stuart CPUD) within the 12.31-acre MAR-Stuart CPUD parcel to allow for the development of three (3) additional auto dealerships, 17,600 square feet of commercial space, a 2,500 square foot restaurant/drive-through, and 249 multi-family units within one (3) three-story and two (2) four-story buildings with a maximum density of 10.9 dwelling units per acre, and a total land area of 35.07-acres; and

WHEREAS, on January 16, 2025, the Local Planning Agency (LPA) held a properly noticed hearing at a regularly scheduled meeting to consider the application for a Major Amendment to the MAR-Stuart CPUD and forwarded a recommended of ***approval/denial*** to the City Commission; and

WHEREAS, on ***(Insert Future Meeting Date)***, the City Commission held the first properly noticed hearing at a regularly scheduled City Commission to consider the application for a Major Amendment to the 35.07-acre MAR-Stuart CPUD; and

WHEREAS, on ***(Insert Future Meeting Date)***, the City Commission the second properly noticed hearing at a regularly scheduled City Commission to consider the application for a Major Amendment to the 35.07-acre MAR-Stuart CPUD; and

WHEREAS, at the public hearing, and taking into consideration of the LPA's recommendation, all written and oral comments at the public hearings, the analysis of the City's Development Department and the evidence presented by the parties at the public hearings, the City Commission finds that the Applicant showed by substantial competent evidence that the requested development approval in the application is consistent with the City of Stuart Comprehensive Plan, Land Development Code, and procedural requirements of law; and

WHEREAS, the Applicant has committed to the City of Stuart that the development will comply with all development codes, plans, standards, and conditions approved by the City Commission, and the approvals granted will bind its successors in title to any such commitments made upon approval of the Major CPUD Amendment.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA THAT:

SECTION 1: The foregoing recitals are true and adopted as findings of fact and conclusions of law.

SECTION 2: The legal description of the subject property, reflecting the addition of a 22.76-acre parcel of land (FKA: Marketplace of Stuart CPUD) with the 12.31-acre MAR-Stuart CPUD parcel of land, for a total land area of 35.07 acres, is attached as **"Exhibit A"**. A map depicting the Subject Property is attached hereto as **"Exhibit B"** and made a part hereof by reference.

SECTION 3: The revised conditions of approval for the Eden/MAR-Stuart CPUD are attached hereto as **"Exhibit C"** and made a part hereto by reference, and it shall constitute one of the Development Documents as described herein.

SECTION 4: The following documents on file as public records of the City of Stuart, at the office of the Development Department in City Hall, and attached hereto as **Exhibit "D,"** hereinafter the "Development Documents," shall be deemed a part of the development conditions applicable to the Eden/MAR-Stuart CPUD, and shall replace any earlier approvals:

1. **Master Site Plan** (SP-1 – SP-3) prepared by HJA Design Studio, LLC, dated September

12, 2022 (last revised on December 16, 2024).

2. **Boundary & Topographic Survey** (Sheets 1-3) prepared by GCY Incorporated, Peter Anderson, P.S.M., dated September 2023 (digitally signed on December 6, 2024).
3. **Landscape Plan** (LP-1 – LP-8) prepared by HJA Design Studio, LLC, dated October 11, 2023 (last revised on August 28, 2024).
4. **Environmental Assessment** (Pages 1-31) prepared by Ecological Consulting of Florida (ECF), dated August 4, 2023.
5. **Phasing Plan** (PH-1) prepared by HJA Design Studio, LLC, dated October 11, 2023 (last revised on July 31, 2024).
6. **Photometric Plan** (Sheets EPH-1 – EPH-2) prepared by Franyie Engineers, Inc., dated October 3, 2023.
7. **Future Land Use Traffic Analysis** (Pages 1-20) prepared by Juan F. Ortega, P.E., with JFO Group, Inc., dated September 19, 2022 (Revised on September 7, 2023).
8. **Traffic Impact Analysis** (Pages 1-214) prepared by Juan F. Ortega, P.E., with JFO Group, Inc., dated September 30, 2022 (last revised on August 29, 2024).
9. **Preliminary Master Drainage Plan** (Sheet 1 of 1) prepared by Joseph W. Capra, P.E., with CAPTEC Engineering, Inc., dated August 1, 2024.
10. **Preliminary Master Utility Plan** (Sheet 1 of 1) prepared by Joseph W. Capra, P.E., with CAPTEC Engineering, Inc., dated August 1, 2024.
11. **Preliminary Stormwater Master Plan** (Pages 1-9) prepared by Joseph W. Capra, P.E., with CAPTEC Engineering, Inc., dated October 10, 2023.
12. **Conceptual Autoturn Plan** (Sheets 1-2) prepared by Joseph W. Capra, P.E., with CAPTEC Engineering, Inc., dated August 1, 2024.
13. **Multi-Family Architectural Elevations** (Sheets 1-19) prepared by George L. Mouriz with MSA Architects, Inc., dated June 8, 2022.
14. **Commercial Perspective Plan** (EX-2) prepared by HJA Design Studio, LLC, dated December 13, 2022.
15. **Auto Dealership Perspective Plan** (EX-1) prepared by HJA Design Studio, LLC, dated December 13, 2022.

SECTION 5: Except as otherwise provided herein, no development permits, site permits, or building permits shall be issued by the City of Stuart except in compliance with the aforesaid

Development Documents. The failure of the Applicant or its successors to complete development, or to comply with the Development Documents, or with any term or condition of development set forth in this Ordinance, shall be deemed a zoning violation and no further permits or other development approvals or orders shall be issued by the City to the owner until the violation has been resolved, and the matter may become the subject of a code enforcement action brought by the City. This section shall not impair the due process or other legal rights of the Applicant or its successors to seek administrative or judicial redress.

SECTION 6: Following the adoption of this ordinance, and in addition to any other action for failure to complete development or otherwise comply with the Development Documents, the City Development Director may obtain a hearing before the City Commission and shall thereupon give at least five (5) days written notice of the time, date and location of the hearing, along with specific notice of the alleged breach. At the hearing before the City Commission, the Applicant or its successor may appear and may contest the allegation of breach or explain the reason or reasons for the breach. Upon a finding of a material breach of the Development Documents and therefore, the Ordinance(s) adopting the same, the City Commission may impose or do any or all of the following:

a. Initiate the process to amend or repeal this or any other Ordinance pertaining to the development.

b. Direct the City Development Director to initiate the process to rezone the PUD property or any portion of the PUD property.

c. Impose an administrative penalty of up to $1,000,00. for each violation, and up to $5,000.00 for each repeat violation that occurs, along with all reasonable costs, including attorney's fees incurred by the City.

Any breach of any provision or condition of this PUD ordinance by the Applicant or its successor shall be considered a zoning violation subject to any remedies provided herein, or as otherwise provided by law. In the event a violation found continues from day to day, each day the violation is found to continue shall be deemed a separate violation.

SECTION 6: All Ordinances or parts of Ordinances in conflict with this Ordinance or any part thereof are hereby repealed to the extent of such conflict. If any provision of this Ordinance conflicts with any contractual provision between the City of Stuart and the Applicant, property owner, developer, or successor of the site, this Ordinance shall prevail.

SECTION 7: If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are declared severable.

SECTION 8: This enactment of this Ordinance shall be deemed to constitute a quasi-judicial action of the City and shall become effective upon the adoption by the City Commission and execution by the Mayor.

Commissioner _____ offered the foregoing Ordinance and moved its adoption. The motion was seconded by Commissioner _____ and upon being put to a roll call vote, the vote was as follows:

	YES	NO	ABSENT	ABSTAIN
CAMPBELL RICH, MAYOR				
CHRISTOPHER COLLINS, VICE MAYOR				
EULA R. CLARKE, COMMISSIONER				
LAURA GIOBBI, COMMISSIONER				
SEAN REED, COMMISSIONER				

ADOPTED this _____day of _____, 2025.

ATTEST:

_____
MARY R. KINDEL
CITY CLERK

_____
CAMPBELL RICH
MAYOR

APPROVED AS TO FORM
AND CORRECTNESS:

_____
LEE J. BAGGETT, ESQ.
CITY ATTORNEY

EXHIBIT A – LEGAL DESCRIPTION

NORTH PARCEL – Marketplace of Stuart CPUD (22.76-acre):

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF MARTIN, STATE OF FLORIDA, AND IS DESCRIBED AS FOLLOWS:

LOT 1 OF THE PLAT OF MARKETPLACE OF STUART, A CPUD, ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 17, PAGE 18, OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA.

SOUTH PARCEL – MAR-Stuart CPUD (12.31-acre):

BEING A PORTION OF TRACTS 160, 161, 162, 163, 193, 194, 195, AND 196, ACCORDING TO THE PLAT OF PORT SEWELL (SEWELL'S POINT LAND COMPANY SUBDIVISION) AS RECORDED IN PLAT BOOK 3, PAGE 7, PUBLIC RECORDS OF PALM BEACH (NOW MARTIN) COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE INTERSECTION OF THE SOUTH LINE OF SAID PLAT OF PORT SEWELL AND THE WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 1 (BEING A 200 FOOT WIDE RIGHT-OF-WAY) THENCE NORTH 29°28'59" WEST ALONG SAID RIGHT-OF-WAY LINE A DISTANCE OF 1304.97 FEET TO THE INTERSECTION OF SAID WESTERLY RIGHT-OF-WAY LINE AND THE NORTH LINE OF PARCEL "A" AS SHOWN ON THE PLAT OF ADVANTAGE FORD OF STUART, A P.U.D. AS RECORDED IN PLAT BOOK 15, PAGE 86, PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA, AND THE POINT OF BEGINNING OF THE FOLLOWING DESCRIBED PARCEL; THENCE DEPARTING SAID WESTERLY RIGHT-OF-WAY LINE, SOUTH 66°18'31" WEST ALONG THE NORTH LINE OF SAID PARCEL "A", A DISTANCE OF 810.14 FEET; THENCE DEPARTING SAID NORTH LINE OF PARCEL "A" AND RUNNING ALONG THE EAST LINE OF PARCEL "B" OF SAID PLAT OF ADVANTAGE FORD OF STUART, A P.U.D., NORTH 29°28'59" WEST, A DISTANCE OF 665.37 FEET; THENCE DEPARTING SAID EAST LINE OF PARCEL "B", NORTH 66°18'31" EAST, A DISTANCE OF 810.14 FEET TO THE WESTERLY RIGHT-O-WAY LINE OF SAID U.S. HIGHWAY NO. 1; THENCE SOUTH 29°28'59" EAST ALONG SAID WESTERLY RIGHT-OF-WAY LINE A DISTANCE OF 665.37 FEET TO THE POINT OF BEGINNING.

THE FOREGOING IS ALSO KNOWN AS LOT 2 OF THE MARKETPLACE OF STUART, A CPUD, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 17, PAGE 18, OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA.

EXHIBIT B – LOCATION MAP

EXHIBIT C – CONDITIONS OF APPROVAL

Approved Plans and Documents:

1. **Master Site Plan** (SP-1 – SP-3) prepared by HJA Design Studio, LLC, dated September 12, 2022 (last revised on December 16, 2024).
2. **Boundary & Topographic Survey** (Sheets 1-3) prepared by GCY Incorporated, Peter Anderson, P.S.M., dated September 2023 (digitally signed on December 6, 2024).
3. **Landscape Plan** (LP-1 – LP-8) prepared by HJA Design Studio, LLC, dated October 11, 2023 (last revised on August 28, 2024).
4. **Environmental Assessment** (Pages 1-31) prepared by Ecological Consulting of Florida (ECF), dated August 4, 2023.
5. **Phasing Plan** (PH-1) prepared by HJA Design Studio, LLC, dated October 11, 2023 (last revised on July 31, 2024).
6. **Photometric Plan** (Sheets EPH-1 – EPH-2) prepared by Franyie Engineers, Inc., dated October 3, 2023.
7. **Future Land Use Traffic Analysis** (Pages 1-20) prepared by Juan F. Ortega, P.E., with JFO Group, Inc., dated September 19, 2022 (Revised on September 7, 2023).
8. **Traffic Impact Analysis** (Pages 1-214) prepared by Juan F. Ortega, P.E., with JFO Group, Inc., dated September 30, 2022 (last revised on August 29, 2024).
9. **Preliminary Master Drainage Plan** (Sheet 1 of 1) prepared by Joseph W. Capra, P.E., with CAPTEC Engineering, Inc., dated August 1, 2024.
10. **Preliminary Master Utility Plan** (Sheet 1 of 1) prepared by Joseph W. Capra, P.E., with CAPTEC Engineering, Inc., dated August 1, 2024.
11. **Preliminary Stormwater Master Plan** (Pages 1-9) prepared by Joseph W. Capra, P.E., with CAPTEC Engineering, Inc., dated October 10, 2023.
12. **Conceptual Autoturn Plan** (Sheets 1-2) prepared by Joseph W. Capra, P.E., with CAPTEC Engineering, Inc., dated August 1, 2024.
13. **Multi-Family Architectural Elevations** (Sheets 1-19) prepared by George L. Mouriz with MSA Architects, Inc., dated June 8, 2022.
14. **Commercial Perspective Plan** (EX-2) prepared by HJA Design Studio, LLC, dated December 13, 2022.
15. **Auto Dealership Perspective Plan** (EX-1) prepared by HJA Design Studio, LLC, dated

December 13, 2022.

Landscaping:

16. All landscaping areas shall be provided with an irrigation system of sufficient capacity to maintain the landscaping in a healthy growing condition.

17. The City's landscape inspector shall have the opportunity to inspect all trees and/or landscape material with the landscape architect prior to installation. The developer shall bear the pass-thru fee for landscape consulting fees not to exceed $1,500.

18. A Landscape maintenance plan, executed in accordance with the Land Development Regulations, shall be submitted to the Development Department and approved prior to the issuance of a certificate of occupancy.

19. “Hat racking" of trees is prohibited on the property.

Prior to Issuance of Site Permits:

20. Site permits will not be issued until a building permit application for the first building to be constructed has been submitted.

21. Civil Plans shall be reviewed and approved by all applicable City departments prior to the issuance of a site permit.

22. All regulatory agency permits, including but not limited to the South Florida Water Management District and Army Corp of Engineers, shall be obtained by the applicant and copies provided to the City prior to the issuance of a site permit.

23. Development shall comply with the City's Concurrency Management System prior to the issuance of building permits. A concurrency reservation certificate shall be issued and will be binding upon the applicant meeting the following three standards:

    a. Site Permit approval; and

    b. The issuance of building permits to commence construction; and

    c. Payment of all applicable impact and permit fees.

    Payment of applicable impact and permit fees will be payable for each building at the time of building permit approval.

24. Prior to the issuance of a site permit, the Applicant shall provide a cash bond, irrevocable letter of credit, or other surety acceptable to the City Attorney in an amount equal to 110% of the value of the main entrance driveway, the access road, including infrastructure and associated amenities. The security will be returned to the applicant upon completion of this initial site phase.

Permitted Uses:

25.

Automatic Amusement Center & Game Room	Boat Sales & Service
Automobile Rental/Leasing	Car Washes
Automobile Repair Services *(Major & Minor)*	Catering Shops
Automobile Sales *(All Repair/Service Within Enclosed Building)*	Clubs, Lodges, Fraternal Organizations
Bakeries, Retail and/or Wholesale Warehouses	Craft Distillery
Banks/Financial Institutions	Dry Cleaning Establishment
Barbershop, Beauty Salons, Specialty Salons	Farm Equipment & Supply Sales Establishments *(with Open Storage)*
Bars	Flea Markets
Health Clubs	Health Spas
Laundry Establishments *(Self-Service)*	Microbrewery
Office, Business or Professional	Office, Low Intensity Medical
Office, Veterinary	Pool Hall/Billiard Parlor
Repair Services	Restaurants, Convenience & General
Restaurants, Drive-Thru	Restaurants, Limited
Retail, Bulk Merchandise	Retail, Furniture Store
Retail, Intensive Sales	Retail, Non-Intensive Sales & Service
Retail, Strip Shopping Center	Rooftop Dining Areas *(Conditional Use)*
Studio *(Art, Dance, Music, Exercise)*	Public Parks
Dog Park	Residential Units Combined with Non-Residential Uses
Multi-Family Dwelling Units	Swimming Pools
Childcare Center *(< Five Acres)*	Massage Therapy Establishment
Office, Low Intensity Medical	Office, Medical
Pain Management Clinics *(Conditional Use)*	

Development and Construction:

26. Construction activity shall be limited from 7:00 am to 6:00 pm Monday - Saturday.

27. Building generators, if utilized, shall be located behind the building that they serve, and screened with decorative materials or landscaped with hedge material. Sound attenuation shall be provided to ensure that noise levels do not exceed 65 db's at the property line. Non-emergency testing of generators shall be limited to the hours of 12:00 p.m. to 3:00 p.m. on weekdays.

28. All mechanical equipment associated with the development shall be rooftop or located behind the building and decoratively screened or landscaped with hedge material. Rooftop satellite dishes shall be limited to 3 feet in diameter and screened from view.

29. Backflow prevention devices and above-ground utilities shall be delineated on the landscape plans during the final site plan review and shall be out of view or screened from the public right-of-way.

30. All on-site utilities must be buried except the existing FPL transmission line. The property owner agrees to be liable for burying off-site overhead utilities fronting its property along SE Federal Highway, other than FPL transmission lines, prior to the C.O. of any building.

31. Erosion and dust control measures to be implemented during construction shall be provided on the civil plans and submitted during site permit review. Water trucks shall be provided by the applicant as necessary during construction in order to reduce dust generated on-site.

Site Data (Overall)

Total Site Area	35.07 Ac. / 1,527,818 sf
Ex. Developed Mar-Stuart Parcel	12.31 Ac. / 536,224 sf
North Vacant Parcel	22.76 Ac. / 991,594 sf
Zoning	CPUD
Existing Future Land Use	General Commercial
Proposed Future Land Use	General Commercial (12.31 Ac.) & Neighborhood Special District (22.76 Ac.)
Existing Use	Car Dealership / Vacant
Proposed Use	Car Dealership / Retail / Multi-family Residential
Proposed Max. Building Height	4-Stories / 47' (to highest top of parapet)
PCN:	38384102500000200 & 38384102500000100

Future Land Use: Intensity & FAR Data

Future Land Use	Total Site Area	Residential Area / %	Non-Residential Area / %	Total Bldg. Gross Floor Area	Floor Area Ratio
Commercial	12.31 Ac.	0.00 Ac. / 0%	12.31 Ac. / 100%	123,034 sf	0.23
Neighborhood Special District	22.76 Ac.	10.03 Ac. / 44%	12.73 Ac. / 56%	378,563 sf	0.38

Native Upland Preserve Data

Required Native Preserve Area	94, 525 sf / 2.17 Ac.
Provided Native Preserve Area	95,171 sf / 2.18 Ac.

Building Setbacks

Front Building Setback (East):	69' Min.	Side Building Setback (North):	67' Min.
Rear Building Setback (West):	172' Min.	Side Accessory Structure Setback (North): - Carport / Covered Parking	10' Min.
Side Building Setback (South):	53' Min.	Side Accessory Structure Setback (South): - Dumpster Enclosure	7' Min.

Open Space

Open Space Required:		381,955 sf	8.77 Ac. 25%
Open Space Provided:		401,824 sf	9.22 Ac. 26%
Dry / Bio Retention Areas	127,712 sf		
Native Preserve Area	95,171 sf		
Existing Canal Area	48,119 sf		
Landscape Buffers / Open Space Areas	130,822 sf		

Pervious Area (Includes Existing & Proposed)

Dry / Bio Retention Areas	127,712 sf	2.93 Ac.	8%
Native Preserve Area	95,171 sf	2.18 Ac.	6%
Existing Canal Area	48,119 sf	1.10 Ac.	3%
Landscape Buffers / Open Space Areas	130,822 sf	3.00 Ac.	9%
Parking Area Interior Landscape Areas	166,534 sf	3.83 Ac.	11%
Pervious Pavement (50% of 52,940 sf)	26,470 sf	0.61 Ac.	2%
Total:	594,828 sf	13.65 Ac.	39%

Impervious Area (Includes Existing & Proposed)

Total Building Coverage	241,377 sf	5.54 Ac.	16%
Existing Dealerships & Carwash (Includes Service Overhangs)	76,599 sf		
Proposed Dealerships & Carwash (Includes Service Overhangs)	57,074 sf		
Commercial Buildings (Includes Bldg. Overhang Feature)	21,022 sf		
Multi-family Apartment Buildings	75,813 sf		
Multi-family Clubhouse (Includes Bldg. Overhangs)	6,923 sf		
Multi-family Carports (Includes Both)	3,946 sf		
Vehicular Use Area	540,890 sf	12.42 Ac.	35%
Paved Areas / Walks / Pool	60,365 sf	1.39 Ac.	4%
Lake / Wet Pond (Control Elevation)	63,888 sf	1.46 Ac.	4%
Pervious Pavement (50% of 52,940 sf)	26,470 sf	0.61 Ac.	2%
Total:	932,990 sf	21.42 Ac.	61%

Multi-family Apartments

Maximum 30% Residential Area within CPUD (35.07 Ac. Total Site x 30%)	10.52 Ac. / 30%
Provided Residential Area within CPUD	10.03 Ac. / 29%

Density (based on the 22.76 Ac. Neighborhood Special District Land Use Designation)

Maximum Density	15 DU / Ac.
Proposed Density (249 Units / 22.76 Ac.)	10.94 DU / Ac.
Maximum Allowable Dwelling Units (15 DU / Ac. x 22.76 Ac.)	341 Units
Total Proposed Dwelling Units	249 Units
1 Bedroom Units	112 Units (45%)
2 Bedroom Units	104 Units (42%)
3 Bedroom Units	33 Units (13%)

Parking Data

	Required	Provided
1 Bedroom Units: (1.5 spaces per unit) 112 Units x 1.5 spaces	168 Spaces	168 Spaces
2 or more Bedroom Units: (2 spaces per unit) 137 Units x 2 spaces	274 Spaces	274 Spaces
Total Parking:	442 Spaces	* 442 Spaces

Handicap Parking (ADA Compliance, Section 208.2)

Required	Provided
9 Spaces	11 Spaces

9 Spaces Minimum per 401 - 500 Provided Spaces
* Included as part of the total 442 provided spaces)

Bicycle Parking

Required	Provided
20 Spaces	24 Spaces (4 Total - 6 Bike Capacity Racks)

Commercial / Retail

Total Commercial Gross Floor Area: 21,022 sf

* Commercial Building A: Drive-Thru Restaurant	2,500 sf
* Commercial Building B & C: Retail / Restaurant	17,600 sf (8,800 sf per Bldg)
Commercial Building Overhang Feature	922 sf

Parking Data

	Required	Provided
Comm. Bldg A: Drive-Thru Restaurant (2,500 sf)		
1 Space per employee on largest shift	5 Spaces	5 Spaces
1 Space per 100 sf of service area (2,500 / 100)	25 Spaces	25 Spaces
Comm. Bldg B & C: Retail / Restaurant (17,600 sf)		
Retail - Strip Shopping Center: (1 Space per 250 sf) 17,600 sf of Strip Shopping Center / 250 sf	71 Spaces	109 Spaces
Total Parking:	101 Spaces	139 Spaces

* NOTE: Parking Requirement for any future uses may be calculated based on current ITE.

Handicap Parking (ADA Compliance, Section 208.2)

Required	Provided
5 Spaces	5 Spaces

5 Spaces Minimum per 101 - 150 Provided Spaces

Bicycle Parking

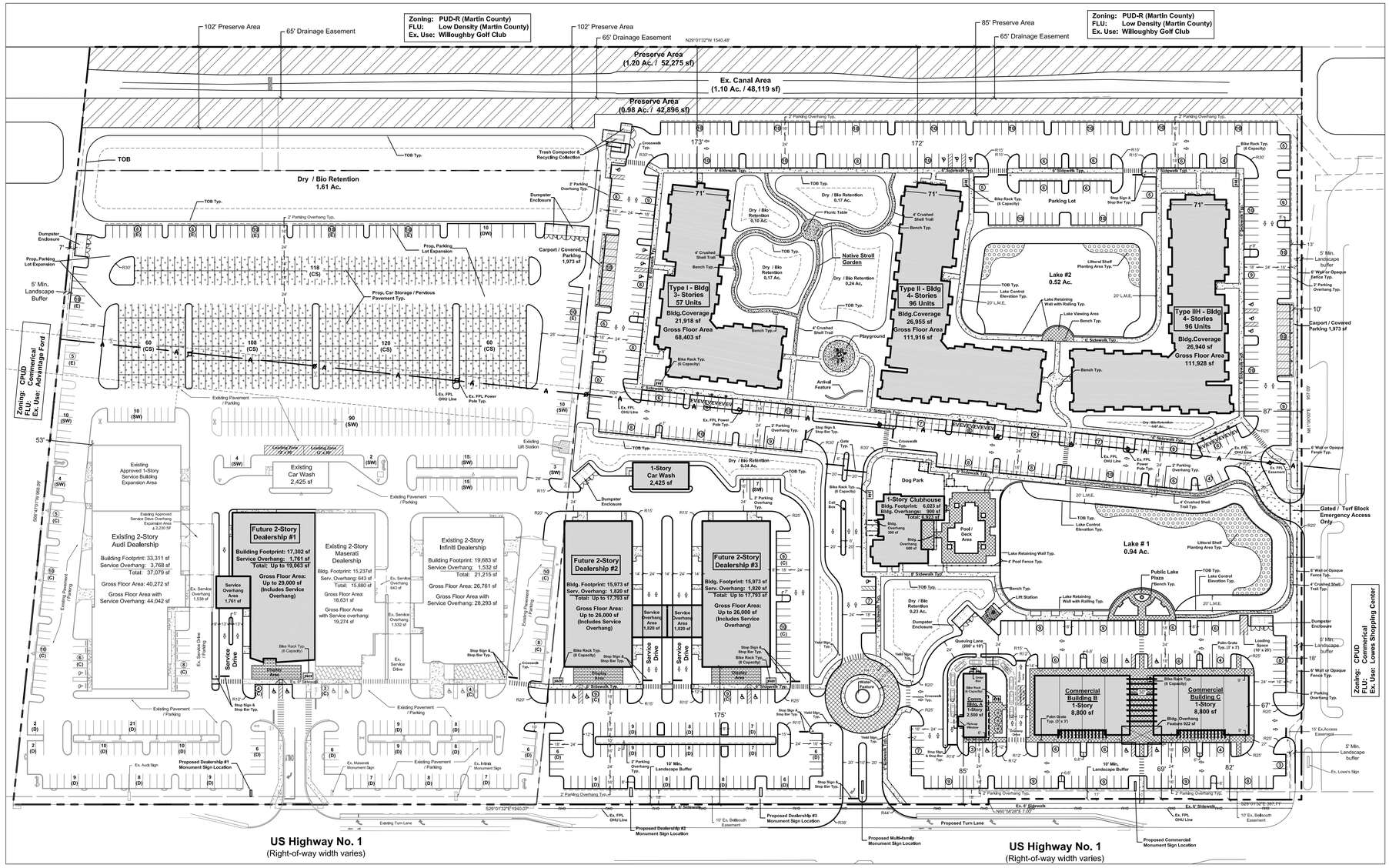
Required	Provided
8 Spaces	12 Spaces (2 Total - 6 Bike Capacity Racks)

2 per 1st 10 & 2 per each additional 30 Required Vehicular Parking Spaces

Off-street Loading (Small inventory commercial uses)

Required	Provided
1 Space	2 Spaces

1 loading space (10' x 25') per 5,000 - 80,000 sf of floor area.



Car Dealerships

Total / Max. Gross Floor Area:	Up to 172,609 sf
Existing Dealerships	91,609 sf (Includes Service Overhang)
Proposed Future Dealerships	Up to 81,000 sf (Includes Service Overhang)

Parking Data

	Required	Provided
Gross Floor Area of Sales / Leasing (2 per 1,000 sf): Existing Audi Dealership 16,834 sf; Existing Infiniti Dealership 15,350 sf; Existing Maserati Dealership 7,140 sf; * Proposed Future Dealerships (43,000 sf is the maximum amount of combined Sales/Leasing Area for all 3 proposed future dealerships) Up to 43,000 sf; Total Gross Floor Area of Sales / Leasing: 82,324 sf	165 Spaces	174 Spaces
Outdoor Display Area (1 per 4,500 sf): Outdoor display area = 38,232 sf / 4,500	9 Spaces	9 Spaces
Vehicles Displayed Outdoors (1 Space for each Vehicle):	227 Spaces	227 Spaces
Repair Bays (2 Spaces per Repair Bay): Existing Audi Dealership 28 Repair Bays (56 Spaces) (includes approved building expansion); Existing Infiniti Dealership 11 Repair Bays (22 Spaces); Existing Maserati Dealership 10 Repair Bays (20 Spaces); * Proposed Future Dealerships Up to 36 Repair Bays (72 Spaces) (36 repair bays is the maximum combined amount for all 3 proposed future dealerships) Total Repair Bays: 85 Repair Bays (85 x 2)	170 Spaces	170 Spaces
Total Parking:	571 Spaces	580 Spaces

* NOTE: Parking Requirement for future proposed dealerships may be calculated based on current ITE.

Handicap Parking (ADA Compliance, Section 208,2)

Required	Provided
12 Spaces	12 Spaces

2% Minimum of 501 - 1,000 Provided Spaces (580 provided spaces x 2%)

Car Storage & Detail / Wash Area Parking:

Car Storage Parking Provided: 466 Spaces Detail / Wash Area Parking Provided: 10 Spaces

Bicycle Parking

Required	Provided
20 Spaces	24 Spaces (3 Total - 8 Bike Capacity Racks)

Waiver List

Car Dealership Loading Requirement

Required	Provided
4 Spaces	2 Spaces

LDC Section 6.01.18(B): 50,001- 80,000 sf of floor area.

Justification: A total of 4 loading spaces is overkill and not needed. We are providing two (2) 12' x 50' loading spaces in a centralized location which is directly adjacent to our car storage parking area. This location provides centralized access that does not interfere or block vehicular, fire and emergency vehicle circulation.

Sign Design Standards (LDC Section 6.11.17: Design Standards Matrix)

Justification: Section 6.11.17 does not designate sign code standards for any PUD zoning districts. As part of this CPUD, we've provided sign design standards specific to this project which are based on Stuart's regulations for a standard commercial zoning district. We are only proposing to modify the monument sign quantity and separation requirements along US-1. The Subject property frontage along US-1 is 1,645 LF. Standard commercial zoning allows for one (1) Monument sign per 300 LF of frontage with a minimum 300 ft separation. This would be a total of 5,48 monument signs. As part of our CPUD, we are proposing (1) Monument sign per 200 LF of frontage with a minimum 100 ft separation. This would be a maximum of eight (8) total monument signs. There are three (3) existing monument signs along US-1 which are associated with the three (3) existing dealerships which are part of the Mar-Stuart CPUD. We are are proposing an additional five (5) monument signs. One (1) per each per each proposed dealership (3 total), one (1) for the Multi-family Residential component and one (1) for the Commercial / Retail Area.

Parking Stall Width Requirement

LDC Section 6.01.14. - Design standards for off-street parking

Justification: Section 6.01.14. requires all off-street parking stalls to have a minimum width of nine (9) feet. All proposed spaces that will be used by the general public as well as employee parking spaces comply with the minimum width. As part of the CPUD we are proposing 8.5' wide car storage and service waiting stall widths which are strictly used for the functionality of the dealership. This reduces pavement and is consistent with the existing car storage and service waiting shall widths which are currently constructed and were approved as part of the Mar-Stuart CPUD.

Dealership Parking Legend

(D)	Car Display Parking (236 Spaces) (9' x 18' or 9' x 16' with 2' overhang Typ.)	(E)	Employee Parking (69 Spaces) (9' x 18' or 9' x 16' with 2' overhang Typ.)	(CS)	Car Storage Parking (466 Spaces) (8.5' x 18' Typ.)
(C)	Customer Parking (105 Spaces) (9' x 18' Typ.)	(SW)	Service Waiting Parking (170 Spaces) (8.5' x 18' or 8.5' x 16' with 2' overhang Typ.)	(DW)	Detail / Wash Area Parking (10 Spaces) (14' x 18' Typ.)

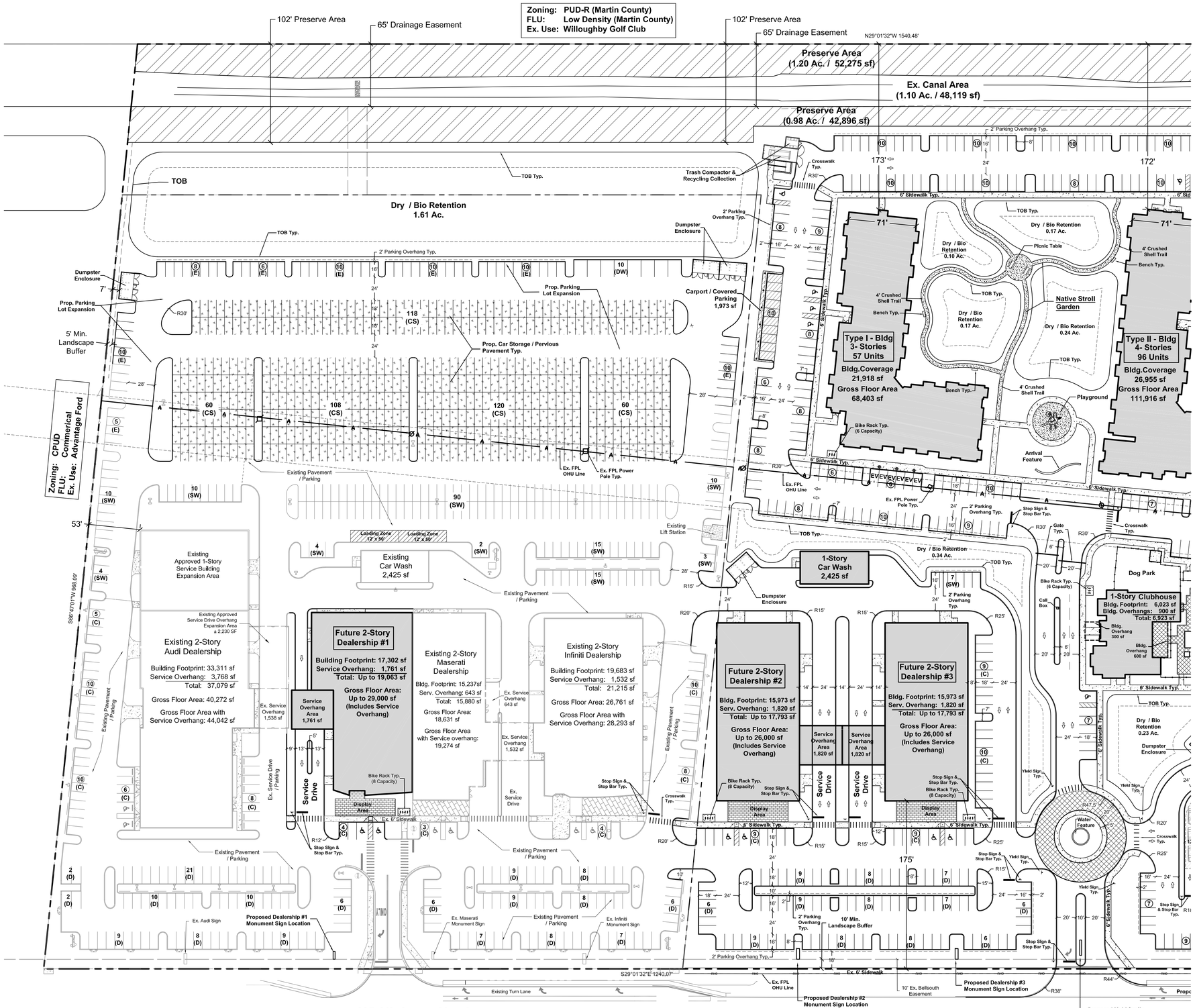
Site Legend

Pervious Pavement Typ. | Concrete Area Typ. | Preserve Area Typ. | Electrical Vehicle Station Typ.

Paver Area Typ. | Turf Block Typ. | Littoral Shelf Planting Area Typ. | EV Electrical Vehicle Parking Typ.

Location Map

SITE
SE Dixie Hwy
SE Ridgeway Dr
SE Doubloon Dr
SE Elsmere St
SE Hibiscus St
SE Mimosa Ave
SE Commerce Ave
SE Maryland Dr
SE Bromley St
SE Ocklawaha Ave
SE Monroe St
SE Ocklawaha Pl
SE Hillcrest Dr
SE Hillcrest Pl
SE Hillcrest Ct
SE Hillcrest Ln
SE Hillcrest Cir
SE Hillcrest Ter
SE Hillcrest Way
SE Hillcrest Path
SE Hillcrest Trl
SE Hillcrest Pkwy
SE Hillcrest Aly
SE Hillcrest Rd
SE Hillcrest Blvd
SE Hillcrest Ave
SE Hillcrest St



Scale: 1" = 50'

0' 25' 50' 100' 150'

North

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Eden / Mar-Stuart

Florida

City of Stuart

CPUD Major Development Site Plan

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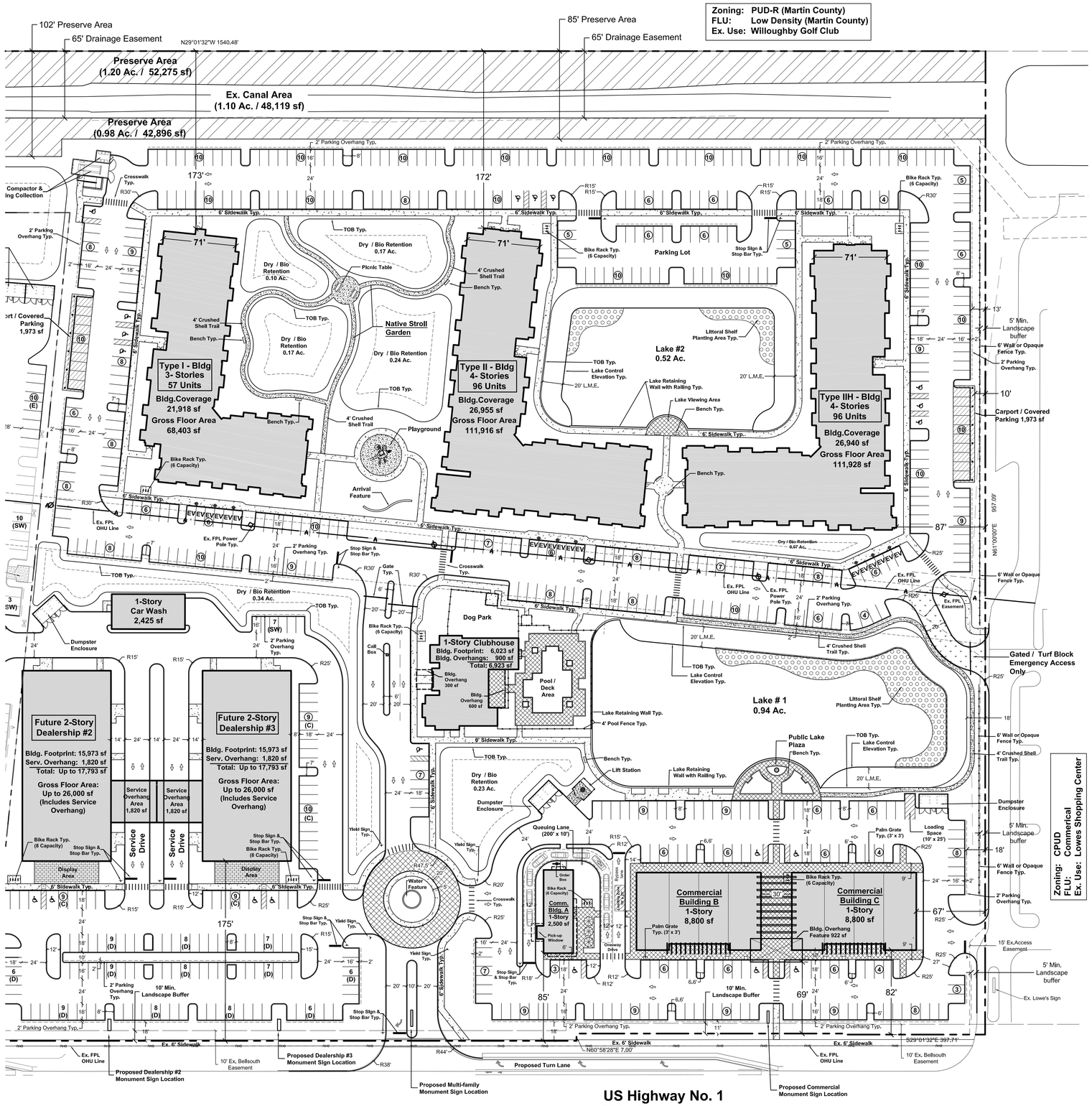
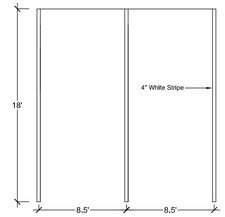
Job No.	2022-21
Drawn By	JB
Checked By	TT
Approved By	MH
Submittal Dates	9-12-22
	12-12-2210-11-23 12-06-23
Revision Dates	3-28-24
	7-31-24 12-16-24

SP-2



Car Storage Parking Space Detail

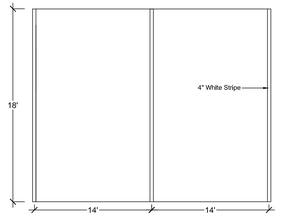
Scale: N.T.S.



Car Storage Space Detail

Detail / Wash Area Parking Space Detail

Scale: N.T.S.



Detail / Wash Area Space Detail

Service Waiting Parking Space Details

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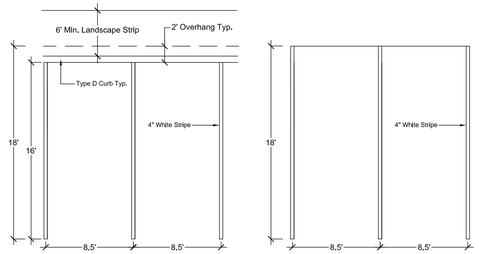
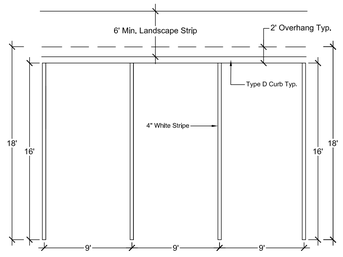


Service Waiting Space w/ 2' Overhang Detail

Service Waiting Space Detail

Regular Parking Space w/ 2' Overhang Detail

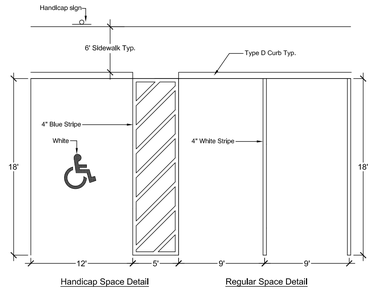
Scale: N.T.S.



Regular Space with 2' Overhang Detail

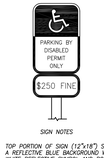
Handicap / Regular Parking Space Detail

Scale: N.T.S.



Handicap Space Detail

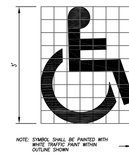
Regular Space Detail



SIGN NOTES

1. TOP PORTION OF SIGN (12"x18") SHALL HAVE A REFLECTIVE BLUE BACKGROUND WITH WHITE REFLECTIVE SYMBOL AND BORDER.
2. BOTTOM PORTION (6"x12") SHALL HAVE A REFLECTIVE WHITE BACKGROUND WITH BLACK OPAQUE LEGEND AND BORDER.
3. BOTTOM OF SIGN SHALL BE 7'-0" ABOVE FINISH GRADE.
4. SIGN SHALL BE MOUNTED ON A 2" SCH 40 ALUMINUM POST

ACCESSIBLE PARKING SIGN



UNIVERSAL SYMBOL OF ACCESSIBILITY

Scale: 1" = 50'

0' 25' 50' 100' 150'

North

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Eden / Mar-Stuart

Florida

City of Stuart

CPUD Major Development Site Plan

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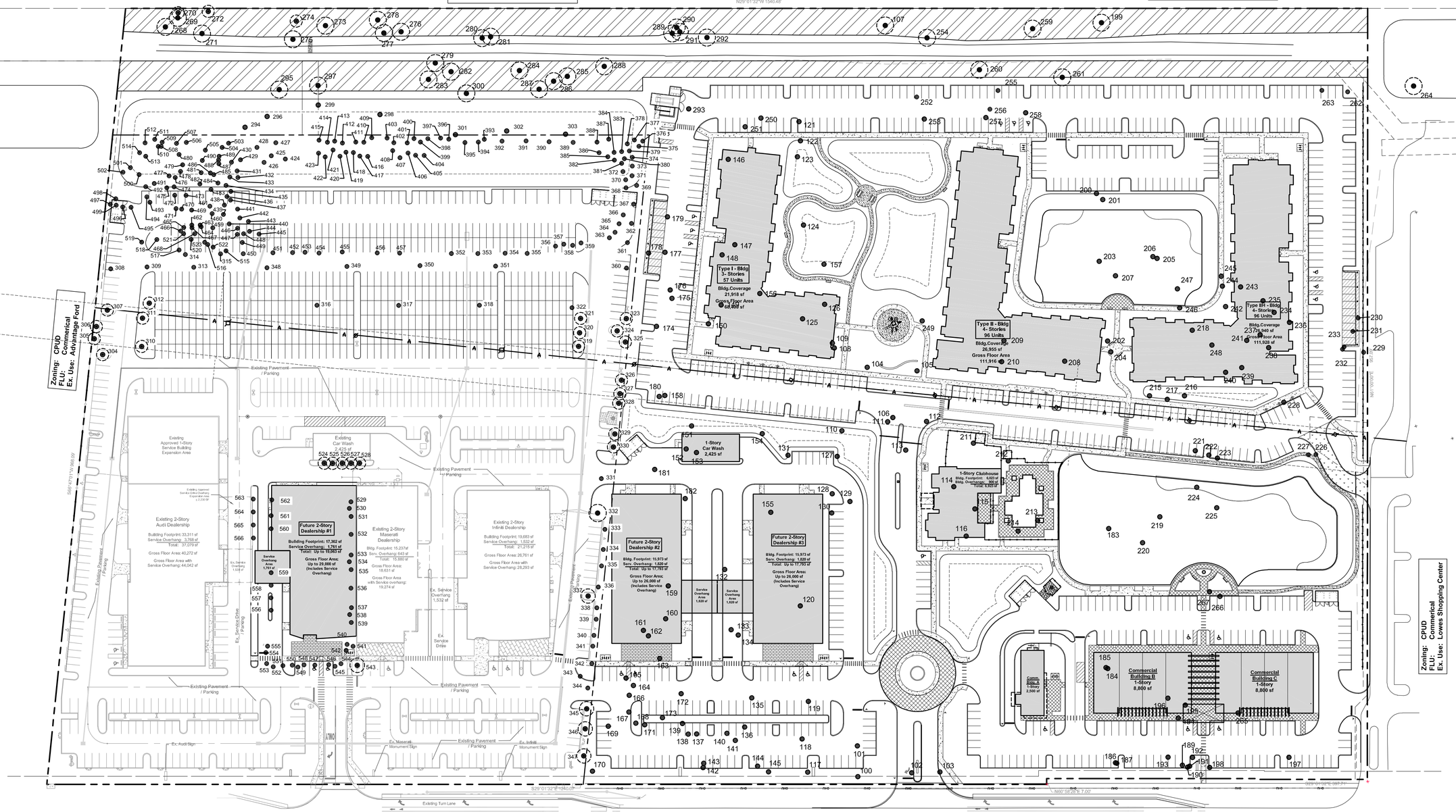
Job No.	2022-21
Drawn By	JB
Checked By	TT
Approved By	MH
Submittal Dates	9-12-22
	12-12-2210-11-23 12-06-23
Revision Dates	3-28-24
	7-31-24 12-16-24

SP-3



Notes

1. See Sheet LP-2 for existing tree chart and summary.
2. See Tree Mitigation data on Sheet LP-3 for proposed replacement inches.
3. See Sheet LP-8 for applicable details and notes related to Tree Protection Barricades.
4. Tree survey includes all existing trees on vacant parcel and existing trees on developed Mar-Stuart parcel which are affected by the site renovations and parking expansion. All existing trees on mar-stuart site not shown on survey shall be preserved and remain in place.

Legend

- # — Existing Tree to be Removed
- # — Existing Tree to be Preserved

Scale: 1" = 60'

0' 30' 60' 120' 180'

North

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Existing Tree Survey / Removal Plan

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Job No.	2022-21
Drawn By	TT
Checked By	TT
Approved By	MH
Submittal Dates	10-11-23
	08-28-24
Revision Dates	

LP-1

Existing Tree Survey Chart

Code #	Common Name	Size / DBH	Protected	Status
100	Slash Pine	18	Yes	Remove
101	Slash Pine	15	Yes	Remove
102	Slash Pine	13	Yes	Remove
103	Slash Pine	14	Yes	Remove
104	Slash Pine	13	Yes	Remove
105	Slash Pine	14	Yes	Remove
106	Slash Pine	11	Yes	Remove
107	Slash Pine	12	Yes	Preserve
108	Slash Pine	10	Yes	Remove
109	Slash Pine	10	Yes	Remove
110	Slash Pine	13	Yes	Remove
111	Slash Pine	10	Yes	Remove
112	Slash Pine	11	Yes	Remove
113	Slash Pine	12	Yes	Remove
114	Slash Pine	12	Yes	Remove
115	Slash Pine	13	Yes	Remove
116	Slash Pine	12	Yes	Remove
117	Slash Pine	11	Yes	Remove
118	Slash Pine	10	Yes	Remove
119	Slash Pine	14.5	Yes	Remove
120	Slash Pine	12	Yes	Remove
121	Slash Pine	11	Yes	Remove
122	Slash Pine	10	Yes	Remove
123	Slash Pine	13.5	Yes	Remove
124	Slash Pine	14	Yes	Remove
125	Slash Pine	14	Yes	Remove
126	Slash Pine	17	Yes	Remove
127	Slash Pine	13	Yes	Remove
128	Slash Pine	10	Yes	Remove
129	Slash Pine	10	Yes	Remove
130	Slash Pine	10	Yes	Remove
131	Slash Pine	10	Yes	Remove
132	Slash Pine	11	Yes	Remove
133	Slash Pine	10	Yes	Remove
134	Slash Pine	10.5	Yes	Remove
135	Slash Pine	12	Yes	Remove
136	Slash Pine	11.5	Yes	Remove
137	Slash Pine	12	Yes	Remove
138	Slash Pine	14	Yes	Remove
139	Slash Pine	13	Yes	Remove
140	Slash Pine	10	Yes	Remove
141	Slash Pine	15.5	Yes	Remove
142	Slash Pine	17	Yes	Remove
143	Slash Pine	10	Yes	Remove
144	Slash Pine	12	Yes	Remove
145	Slash Pine	12	Yes	Remove
146	Slash Pine	13	Yes	Remove
147	Slash Pine	12	Yes	Remove
148	Slash Pine	10.5	Yes	Remove
149	Slash Pine	10	Yes	Remove
150	Slash Pine	16	Yes	Remove
151	Slash Pine	12.5	Yes	Remove
152	Slash Pine	11.5	Yes	Remove
153	Slash Pine	14	Yes	Remove
154	Slash Pine	10.5	Yes	Remove
155	Slash Pine	12.5	Yes	Remove
156	Slash Pine	12	Yes	Remove
157	Slash Pine	12	Yes	Remove
158	Slash Pine	11	Yes	Remove
159	Slash Pine	12	Yes	Remove
160	Slash Pine	14.5	Yes	Remove
161	Slash Pine	11.5	Yes	Remove
162	Slash Pine	11.5	Yes	Remove
163	Slash Pine	11.5	Yes	Remove
164	Slash Pine	10.5	Yes	Remove
165	Slash Pine	10.5	Yes	Remove
166	Slash Pine	10.5	Yes	Remove
167	Slash Pine	11	Yes	Remove
168	Slash Pine	13	Yes	Remove
169	Slash Pine	12	Yes	Remove
170	Slash Pine	16	Yes	Remove
171	Slash Pine	15	Yes	Remove
172	Slash Pine	11	Yes	Remove
173	Slash Pine	10	Yes	Remove
174	Slash Pine	13	Yes	Remove
175	Slash Pine	12	Yes	Remove
176	Slash Pine	10	Yes	Remove
177	Slash Pine	13	Yes	Remove
178	Slash Pine	15	Yes	Remove
179	Slash Pine	10.5	Yes	Remove
180	Slash Pine	11	Yes	Remove
181	Slash Pine	12.5	Yes	Remove
182	Slash Pine	11	Yes	Remove
183	Slash Pine	10	Yes	Remove
184	Acacia	18	No	Remove
185	Slash Pine	11	Yes	Remove
186	Acacia	12	No	Remove
187	Acacia	12.5	No	Remove
189	Slash Pine	14	Yes	Remove
190	Slash Pine	13.5	Yes	Remove
191	Slash Pine	10	Yes	Remove
192	Slash Pine	14	Yes	Remove
193	Slash Pine	11	Yes	Remove
194	Slash Pine	12	Yes	Remove
195	Slash Pine	10.5	Yes	Remove
196	Slash Pine	11	Yes	Remove
197	Ficus	Multi	No	Remove
198	Slash Pine	14	Yes	Remove
199	Slash Pine	13	Yes	Preserve
200	Slash Pine	10.5	Yes	Remove
201	Slash Pine	10.5	Yes	Remove
202	Slash Pine	11	Yes	Remove
203	Slash Pine	13	Yes	Remove
204	Slash Pine	16	Yes	Remove
205	Slash Pine	12.5	Yes	Remove

Code #	Common Name	Size / DBH	Protected	Status
206	Slash Pine	11	Yes	Remove
207	Slash Pine	10	Yes	Remove
208	Slash Pine	10	Yes	Remove
209	Slash Pine	10	Yes	Remove
210	Slash Pine	12	Yes	Remove
211	Slash Pine	12	Yes	Remove
212	Slash Pine	11	Yes	Remove
213	Slash Pine	12	Yes	Remove
214	Slash Pine	12.5	Yes	Remove
215	Slash Pine	11	Yes	Remove
216	Slash Pine	11.5	Yes	Remove
217	Slash Pine	10	Yes	Remove
218	Slash Pine	12.5	Yes	Remove
219	Slash Pine	13	Yes	Remove
220	Slash Pine	10	Yes	Remove
221	Slash Pine	10	Yes	Remove
222	Slash Pine	13.5	Yes	Remove
223	Slash Pine	13	Yes	Remove
224	Slash Pine	11.5	Yes	Remove
225	Slash Pine	12.5	Yes	Remove
226	Slash Pine	10.5	Yes	Remove
227	Slash Pine	12.5	Yes	Remove
228	Slash Pine	12.5	Yes	Remove
229	Slash Pine	11	Yes	Remove
230	Slash Pine	20	Yes	Remove
231	Slash Pine	12	Yes	Remove
232	Live Oak	12	Yes	Remove
233	Live Oak	20	Yes	Remove
234	Slash Pine	11	Yes	Remove
235	Slash Pine	13	Yes	Remove
236	Slash Pine	11.5	Yes	Remove
237	Slash Pine	10.5	Yes	Remove
238	Slash Pine	10.5	Yes	Remove
239	Slash Pine	11	Yes	Remove
240	Slash Pine	13.5	Yes	Remove
241	Slash Pine	12	Yes	Remove
242	Slash Pine	12	Yes	Remove
243	Slash Pine	13	Yes	Remove
244	Slash Pine	11.5	Yes	Remove
245	Slash Pine	11	Yes	Remove
246	Slash Pine	11.5	Yes	Remove
247	Slash Pine	11	Yes	Remove
248	Slash Pine	11.5	Yes	Remove
249	Slash Pine	10.5	Yes	Remove
250	Slash Pine	12.5	Yes	Remove
251	Slash Pine	15	Yes	Remove
252	Slash Pine	11	Yes	Remove
253	Slash Pine	12	Yes	Remove
254	Slash Pine	11	Yes	Preserve
255	Live Oak	18	Yes	Remove
256	Live Oak	12	Yes	Remove
257	Slash Pine	11.5	Yes	Remove
258	Slash Pine	12	Yes	Remove
259	Slash Pine	12	Yes	Preserve
260	Slash Pine	11.5	Yes	Preserve
261	Live Oak	11.5	Yes	Preserve
262	Live Oak	12	Yes	Remove
263	Live Oak	10.5	Yes	Remove
264	Live Oak	10.5	Yes	Preserve
265	Slash Pine	20	Yes	Remove
266	Slash Pine	12	Yes	Remove
267	Slash Pine	12	Yes	Remove
268	Slash Pine	15	Yes	Preserve
269	Slash Pine	15	Yes	Preserve
270	Sabal Palm	18	No	Preserve
271	Slash Pine	11	Yes	Preserve
272	Sabal Palm	18	No	Preserve
273	Slash Pine	11	Yes	Preserve
274	Sabal Palm	20	No	Preserve
275	Slash Pine	14	Yes	Preserve
276	Slash Pine	14	Yes	Preserve
277	Slash Pine	11	Yes	Preserve
278	Slash Pine	11	Yes	Preserve
279	Slash Pine	11	Yes	Preserve
280	Slash Pine	14	Yes	Preserve
281	Slash Pine	11	Yes	Preserve
282	Slash Pine	10	Yes	Preserve
283	Slash Pine	10	Yes	Preserve
284	Slash Pine	10	Yes	Preserve
285	Slash Pine	10	Yes	Preserve
286	Slash Pine	14	Yes	Preserve
287	Slash Pine	11	Yes	Preserve
288	Slash Pine	10	Yes	Preserve
289	Slash Pine	10	Yes	Preserve
290	Slash Pine	10	Yes	Preserve
291	Slash Pine	10	Yes	Preserve
292	Slash Pine	10	Yes	Preserve
293	Slash Pine	10	Yes	Remove
294	Slash Pine	10	Yes	Remove
295	Slash Pine	10	Yes	Preserve
296	Slash Pine	12	Yes	Remove
297	Slash Pine	11	Yes	Preserve
298	Slash Pine	11	Yes	Remove
299	Sabal Palm	11	No	Remove
300	Slash Pine	12	Yes	Preserve
301	Slash Pine	12	Yes	Remove
302	Slash Pine	11	Yes	Remove
303	Slash Pine	12	Yes	Remove
304	Silver Buttonwood	4	No	Preserve
305	Silver Buttonwood	3	No	Preserve
306	Silver Buttonwood	3	No	Preserve
307	Silver Buttonwood	4	No	Preserve
308	Live Oak	5	Yes	Remove
309	Live Oak	5	Yes	Remove
310	Silver Buttonwood	3	No	Preserve

Code #	Common Name	Size / DBH	Protected	Status
311	Silver Buttonwood	5	No	Preserve
312	Silver Buttonwood	5	No	Preserve
313	Live Oak	4	No	Remove
314	Live Oak	5	Yes	Remove
315	Live Oak	5	Yes	Remove
316	Silver Buttonwood	5	No	Remove
317	Silver Buttonwood	4	No	Remove
318	Silver Buttonwood	5	No	Remove
319	Silver Buttonwood	5	No	Preserve
320	Silver Buttonwood	5	No	Preserve
321	Silver Buttonwood	5	No	Preserve
322	Silver Buttonwood	5	No	Remove
323	Silver Buttonwood	5	No	Preserve
324	Silver Buttonwood	4	No	Preserve
325	Silver Buttonwood	4	No	Preserve
326	Silver Buttonwood	4	No	Preserve
327	Silver Buttonwood	5	No	Preserve
328	Silver Buttonwood	6	No	Preserve
329	E.P. Holly	4	No	Preserve
330	E.P. Holly	4	No	Preserve
331	Live Oak	6	Yes	Remove
332	Live Oak	8	Yes	Preserve
333	E.P. Holly	3	No	Remove
334	E.P. Holly	3	No	Remove
335	E.P. Holly	3	No	Remove
336	E.P. Holly	3	No	Remove
337	Madagascar Olive	5	No	Preserve
338	E.P. Holly	3	No	Remove
339	E.P. Holly	3	No	Remove
340	E.P. Holly	4	No	Remove
341	E.P. Holly	4	No	Remove
342	E.P. Holly	4	No	Remove
343	Royal Palm	16	No	Remove
344	Royal Palm	16	No	Remove
345	Royal Palm	16	No	Preserve
346	Royal Palm	16	No	Preserve
347	Royal Palm	16	No	Preserve
348	Live Oak	4	No	Remove
349	Live Oak	4	No	Remove
350	Live Oak	5	Yes	Remove
351	Live Oak	5	Yes	Remove
352	Live Oak	10	Yes	Remove
353	Mango	4	No	Remove
354	Live Oak	10	Yes	Remove
355	Mango	8	No	Remove
356	Cypress	8	Yes	Remove
357	Cypress	5	Yes	Remove
358	Cypress	8	Yes	Remove
359	Cypress	6	Yes	Remove
360	Live Oak	5	Yes	Remove
361	Live Oak	8	Yes	Remove
362	Live Oak	10	Yes	Remove
363	Cypress	2	No	Remove
364	Cypress	2	No	Remove
365	Cypress	2	No	Remove
366	Cypress	2	No	Remove
367	Live Oak	8	Yes	Remove
368	Cypress	2	No	Remove
369	Slash Pine	3	No	Remove
370	Cypress	4	No	Remove
371	Sabal Palm	12	No	Remove
372	Cypress	3	No	Remove
373	Slash Pine	3	No	Remove
374	Slash Pine	3	No	Remove
375	Sabal Palm	10	No	Remove
376	Sabal Palm	12	No	Remove
377	Sabal Palm	10	No	Remove
378	Slash Pine	4	No	Remove
379	Slash Pine	4	No	Remove
380	Sabal Palm	12	No	Remove
381	Cypress	2	No	Remove
382	Cypress	3	No	Remove
383	Sabal Palm	10	No	Remove
384	Sabal Palm	10	No	Remove
385	Cypress	2	No	Remove
386	Cypress	4	No	Remove
387	Slash Pine	3	No	Remove
388	Live Oak	8	Yes	Remove
389	Live Oak	8	Yes	Remove
390	Live Oak	6	Yes	Remove
391	Live Oak	6	Yes	Remove
392	Live Oak	8	Yes	Remove
393	Slash Pine	5	No	Remove
394	Slash Pine	5	No	Remove
395	Slash Pine	4	No	Remove
396	Sabal Palm	12	No	Remove
397	Sabal Palm	12	No	Remove
398	Sabal Palm	12	No	Remove
399	Sabal Palm	12	No	Remove
400	Sabal Palm	12	No	Remove
401	Sabal Palm	12	No	Remove
402	Sabal Palm	12	No	Remove
403	Sabal Palm	12	No	Remove
404	Cypress	2	No	Remove
405	Cypress	3	No	Remove
406	Cypress	2	No	Remove
407	Cypress	4	No	Remove
408	Cypress	3	No	Remove
409	Slash Pine	5	No	Remove
410	Slash Pine	4	No	Remove
411	Slash Pine	5	No	Remove
412	Slash Pine	4	No	Remove
413	Slash Pine	4	No	Remove
414	Slash Pine	4	No	Remove
415	Slash Pine	3	No	Remove
416	Cypress	3	No	Remove

Code #	Common Name	Size / DBH	Protected	Status
417	Cypress	5	Yes	Remove
418	Cypress	2	No	Remove
419	Cypress	3	No	Remove
420	Cypress	3	No	Remove
421	Cypress	2	No	Remove
422	Cypress	7	Yes	Remove
423	Cypress	3	No	Remove
424	Cypress	3	No	Remove
425	Cypress	3	No	Remove
426	Cypress	4	No	Remove
427	Live Oak	8	Yes	Remove
428	Live Oak	8	Yes	Remove
429	Live Oak	8	Yes	Remove
430	Slash Pine	12	Yes	Remove
431	Sabal Palm	12	No	Remove
432	Sabal Palm	12	No	Remove
433	Sabal Palm	12	No	Remove
434	Sabal Palm	12	No	Remove
435	Sabal Palm	12	No	Remove
436	Sabal Palm	12	No	Remove
437	Sabal Palm	12	No	Remove
438	Slash Pine	5	No	Remove
439	Slash Pine	5	No	Remove
440	Slash Pine	5	No	Remove
441	Cypress	5	Yes	Remove
442	Cypress	5	Yes	Remove
443	Cypress	6	Yes	Remove
444	Cypress	5	Yes	Remove
445	Cypress	4	No	Remove
446	Sabal Palm	12	No	Remove
447	Sabal Palm	12	No	Remove
448	Sabal Palm	12	No	Remove
449	Sabal Palm	12	No	Remove
450	Live Oak	5	Yes	Remove
451	Mango	9	No	Remove
452	Live Oak	5	Yes	Remove
453	Mango	6	No	Remove
454	Live Oak	4	No	Remove
455	Mango	6	No	Remove
456	Live Oak	6	Yes	Remove
457	Live Oak	6	Yes	Remove
459	Slash Pine	6	No	Remove
460	Slash Pine	6	No	Remove
461	Slash Pine	13	Yes	Remove
462	Slash Pine	6	No	Remove
463	Slash Pine	5	No	Remove
464	Slash Pine	6	No	Remove
465	Slash Pine	6	No	Remove
466	Sabal Palm	8	No	Remove
467	Slash Pine	6	No	Remove
468	Slash Pine	6	No	Remove
469	Slash Pine	8	No	Remove
470	Slash Pine	8	No	Remove
471	Slash Pine	10	Yes	Remove
472	Sabal Palm	12	Yes	Remove
473	Slash Pine	11	Yes	Remove
474	Slash Pine	12	Yes	Remove
475	Slash Pine	5	No	Remove
476	Slash Pine	5	No	Remove
477	Slash Pine	6	No	Remove
478	Slash Pine	6	No	Remove
479	Slash Pine	6	No	Remove
480	Slash Pine	7	No	Remove
481	Slash Pine	4	No	Remove
482	Slash Pine	4	No	Remove
483	Slash Pine	6	No	Remove
484	Slash Pine	14	Yes	Remove
485	Slash Pine	6	No	Remove
486	Slash Pine	14	Yes	Remove
487	Slash Pine	14	Yes	Remove
488	Slash Pine	6	No	Remove
489	Slash Pine	5	No	Remove
490	Slash Pine	9	No	Remove
491	Slash Pine	12	Yes	Remove
492	Slash Pine	6	No	Remove
493	Slash Pine	8	No	Remove
494	Slash Pine	8	No	Remove
495	Slash Pine	6	No	Remove
496	Slash Pine	6	No	Remove
497	Slash Pine	12	Yes	Remove
498	Slash Pine	10	Yes	Remove
499	Slash Pine	6	No	Remove
500	Slash Pine	9	No	Remove
501	Slash Pine	9	No	Remove
502	Sabal Palm	8	No	Remove
503	Slash Pine	12	Yes	Remove
504	Slash Pine	11	Yes	Remove
505	Slash Pine	13	Yes	Remove
506	Slash Pine	10	Yes	Remove
507	Slash Pine	8	No	Remove
508	Slash Pine	5	No	Remove
509	Slash Pine	9	No	Remove
510	Slash Pine	7	No	Remove
511	Slash Pine	6	No	Remove
512	Slash Pine	9	No	Remove
513	Slash Pine	10	Yes	Remove
514	Slash Pine	11	Yes	Remove
515	Slash Pine	12	Yes	Remove
516	Slash Pine	15	Yes	Remove
517	Slash Pine	13	Yes	Remove
518	Slash Pine	12	Yes	Remove
519	Slash Pine	14	Yes	Remove
520	Slash Pine	5	No	Remove
521	Slash Pine	7	No	Remove
522	Sabal Palm	8	No	Remove
523	Sabal Palm	12	No	Remove

Code #	Common Name	Size / DBH	Protected	Status
524	Solitare Palm	5	No	Preserve
525	Solitare Palm	5	No	Preserve
526	Solitare Palm	5	No	Preserve
527	Solitare Palm	5	No	Preserve
528	Solitare Palm	5	No	Preserve
529	Sabal Palm	10	No	Remove
530	Sabal Palm	8	No	Remove
531	Sabal Palm	12	No	Remove
532	Sabal Palm	10	No	Remove
533	Sabal Palm	10	No	Remove
534	Sabal Palm	12	No	Remove
535	Sabal Palm	12	No	Remove
536	Sabal Palm	10	No	Remove
537	Sabal Palm	10	No	Remove
538	Sabal Palm	9	No	Remove
539	Sabal Palm	10	No	Remove
540	Washingtonia Palm	12	No	Remove
541	Washingtonia Palm	14	No	Remove
542	Washingtonia Palm	16	No	Remove
543	Foxtail Palm (Double)	16	No	Preserve
544	Washingtonia Palm	14	No	Remove
545	Washingtonia Palm	18	No	Remove
546	Washingtonia Palm	16	No	Remove
547	Washingtonia Palm	16	No	Remove
548	Washingtonia Palm	15	No	Remove
549	Washingtonia Palm	17	No	Remove
550	Washingtonia Palm	18	No	Remove
551	Washingtonia Palm	18	No	Remove
552	Washingtonia Palm	15	No	Remove
553	Washingtonia Palm	16	No	Remove
554	Washingtonia Palm	16	No	Remove
555	Washingtonia Palm	16	No	Remove
556	Green Buttonwood	3.5	No	Remove
557	Green Buttonwood	3.5	No	Remove
558	Green Buttonwood	3.5	No	Remove
559	Green Buttonwood	3.5	No	Remove
560	Green Buttonwood	3.5	No	Remove
561	Green Buttonwood	3.5	No	Remove
562	Green Buttonwood	3.5	No	Remove
563	Foxtail Palm	11	No	Remove
564	Foxtail Palm	12	No	Remove
565	Foxtail Palm	10	No	Remove
566	Foxtail Palm	11	No	Remove

Legend

- Ex. Trees to be Preserved
- Ex. Trees to be Removed

Existing Protected Tree Removal Summary

Protected Specimen Trees (Hardwood)

Total Inches (DBH) to be Removed	313.5 Inches
Total Inches (DBH) for Replacement (313.5 x 2.5)	783.75 Inches

Protected Specimen Pines (Softwood)

Total Inches (DBH) to be Removed	2,169.5 Inches
Total Inches (DBH) to be Replaced (2,169.5 x 1.5)	3,254.25 Inches

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Eden / Mar-Stuart

Florida

City of Stuart

Existing Tree Survey / Removal Plan

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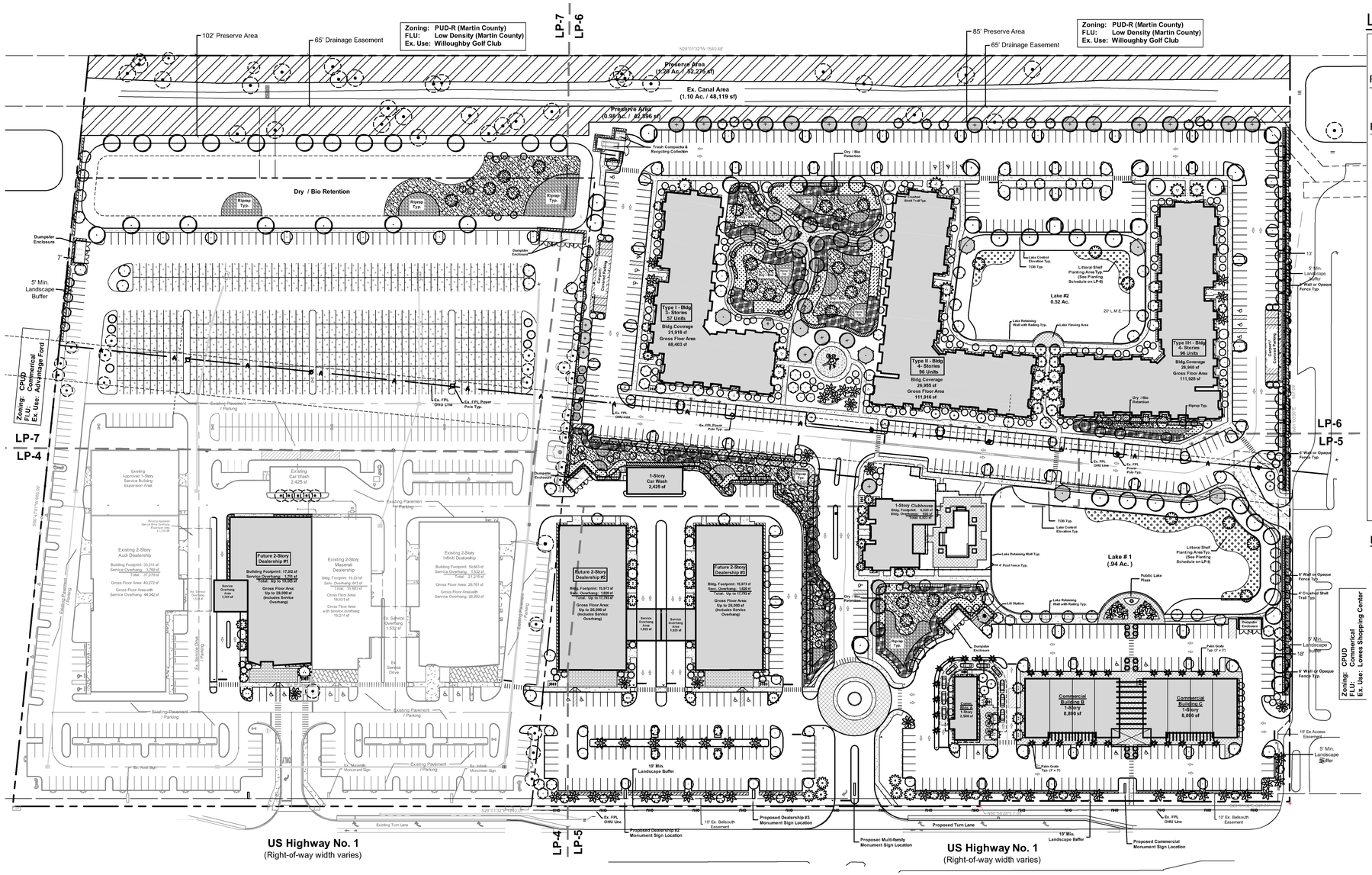
Job No.	2022-21
Drawn By	TT
Checked By	TT
Approved By	MH
Submittal Dates	10-11-23
	08-28-24
Revision Dates	

LP-2



Landscape Data

Total Gross Site Area	35.07 Ac. / 1,527,818 sf
Ex. Developed Mar-Stuart Parcel	12.31 Ac. / 536,224 sf
North Vacant Parcel	22.76 Ac. / 991,594 sf

Required Landscape Area (20% of the total site gross area)

Required Area (1,527,818 sf x 20%)	7.01 Ac. / 305,564 sf (20%)
Provided Area	13.04 Ac. / 568,358 sf (37%)

Required Interior Lancscape Area (50% of the total required landscape area)

Total Required Landscape Area (20% of total site area)	7.01 Ac. / 305,564 sf
Required Interior Landscape Area (305 564 sf x 50%)	3.50 Ac. / 152,782 sf
Provided Interior Landscape Area	3.83 Ac. / 166,534 sf

Development Site: Overall Tree Requirement

*Total Developed Site	1,067,170 sf (24.50 Ac.)

*Note: Excludes on-site preserve areas, existing canal area and existing developed Mar-Stuart Parcel to remain with the exception of areas proposed to be redeveloped or expanded.

Multi-family Residential Area	436,969 sf (10.03 Ac.)
Commercial Area	630,201 sf (14.47 Ac.)

Total Trees Required: (291 Trees - 252 Trees)	**543 Total Trees**
Multi-family Residential Area: (1 Tree per 1,500 sf)	
Trees Required (436,969 sf / 1,500 sf)	291 Trees
Commercial Area: (1 Tree per 2,500 sf)	
Trees Required (630,201 sf / 2,500 sf)	252 Trees
Total Trees Provided:	**589 Total Trees**
Shade Trees	358 Trees
Palms @ 1:1 Ratio	38 Trees
Palms @ 2:1 Ratio	193 Trees (386 Palms / 2)
Total Req. Trees Provided	589 Trees

*Note: Does not include additional trees provided for mitigation / tree replacement. See data below.

Shade Tree Requirement (Minimum 50% of Required Trees)

Shade Trees Required (543 Required Trees x 50%)	272 Trees (50%)
Shade Trees Provided	358 Trees (66%)

Native Tree Recuirement (Minimum 50% of Required Trees)

Native Trees Required (543 Req. Trees x 50%)	272 Trees (50%)
Native Trees Provided	385 Trees (71%) (232 Trees + 306 Palms @ 2:1)

Perimeter Landscape Buffer Requirements

Parking Area Landscaping adjacent to streets:

A landscaped strip of land not less than ten feet in width shall be located between the parking area and the abutting street or right of way. 1 tree for every 30 LF of required landscape strip. A hedge, wall, berm or other durable landscape barrier placed in a continuous manner. Hedge shall be provided at 24 to 30 inches on-center.

Adjacent to U.S. Highway No. 1 (East Property) : 870 LF

Trees Required: (870 LF / 30)	29 Trees
Trees Provided:	29 Trees (13 Trees + 32 Palms @ 2:1)

Parking Area Adjacent to Private Property:

A landscaped strip of land not less than five feet in width shall be located between the parking area and the abutting private property. 1 tree for every 30 LF of required landscape strip. A hedge, wall, berm or other durable landscape barrier placed in a continuous manner. Hedge shall be provided at 24 to 30 inches on-center.

North Property: 737 LF

Trees Required: (737 LF / 30)	25 Trees
Trees Provided:	49 Trees (27 Trees + 44 Palms @ 2:1)

* South Property: 246 LF

* Note: Ex. Buffer in place, only includes proposed expansion / redeveloped areas along western part of south property)

Trees Required: (246 LF / 30)	8 Trees
Trees Provided:	8 Trees

West Property: 85' - 102' Preserve Area buffer width provided. No additional landscape buffer is required.

Interior / Parking Area Landscape Requirements

Commercial - Required Landscaping between Buildings & Parking Areas:

A five foot landscape area shall be provided along the sides of the building which abut a parking area. A two minimum landscape area shall be provided along the sides and rear of building which abuts an on-site service or access driveway. One tree per 30 LF and continuous hedge.
LF caculations shall exclude building entrances or access areas.

Commercial / Retail Buildings: 760 LF (includes Commercial Bldgs A, B & C)

Trees Required: (760 LF / 30)	25 Trees
Trees Provided:	25 Trees (3 Trees + 6 Palms @ 1:1 + 32 palms @ 2:1)

Proposed Future Dealerships: 962 LF (includes Future Dealership 1, 2 & 3)

Trees Required: (962 LF / 30)	32 Trees
Trees Provided:	32 Trees (9 Trees + 11 Palms @ 1:1 + 25 palms @ 2:1)

Multi-family Residential: Landscaping between Buildings & Parking Areas:

Multi-family development shall provide a landscaped strip between the building walls and parking areas. 1 Tree per 20 LF and continuous hedge shall be placed between the building perimeter which is adjacent to parking areas. LF calculations shall exclude building entrances.

Multi-family Apartment Buildings - 2,030 LF (includes Building Type I, II, & IIH)

Trees Required: (2,030 LF / 20)	102 Trees
Trees Provided:	102 Trees (47 Trees + 12 Palms @ 1:1 + 86 palms @ 2:1)

Multi-family Clubhouse: 143 LF

Trees Required: (143 LF / 20)	7 Trees
Trees Provided:	7 Trees (3 Trees + 1 Palms @ 1:1)

Interior / Terminal Landscape Island Requirement:

Each interior / terminal island shall contain a min. of one tree . Shrub materials used must be maintained at a max. height of 24".

Trees Required:	135 Trees
Trees Provided:	135 Trees (114 Trees + 5 Palms @ 1:1 + 32 palms @ 2:1)

Legend

- # — Existing Tree to be Preserved
- Preserve / Native Vegetation Area
- Littoral Shelf Planting Area Typ. (See Planting Schedule on Sheet LP-8)
- 4"- 6" Riprap Rock Typ.

Landscape Notes

1. Plant materials used in conformance with the provisions of this landscape code shall conform to the Standards for Florida No. 1 or better as given in "Grades and Standards for Nursery Plants" Part I and Part II, 1963, State of Florida, Department of Agriculture, Tallahassee.
2. Tree locations may be adjusted for site permitapplication based on finalconstruction and utility plans. Alternative plant species and enhanced landscaping beyond minimum requirements may be permitted subject to review and approval by the City of Stuart prior to installation. Trees and shrubs may be substituted based on availability.
3. For existing or proposed utilities, no tree shall be planted where it could, at nature height conflict with overhead power lines. Large trees (height at maturity of no more than 30') from the nearest overhead power line. Medium height tree (height at maturity between 20' and 30' shall be offset at least 20') and small trees (height at maturity of less thar 20') require no offset. Palms should be planted at a distance equal to or greater than the average f ond length plus two (2) feet from power lines.
4. No tree, shrubs, hedges or vines shall be planted within 5' of an existing or proposed utility pole, guy wire or pad-mounted transformer. Tree species shall be selected as to minimize conflicts with existing or proposed utilities.
5. Ground cover used in lieu of grass shall be planted so as to present a finished appearance and reasonable complete coverage within three months of installation. Allandscaped areas shall be sodded or otherwise covered with ground cover.
6. Mulch shall be installed in all planting areas to a minimum depth of three inches. The use of cypress mulch is prohibited
7. All landscaping within a visibility triangle shall provide unobstructed cross-visibility at a level between three feet and six feet and shall comply with the most current edition of the State of Florida DOT Foadway and Traffic Design Standards, Index 546 regarding visibility triangles.
8. Any hedge materials located within an interior landscaped island shall be maintained at a height of not more than 24 inches.
9. All above ground utilities shall be screened in accordance with City of Stuart requirements.
10. All required landscaping installed pursuant to this landscape code shall be installed according to accepted good planting practices.
11. All prohibited, exotic and invasive species shall be removed from the entire site prior to the issuance of a certificate of occupancy.
12. All native vegetation which is not located in areas requiring their removal ar reflected by an approved plan document shall be retained in an undisturbed state as provided in Chapter V, Resource Protection Related Development Standards.
13. To assure the health and survival of protected trees that are not to be removed, the contractor shall avoid the following kinds of tree injuries during all development activities: a. Mechanical injuries to roots, trunk, and branches; b. Injuries by chemical poisoning; c. Injuries by grade changes; d. Injuries by excavations, fill and; e. Injuries by paving.
14. Prior to any land preparation or other development activities a protective barrier easily visible to equipment operators shall be placed around all protected trees so as to encompass the entire tree protection zone.
15. No attachment, wires (other than supportive wires), signs or permits may be fastened to any protected tree.
16. No equipment, construction materials or debris of any kind shall be placed within the protective barrier.
17. Landscape tree locations may be adjusted at the time of final construction plans to provide required separation and avoid conflicts with final utility and light pole locations.

Irrigation Notes

1. All landscape & sod areas shall be irrigated by an automated system that provides 100% coverage and overlap.
2. Irrigation systems shall conform to thefollowing standards: Irrigation systems shall be continuously maintained in working order and shall be designed not to overlap water zones or to water impervious areas.
3. No irrigationsystem shall be installed or maintained abutting any public street which causes waterfrom the system to overspray onto the roadway or to strike passing vehicular traffic.
4. Irrigation Water Source: To Be Determined
5. Irrigation system shall provide a moisture sensing controller other than rain switch to monitor rain evels and irrigation needs.

Sod Notes

1. Sod species, quantities and callouts shall be provided on final landscape construction plans at the time of site permit.
2. 51% or more of sod areas shall be Baha and or zoysia sod species.

Tree Mitigation Data

Trees provided for Mitigation / Tree replacement are in addition to required trees per Section 6.04 Landscaping.

Protected Slash Pines (Softwood):

Inches to be Removed	2,169.5 Inches
Required Replacement Inches (2,169.5 x 1.5)	3,254.25 Inches

Marketplace PUD Ordinance 2244-2012, Condition 11: Tree Mitigation Payment

Previously Provided Payments per Condition 11 =

2,215 Slash Pines @ 2.5" DBH — 5,537.5 Inches

Protected Specimen Trees (Hardwood):

Inches to be Removed	313.5 Inches
Required Replacement Inches (313.5 x 2.5)	783.75 Inches
Provided On-site Replacement Inches	791.5 Inches
75 Trees @ 4.5" DBH	337.5 inches

Ordinance # 2432-2020, Chapter V, Sec.5.05.02, C, Table 4, Additional Understory Native Plantings

6,985 - 1 Gallon Native Plants (1" per 24 plants)	291 inches
1,957 - 3 Gallon Native Plants (1" per 12 plants)	163 inches
Total inches Provided	791.5 inches

Notes:
- See "Tree Mitigation" Category within Tree Schedule on Sheet LP-8 for total provided mitigation inches per tree
- Additional trees provided for Mitigation are shown on plan with gray solid hatch
- See "Additional Native Understory Plant Schedule" on Sheet LP-8 for total provided quantities.

Scale: 1" = 70'

0' 35' 70' 140' 210'

North

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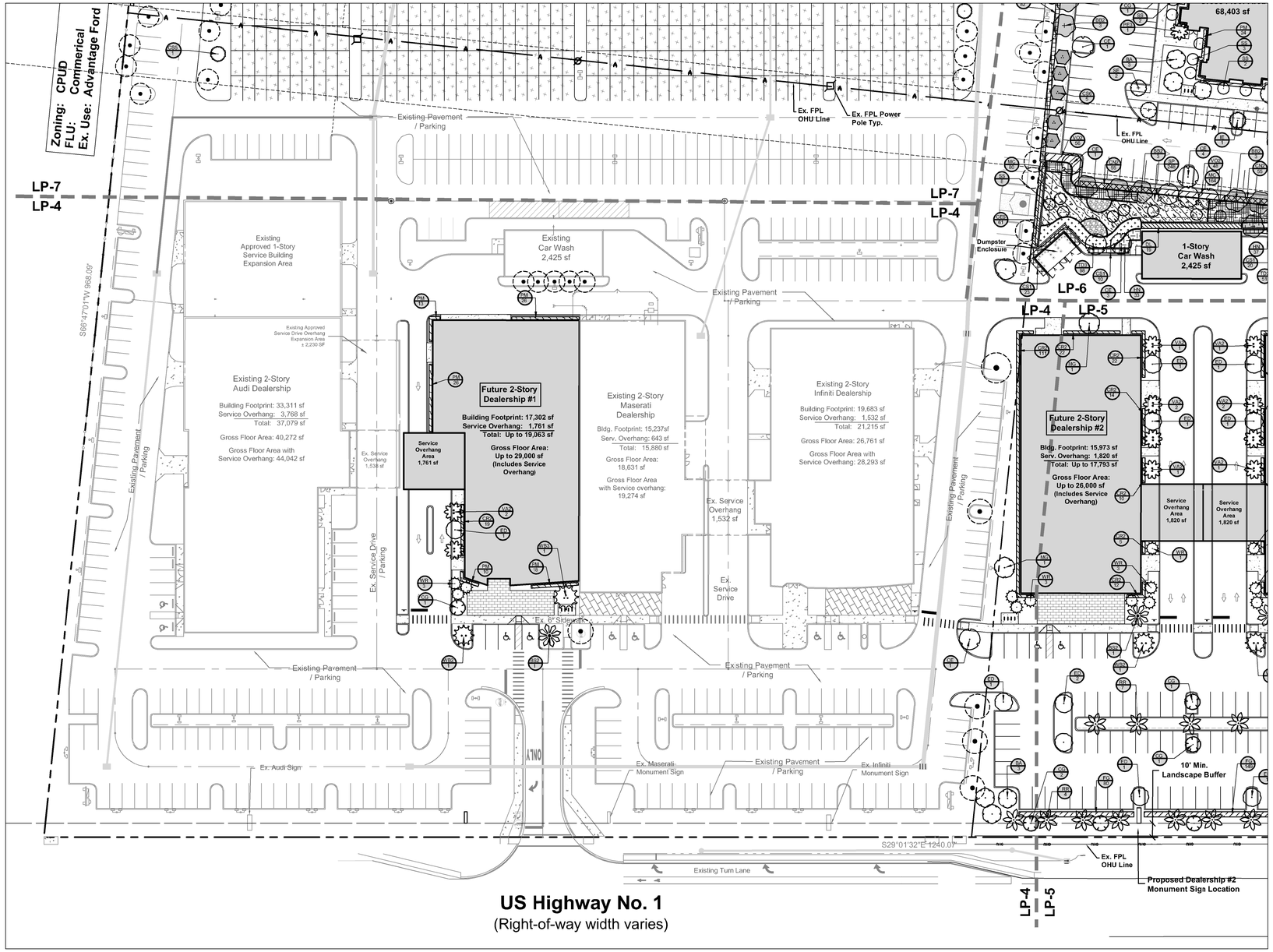
Drawn By	TT
Checked By	TT
Approved By	MH
Submittal Dates	10-11-23
	08-28-24
Revision Dates	12-13-24 (Revision to text on plan)

LP-3



Site Legend

- # — Existing Tree to be Preserved
- Preserve / Native Vegetation Area
- Littoral Shelf Planting Area Typ. (See Planting Schedule on Shee: LP-8)
- 4"- 6" Riprap Rock Typ.

Notes

1. See Sheet LP-8 for plant schedules which include total quantities and specifications.

Shrub Legend

CODE	QTY	BOTANICAL / COMMON NAME
ADDITIONAL NATIVE UNDERSTORY PLANTS		
CI	203	Chrysobalanus caco `Horizontal` / Horizontal Cocoplum
CN2	513	Clusia rosea `Nana` / Dwarf Pitch Apple
CES	193	Conocarpus erectus `sericeus` / Silver Buttonwood
HN	401	Hamelia nodosa / Dwarf Firebush
ID	106	Ilex vomitoria `Schillings Dwarf` / Dwarf Schillings Holly
MC	2,133	Muhlenbergia capillaris / Pink Muhly
SP	3,260	Spartina bakeri / Sand Cord Grass
TF	159	Tripsacum dactyloides / Fakahatchee Grass
TD3	1,433	Tripsacum floridanum / Dwarf Fakahatchee
VO2	541	Viburnum obovatum `Mrs. Schillers Delight` / Dwarf Walter's Viburnum
REQUIRED SHRUBS		
CR2	1,103	Chrysobalanus caco `Red Tip` / Red Tip Cocoplum
CR	373	Chrysobalanus caco `Red Tip` / Red Tip Cocoplum
CS2	325	Clusia guttifera `Small-Leaf Clusia
CS1	290	Clusia guttifera `Small-Leaf Clusia
CS	66	Conocarpus erectus `sericeus` / Silver Buttonwood
DL	19	Dypsis lutescens / Areca Palm
FG	284	Ficus microcarpa `Green Island` / Green Island Ficus
PM	509	Podocarpus macrophyllus / Podocarpus
PM3	41	Podocarpus macrophyllus / Podocarpus
VS	627	Viburnum suspensum / Sandankwa Viburnum

TREE LEGEND			
SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME
CODE PALMS			
	VM1	12	Adonidia merrillii / Christmas Palm
	BS2	8	Bismarckia nobilis `Silver` / Silver Bismark Palm
	CN	6	Cocos nucifera `Maya` / Coconut Palm
	PH	6	Phoenix sylvestris / Wild Date Palm
	PE4	2	Ptychosperma elegars / Alexander Palm (Double Specimen)
	PE3	3	Ptychosperma elegars / Alexander Palm (Triple Specimen)
	RR	47	Roystonea regia / Royal Palm
	SS	259	Sabal palmetto / Cabbage Palm
	VA2	10	Veitchia arecina / Montgomery Palm (Double Specimen)
	VA	31	Veitchia arecina / Montgomery Palm
	WR	17	Washingtonia robusta / Mexican Fan Palm
	WB2	11	Wodyetia bifurcata / Foxtail Palm (Double Specimen)
	WB3	12	Wodyetia bifurcata / Foxtail Palm (Triple Specimen)
CODE TREES			
	BB	17	Bucida buceras `Shady Lady` / Shady Lady Black Olive
	BA	32	Bulnesia arborea / Verawood
	CB	8	Calophyllum brasiliense / Brazilian Beautyleaf
	CG	26	Clusia guttifera / Small-Leaf Clusia
	CE	96	Conocarpus erectus /Green Buttonwood
	CS5	9	Conocarpus erectus `Sericeus` / Silver Buttonwood
	ED	28	Elaeocarpus decipiens TM / Japanese Blueberry Tree
	FD2	7	Filicium decipiens / Japanese Fern Tree
	IE	7	Ilex x attenuata `Eagleston` / Eagleston Holly
	LM	18	Lagerstroemia x `Muskogee` / Muskogee Crape Myrtle
	LT	2	Lagerstroemia x `Tuscarora` / Crape Myrtle Coral Pink
	MG	4	Magnolia grandiflora D.D. Blanchard` / Southern Magnolia
	PD	12	Pinus elliotti / Slash Pine
	QV	51	Quercus virginiana / Southern Live Oak
	SE	14	Senna surattensis / Glossy Shower
	TD	27	Taxodium distichum /Bald Cypress
TREE MITIGATION			
	BB2	31	Bucida buceras `Shady Lady` / Shady Lady Black Olive
	CS6	5	Conocarpus erectus `Sericeus` / Silver Buttonwood
	DR	8	Delonix regia / Royal Poinciana
	QV2	31	Quercus virginiana / Southern Live Oak

Scale: 1" = 40'

0' 20' 40' 80' 120'

North

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Approved By	MH
Submittal Dates	10-11-23
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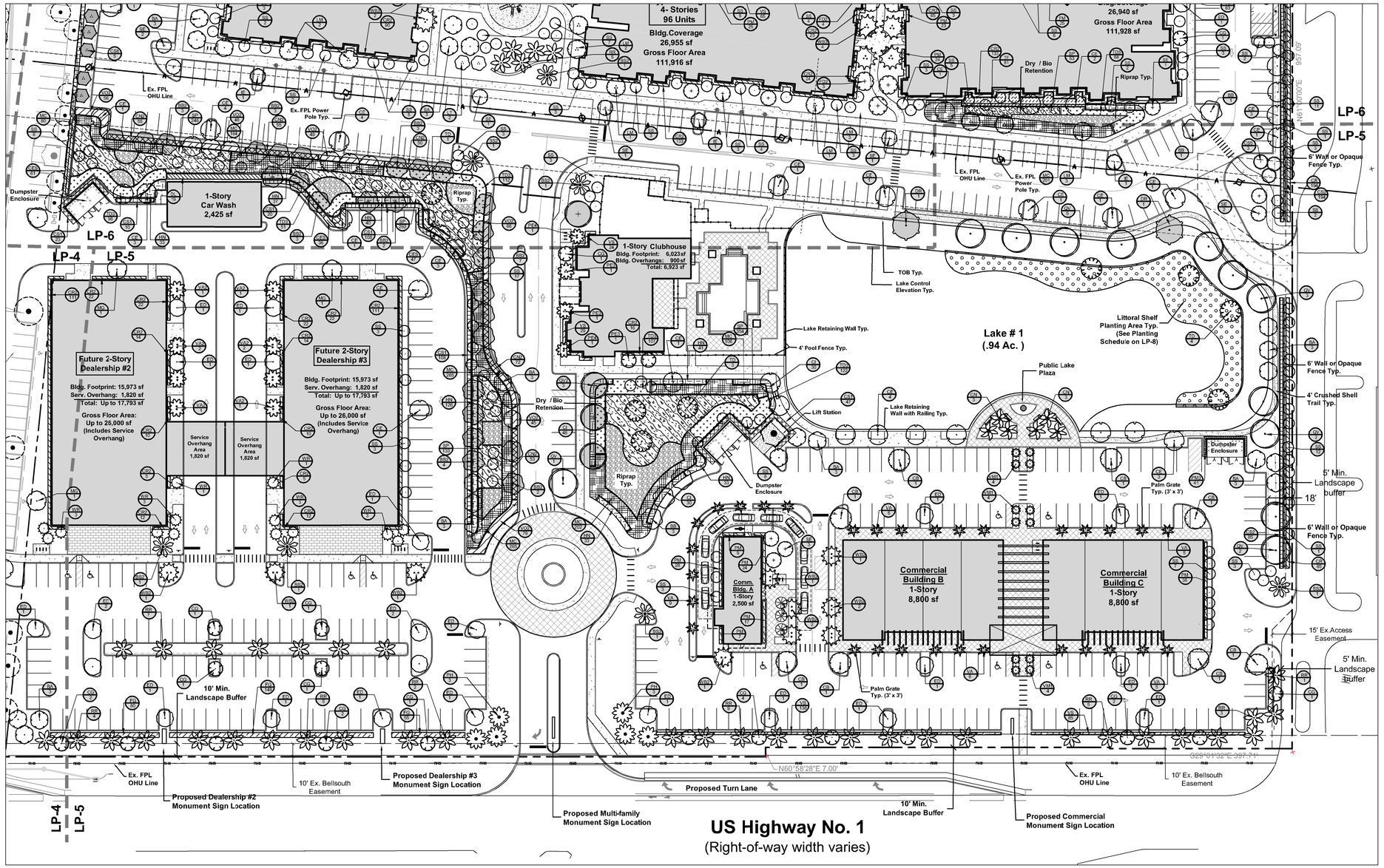
Revision Dates	

LP-4



TREE LEGEND			
SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME
CODE PALMS			
	VM1	12	Adoridia merrillii / Christmas Palm
	BS2	8	Bismarckia nobilis `Silver` / Silver Bismark Palm
	CN	6	Coccs nucifera `Maypan` / Coconut Palm
	PH	6	Phoenix sylvestris / Wild Date Palm
	PE4	2	Ptychosperma elegans / Alexander Palm (Double Specimen)
	PE3	3	Ptychosperma elegans / Alexander Palm (Triple Specimen)
	RR	47	Roystonea regia / Royal Palm
	SS	259	Sabal palmetto / Cabbage Palm
	VA2	10	Veitchia arecina / Montgomery Palm
	VA	31	Veitchia arecina / Montgomery Palm (Double Specimen)
	WR	17	Washingtonia robusta / Mexican Fan Palm
	WB2	11	Wodyetia bifurcata / Foxtail Palm (Double Specimen)
	WB3	12	Wodyetia bifurcata / Foxtail Palm (Triple Specimen)
CODE TREES			
	BB	17	Bucida buceras `Shady Lady` / Shady Lady Black Olive
	BA	32	Bulnesia arborea / Verawood
	CB	8	Calophyllum brasiliense / Bazilian Beaulyleaf
	CG	26	Clusia guttifera / Small-Leaf Clusia
	CE	96	Conocarpus erectus / Greer Buttonwood
	CS5	9	Conocarpus erectus `Sericeus` / Silver Buttonwood
	ED	28	Elaeocarpus decipiens TM /Japanese Blueberry Tree
	FD2	7	Filicium decipiens / Japanese Fern Tree
	IE	7	Ilex x attenuata `Eagleston` / Eagleston Holly
	LM	18	Lagerstroemia x ` Muskogee ` / Muskogee Crape Myrtle
	LT	2	Lagerstroemia x `Tuscarora` / Crape Myrtle Coral Pink
	MG	4	Magnolia grandiflora `D.D. Blanchard` / Southern Magnolia
	PD	12	Pinus elliotti / Slash Pine
	QV	51	Quercus virginiana / Southern Live Oak
	SE	14	Senra surattensis / Glossy Shower
	TD	27	Taxodium distichum / Bald Cypress
TREE MITIGATION			
	BB2	31	Bucida buceras `Shady Lady` / Shady Lady Black Olive
	CS6	5	Conocarpus erectus `Sericeus` / Silver Buttonwood
	DR	8	Delonix regia / Royal Poinciana
	QV2	31	Quercus virginiana / Southern Live Oak

Site Legend

- # — Existing Tree to be Preserved
- Preserve / Native Vegetation Area
- Littoral Shelf Planting Area Typ. (See Planting Schedule on Sheet LP-8)
- 4"- 6" Riprap Rock Typ.

Notes

1. See Sheet LP-8 for plant schedules which include total quantities and specifications.

Shrub Legend

CODE	QTY	BOTANICAL / COMMON NAME
ADDITIONAL NATIVE UNDERSTORY PLANTS		
CI	203	Chrysobalanus icaco `Horizontal` / Horizontal Cocoplum
CN2	513	Clusia rosea `Nana` / Dwarf Pitch Apple
CES	193	Conocarpus erectus `sericeus` / Silver Buttonwood
HN	401	Hamelia nodosa / Dwarf Firebush
ID	106	Ilex vomitoria `Schillings Dwarf` / Dwarf Schillings Holly
MC	2,133	Muhlenbergia capillaris / Pink Muhly
SP	3,260	Spartina bakeri / Sand Cord Grass
TF	159	Tripsacum dactyloides / Fakahatchee Grass
TD3	1,433	Tripsacum floridanum / Dwarf Fakahatchee
VO2	541	Viburnum obovatum `Mrs. Schillers Delight` / Dwarf Walter`s Viburnum
REQUIRED SHRUBS		
CR2	1,103	Chrysobalanus icaco `Red Tip` / Red Tip Cocoplum
CR	373	Chrysobalanus icaco `Red Tip` / Red Tip Cocoplum
CS2	325	Clusia guttifera / Small-Leaf Clusia
CS1	290	Clusia guttifera / Small-Leaf Clusia
CS	66	Conocarpus erectus `sericeus` / Silver Buttonwood
DL	19	Dypsis lutescens / Areca Palm
FG	284	Ficus microcarpa `Green Island` / Green Island Ficus
PM	509	Podocarpus macrophyllus / Podocarpus
PM3	41	Podocarpus macrophyllus / Podocarpus
VS	627	Viburnum suspensum / Sandankwa Viburnum

Scale: 1" = 40'

0' 20' 40' 80' 120'

North

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Approved By	MH
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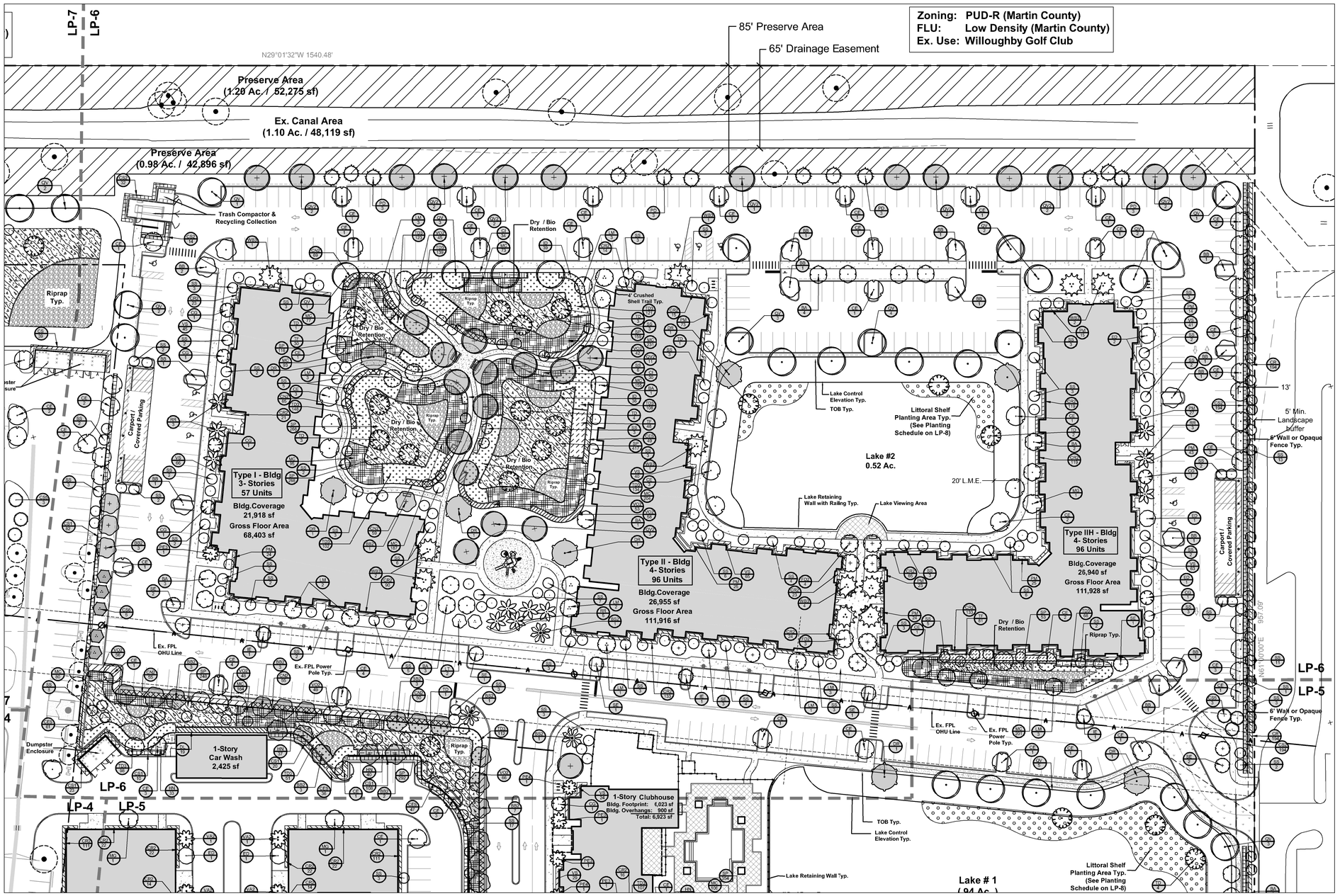
Revision Dates	

LP-5



TREE LEGEND			
SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME
CODE PALMS			
	VM1	12	Adonidia merrillii / Christmas Palm
	BS2	8	Bismarckia nobilis `Silver` / Silver Bismark Palm
	CN	6	Cocos nucifera `Maycan` / Coconut Palm
	PH	6	Phoenix sylvestris / Wild Date Palm
	PE4	2	Ptychosperma elegars / Alexander Palm (Double Specimen)
	PE3	3	Ptychosperma elegars / Alexander Palm (Triple Specimen)
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	CB	8	Calophyllum brasiliense / Brazilian Beautyleaf
	CG	26	Clusia guttifera / Smal-Leaf Clusia
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	LM	18	Lagerstroemia x `Muskogee` / Muskogee Crape Myrtle
	LT	2	Lagerstroemia x `Tuscarora` / Crape Myrtle Coral Pink
	MG	4	Magnolia grandiflora `D.D. Blanchard` / Southern Magnolia
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	QV	51	Quercus virginiana / Southern Live Oak
	SE	14	Senna surattensis / Glossy Shower
	TD	27	Taxodium distichum /Bald Cypress
TREE MITIGATION			
	BB2	31	Bucida buceras `Shady Lady` / Shady Lady Black Olive
	CS6	5	Conocarpus erectus `Sericeus` / Silver Buttonwood
	DR	8	Delonix regia / Royal Poinciana
	QV2	31	Quercus virginiana / Southern Live Oak

Site Legend

- # — Existing Tree to be Preserved
- Preserve / Native Vegetation Area
- Littoral Shelf Planting Area Typ. (See Planting Schedule on Sheet LP-8)
- 4"- 6" Riprap Rock Typ.

Notes

1. See Sheet LP-8 for plant schedules which include total quantities and specifications.

Shrub Legend

CODE	QTY	BOTANICAL / COMMON NAME
ADDITIONAL NATIVE UNDERSTORY PLANTS		
CI	203	Chrysobalanus caco `Horizontal` / Horizontal Cocoplum
CN2	513	Clusia rosea `Nana` / Dwarf Pitch Apple
CES	193	Conocarpus erectus `sericeus` / Silver Buttonwood
HN	401	Hamelia nodosa / Dwarf Firebush
ID	106	Ilex vomitoria `Schillings Dwarf` / Dwarf Schillings Holly
MC	2,133	Muhlenbergia capillaris / Pink Muhly
SP	3,260	Spartina bakeri / Sand Cord Grass
TF	159	Tripsacum dactyloides / Fakahatchee Grass
TD3	1,433	Tripsacum floridanum / Dwarf Fakahatchee
VO2	541	Viburnum obovatum `Mrs. Schillers Delight` / Dwarf Walter's Viburnum
REQUIRED SHRUBS		
CR2	1,103	Chrysobalanus caco `Red Tip` / Red Tip Cocoplum
CR	373	Chrysobalanus caco `Red Tip` / Red Tip Cocoplum
CS2	325	Clusia guttifera / Small-Leaf Clusia
CS1	290	Clusia guttifera / Small-Leaf Clusia
CS	66	Conocarpus erectus `sericeus` / Silver Buttonwood
DL	19	Dypsis lutescens / Areca Palm
FG	284	Ficus microcarpa `Green Island` / Green Island Ficus
PM	509	Podocarpus macrophyllus / Podocarpus
PM3	41	Podocarpus macrophyllus / Podocarpus
VS	627	Viburnum suspensum / Sandankwa Viburnum

Scale: 1" = 40'

0' 20' 40' 80' 120'

North

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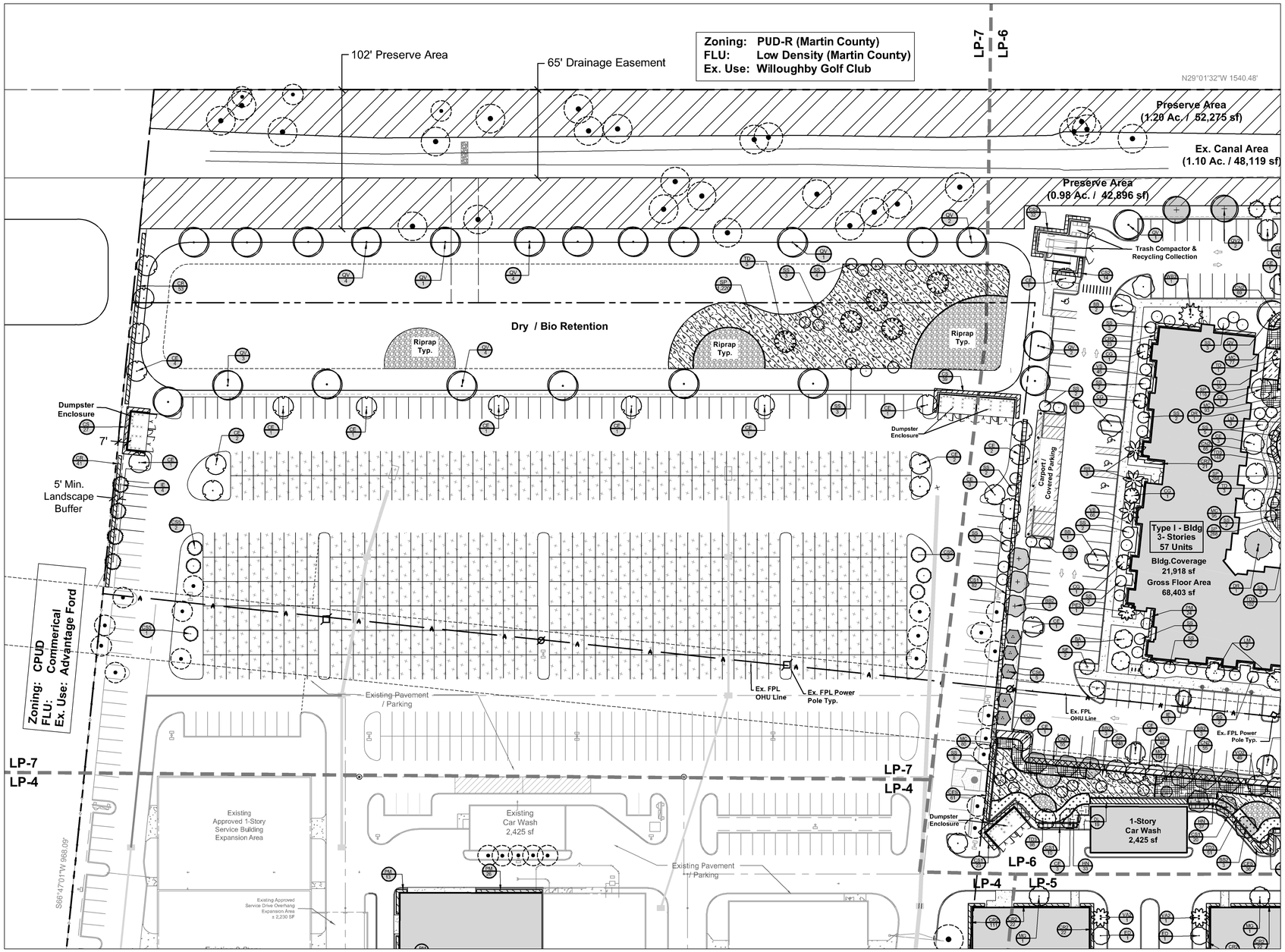
Checked By	TT
Approved By	MH
Submittal Dates	10-11-23
	08-28-24
Revision Dates	12-13-24 (Revision to text on plan)

LP-6



Site Legend

- Existing Tree to be Preserved
- Preserve / Native Vegetation Area
- Littoral Shelf Planting Area Typ. (See Planting Schedule on Sheet LP-8)
- 4"- 6" Riprap Rock Typ.

Notes

1. See Sheet LP-8 for plant schedules which include total quantities and specifications.

Shrub Legend

CODE	QTY	BOTANICAL / COMMON NAME
ADDITIONAL NATIVE UNDERSTORY PLANTS		
CI	203	Chrysobalanus icaco `Horizontal` / Horizontal Cocoplum
CN2	513	Clusia rosea `Nana` / Dwarf Pitch Apple
CES	193	Conocarpus erectus `sericeus` / Silver Buttonwood
HN	401	Hamelia nodosa / Dwarf Firebush
ID	106	Ilex vomitoria `Schillings Dwarf` / Dwarf Schillings Holly
MC	2,133	Muhlenbergia capillaris / Pink Muhly
SP	3,260	Spartina bakeri / Sand Cord Grass
TF	159	Tripsacum dactyloides / Fakahatchee Grass
TD3	1,433	Tripsacum floridanum / Dwarf Fakahatchee
VO2	541	Viburnum obovatum `Mrs. Schillers Delight` / Dwarf Walter`s Viburnum
REQUIRED SHRUBS		
CR2	1,103	Chrysobalanus icaco `Red Tip` / Red Tip Cocoplum
CR	373	Chrysobalanus icaco `Red Tip` / Red Tip Cocoplum
CS2	325	Clusia guttifera / Small-Leaf Clusia
CS1	290	Clusia guttifera / Small-Leaf Clusia
CS	66	Conocarpus erectus `sericeus` / Silver Buttonwood
DL	19	Dypsis lutescens / Areca Palm
FG	284	Ficus microcarpa `Green Island` / Green Island Ficus
PM	509	Podocarpus macrophyllus / Podocarpus
PM3	41	Podocarpus macrophyllus / Podocarpus
VS	627	Viburnum suspensum / Sandankwa Viburnum

TREE LEGEND			
SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME
CODE PALMS			
	VM1	12	Adonidia merrillii /Christmas Palm
	BS2	8	Bismarckia nobilis `Silver` / Silver Bismark Palm
	CN	6	Cocos nucifera `Maypan` / Coconut Palm
	PH	6	Phoenix sylvestris/ Wild Date Palm
	PE4	2	Ptychosperma elegans / Alexander Palm (Double Specimen)
	PE3	3	Ptychosperma elegans / Alexander Palm (Triple Specimen)
	RR	47	Roystonea regia / Royal Palm
	SS	259	Sabal palmetto / Cabbage Palm
	VA2	10	Veitchia arecina / Montgomery Palm (Double Specimen)
	VA	31	Veitchia arecina / Montgomery Palm
	WR	17	Washingtonia robusta / Mexican Fan Palm
	WB2	11	Wodyetia bifurcata / Foxtail Palm (Double Specimen)
	WB3	12	Wodyetia bifurcata / Foxtail Palm (Triple Specimen)
CODE TREES			
	BB	17	Bucida buceras `Shady Lady` / Shady Lady Black Olive
	BA	32	Bulnesia arborea /Verawood
	CB	8	Calophyllum brasiliense / Brazilian Beautyleaf
	CG	26	Clusia guttifera / Small-Leaf Clusia
	CE	96	Conocarpus erectus / Green Buttonwood
	CS5	9	Conocarpus erectus `Sericeus` / Silver Buttonwood
	ED	28	Elaeocarpus decipens TM / Japanese Blueberry Tree
	FD2	7	Filicium decipiens' Japanese Fern Tree
	IE	7	Ilex x attenuata `Eagleston` / Eagleston Holly
	LM	18	Lagerstroemia x `Muskogee` / Muskogee Crape Myrtle
	LT	2	Lagerstroemia x `Tuscarora` / Crape Myrtle Coral Pink
	MG	4	Magnolia grandiflora `D.D. Blanchard` / Southern Magnolia
	PD	12	Pinus elliotti / Slash Pine
	QV	51	Quercus virginiana / Southern Live Oak
	SE	14	Senna surattensis/ Glossy Shower
	TD	27	Taxodium distichum / Bald Cypress
TREE MITIGATION			
	BB2	31	Bucida buceras `Shady Lady` / Shady Lady Black Olive
	CS6	5	Conocarpus erectus `Sericeus` / Silver Buttonwood
	DR	8	Delonix regia / Royal Poinciana
	QV2	31	Quercus virginiana / Southern Live Oak

Scale: 1" = 40'

0' 20' 40' 80' 120'

North

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Eden / Mar-Stuart

Florida

City of Stuart
Landscape Plan

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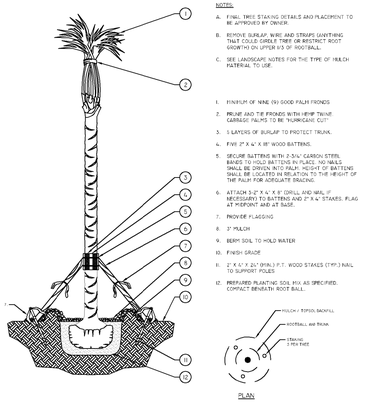
Job No.	2022-21
Drawn By	TT
Checked By	TT
Approved By	MH
Submittal Dates	10-11-23
	08-28-24
Revision Dates	12-13-24 (Revision to text on plan)

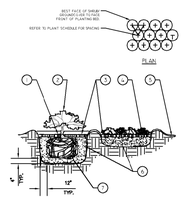
LP-7

Planting / Landscape Details



PALM TREE PLANTING

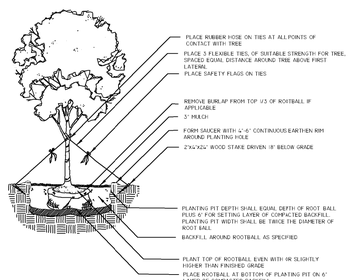
N.T.S.



1. TOP OF SHRUB ROOTBALLS TO BE PLANTED 1" - 2" HIGH WITH SOIL MOUNDING UP TO THE TOP OF ROOTBALL.
2. WHEN USED IN MASSES- PRUNE ALL SHRUBS TO ACHIEVE A UNIFORM MASS/HEIGHT.
3. 3" MULCH AS SPECIFIED.
4. EXCAVATE ENTIRE BED SPECIFIED FOR GROUNDCOVER BED.
5. ½" MINIMUM OF TOPSOIL TO BRING TO FINISHED GRADE (SEE GRADING PLAN).
6. PREPARED PLANTING SOIL AS SPECIFIED. NOTE: WHEN GROUND- COVERS AND SHRUBS USED IN MASSES ENTIRE BED TO BE AMENDED WITH PLANTING SOIL MIX AS SPECIFIED IN THE PLANTING SPECIFICATION.
7. SCARIFY ROOTBALL SIDES AND BOTTOM.

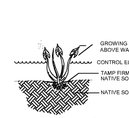
SHRUB/GROUNDCOVER PLANTING

N.T.S.



TREE PLANTING DETAIL

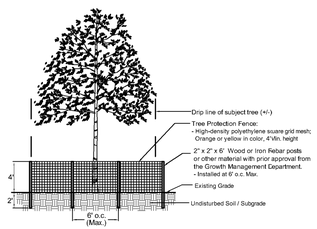
N.T.S.



Littoral Planting Detail / Notes

N.T.S.

1. ALL PLANT MATERIALS SHALL BE PLANTED AND MAINTAINED IN A NATURAL ARRAWGEMENT.
2. LITTORAL PLANTING ESTABLISHMENT SHALL BE COMPLETED ON STABILIZED SLOPES CONFORMING TO GRADES SET FROM CONTROL ELEVATION ANC THE APPROVED CONSTRUCTION DRAWINGS.
3. PLANT SPECIES MAY BE SUBSTITUTED WITH SIMILAR NATIVE SPECIES INDIGENOUS TO THE REGION BASED ON AVAILABILITY FROM LOCAL NATIVE NURSERIES.
4. THE SLOPES OF CONSTRUCTED LAKE FROM THE TOP OF THE BANK TO THE CONTROL ELEVATION SHALL BE IMMEDIATELY STABILIZED AND / OR SODDED TO THE SATISFACTION OF THE GROWTH MANAGEMENT DEPARTMENT UPON COMPLETION OF THELAKE CONSTRUCTION.



Tree Barricade Detail

N.T.S.

Tree Protection Notes

1. Existing trees that are to be preserved shall be barricadedaccording to the City of Stuart regulations.
2. Tree Protection Barricades shll be erected prior to the commencement of any work. All b arricades must be maintained intact for se duration of construction.
3. Barricades must be constructd around the critical protectin zone of each tree or cluster of trees.
4. During periods of development and construction, the areaswithin the drip-line of preserve d trees shall be maintained at their originalgrade with pervious landscap material. Within these areas , there shall be:
   A. No trenching or cutting o roots
   B. No fill, compaction or removal of soil; and
   C. No use of concrete, pair, chemicals or other foreign s ubstances
5. Barricades shall be constructd of a yellow or orange highlensity polyethylene square gr rid mesh fence with a min. height of 4 feet. Fencing hall be secured to posts withnylon cable ties at the top middle and bottom of each post. Posts shall be a 2"-2" x 6' wood or iron rebar ocither material with prior approval from the City of Stuart. Posts shall be spaced a max. of 6' o.c.

Xeriscape Landscape Requirement

To obtain a development permit, an applicant shall attain a minimum of 50 points from the following table of design options. As used in the table, "list" means the list of drought tolerant species set forth in the most current South Florida Water Management District's Waterwise, South Florida Landscapes, Landscaping to Promote Water Conservation Using the Principles of Xeriscape

Design Options:	Points	Points Received
(1) Utilization of moisture sensing controller other than rain switch	5	5
(2) Plan submitted with low, moderate and high water usage zones indicated on the landscape plan	5	
(3) Grass:		
25 - 50 % of the grass areas are made up of drought tolerant grass species from the list	5	
51 % or more of the grass areas are made up o drought tolerant grass species from the list	10	10
(4) Shrubs:		
25 - 50 % of the required shrubs are made up of drought tolerant species from the list	5	
51 % or more of the required shrubs are made up of drought tolerant species from the list	10	10
(5) Trees:		
25 - 50 % of the required trees are made up of drought tolerant species from the list	5	
51 % or more of the required trees are made up of drought tolerant species from the list	10	10
(6) Extra shade trees in vehicular use areas:		
25 % more than the required shade trees planted in the vehicular use areas.	5	5
50 % more than the required shade trees planted in the vehicular use areas.	10	
(7) Sod area less than 50 percent of provided landscape area.	10	
(8) Utilization of compacted mulched planting beds at least three inches in depth in all planted areas except ground covers. (Use of Cypress Mulch prohibited)	10	10

Total Points Provided: 50 Points

LITTORAL PLANT SCHEDULE

BOTANICAL / COMMON NAME	QTY	SIZE	% / SPACING
Canna Laccida / Golden Canna Lily	321	Bare Root	14% @ 24" oc
Juncus effusus / Common Rush	641	Bare Root	28% @ 24" oc
Nymphoides aquatica / Floating Hearts	763	Bare Root	33% @ 24" oc
Pontederia cordata / Pickerel Weed	321	Bare Root	14% @ 24" oc
Sagittaria lancifolia / Duck Potato	252	Bare Root	11% @ 24" oc

Riprap Rock Bed Typ.
(See Locations shown on Plan)

Type: 4" - 6" Riprap Rock

Total Quanity: 12,200 sf

Depth: 8" - 10"

Note: Contractor to provide weed mat

SHRUB SCHEDULE

	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	NATIVE	SPACING
	ADDITIONAL NATIVE UNDERSTORY PLANTS					
	CI	203	Chrysobalanus icaco `Horizontal` / Horizontal Cocoplum	3 gal., 12" - 14" Ht., Full	Yes	30" o.c.
	CN2	513	Clusia rosea `Nana` / Dwarf Pitch Apple	3 gal., 12 - 14" HT. x 12 - 14" Spr., Full	Yes	24" o.c.
	CES	193	Conocarpus erectus `sericeus` / Silver Buttonwood	3 gal., 18" - 20" Ht., Full	Yes	24" o.c.
	HN	401	Hamelia nodosa / Dwarf Firebush	3 gal., 16" - 18" Ht., Full	Yes	24" o.c.
	ID	106	Ilex vomitoria `Schillings Dwarf` / Dwarf Schillings Holly	3 gal., 10" - 12" Ht., Full	Yes	24" o.c.
	MC	2,133	Muhlenbergia capillaris / Pink Muhly	1 gal., 16-18" HT., Full	Yes	32" o.c.
	SP	3,260	Spartina bakeri / Sand Cord Grass	1 gal., 16-18" HT., Full	Yes	36" o.c.
	TF	159	Tripsacum dactyloides / Fakahatchee Grass	1 gal., 16-18" HT., Full	Yes	36" o.c.
	TD3	1,433	Tripsacum floridanum / Dwarf Fakahatchee	1 gal., 14 - 16" Ht., Full	Yes	32" o.c.
	VO2	541	Viburnum obovatum `Mrs. Schillers Delight` / Dwarf Walter`s Viburnum	3 gal., 12" - 14" Ht., Full	Yes	24" o.c.
	REQUIRED SHRUBS					
*	CR2	1,103	Chrysobalanus icaco `Red Tip` / Red Tip Cocoplum	3 gal., 24"Ht., full	Yes	24" o.c.
*	CR	373	Chrysobalanus icaco `Red Tip` / Red Tip Cocoplum	3 gal., 24"Ht., full	Yes	30" o.c.
*	CS2	325	Clusia guttifera / Small-Leaf Clusia	3 gal., 24"Ht., full	Yes	30" o.c.
*	CS1	290	Clusia guttifera / Small-Leaf Clusia	7 gal, 36" - 42" Ht., Full	Yes	36" o.c.
*	CS	66	Conocarpus erectus `sericeus` / Silver Buttonwood	3 gal., 24"Ht., full	Yes	30" o.c.
	DL	19	Dypsis lutescens / Areca Palm	7 gal., 4.5` - 6` Ht., Multi, Full	No	48" o.c.
*	FG	284	Ficus microcarpa `Green Island` / Green Island Ficus	3 gal. Full	No	24" o.c.
	PM	509	Podocarpus macrophyllus / Podocarpus	3 gal., 24"Ht., full	No	24" o.c.
	PM3	41	Podocarpus macrophyllus / Podocarpus	7 gal, 36" - 42" Ht., Full	No	18" o.c.
	VS	627	Viburnum suspensum / Sandankwa Viburnum	3 gal., 24"Ht., full	No	24" o.c.

* **Drought Tolerant Shrub Species**
(per most current SFWMD Waterwise, South Florida Landscapes, Landscaping to Promote Water Conservation Using the Principles of Xeriscape)

Total Required Shrubs	3,637 Shrubs
Drought Tolerant Shrubs Provided	2,441 Shrubs (67%)

Native Shrub Requirement (50% Minimum)

Total Required Shrubs	3,637 Shrubs
Native Shrubs Provided	2,157 Shrubs (59%)

Landscape Notes

1. Plant materials used in conformance with the provisions of thislandscape code shall conform to the Standards for Florida No. 1 or better as given in "Grades and Standards for Nursery Plants" Part I and Part II, 1963, State of Florida, Department of Agriculture, Tallahassee.
2. Tree locations may be adjusted fo site permit application based on final construction and utility plans. Alternative plant species and enhanced landscaping beyond minimum requirements may be permitted subject to review and approval by the City of Stuart prior to installation. Trees and shrubs may be substituted based on availability.
3. 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 nomore than 30') from the nearest overhead power line. Medium height tree (height at maturity between 20' and 30' shall be offset at least 20') and small trees (height at maturity of less than 20') require no offset. Palms should be planted at a distance equal to or greater than the average frond length plus two (2) feet from power lines.
4. No tree, ihrubs, hedges or vines shall be planted within 5' of an existing or proposed utility pole, guy wire or pad-mounted transformer. Tree species shall be selected as to minimize conflicts with existing or proposed utilities.
5. Ground cover used in lieu of grass shall be planted so as to present a finished appearance and reasonable complete coverage within three months of installation. All landscaped areas shall be sodded or otherwise covered with ground cover.
6. Mulch shall be installed in all planting areas to a minimum depth of three inches. The use of cypress mulch is prohibit ed
7. All landscaping within a visibility triangle shall provide unobstructed cross-visibility at a level between three feet and six feet and shall comply with the most current edition of the State of florida DOT Roadway and Traffic Design Standards, Index 546 regarding visibility triangles.
8. Any hedge materials located within an interior landscaped island shall be maintained at a height of not more than 24 inches.
9. All above ground utilities shall be screened in accordance with City of Stuart requirements.
10. All required landscaping installed pursuant to this landscape code shall be installed according to accepted good planting practices.
11. All prohibited, exotic, and invasive species shall be removed from the entire site prior t to the issuance of a certificate of occupancy.
12. All native vegetation which is not located in areas requiring their removal as reflected by an approved plan document shall be retained in an undisturbed state as provided in Chapter V, Resource Protection Related Development Standards.
13. To assure the health and survival of protected trees that are not to be removed, the contractor shall avoid the following kinds of tree injuries during all development activities: a. Mechanical injuries to roots, trunk, and branches; b. Injuries by chemical poisoning; c. Injuries by grade changes; d. Injuries by excavations, fill and; e. Injuries by paving.
14. Prior to any land preparation or other development activities a protective barrier easily visible to equipment operators shall be placed around all protected trees so as to encompass the entire tree protection zone.
15. No attachment, wires (other than supportive wires), signs or permits may be fastened to any protected tree.
16. No equipment, construction materials or debris of any kind shall be placed within the protective barrier.
17. Landscape tree locations may be adjusted at the time of final construction plans to provide required separation and avoid conflicts with final utility and light pole locations.

Irrigation Notes

1. All landscape & sod areas shall be irrigated by an automated system that provides 100% coverage and overlap.
2. Irrigation systems shall conform to the following standards: Irrigation systems shall be continuously maintained in working orderand shall be designed not to overlap water zones or to wate impervious areas.
3. No irrigation system shall be installed or maintained abutting any pu blic street which causes water from the system to oversprа onto the roadway or to s trike passing vehicular traffic.
4. Irrigation WaterSource: To Be Determined
5. Irrigation system shall provide a moisture-sensing controller other than rain switch to monitor rain levels and irrigation needs.

Sod Notes

1. Sod species, quantities and callouts shall be provided on final landscape construction plans at the time of site permit.
2. 51% or more of sod areas shall be Bahia ard or zoysia sod species.

TREE SCHEDULE

	SYMBOL	CODE	QTY	BOTANICAL / COMMON NAME	SIZE	NATIVE
	CODE PALMS					
		VM1	12	Adonidia merrillii / Christmas Palm 2:1 Tree Ratio	6` ct. Min., Single Specimen	No
*		BS2	8	Bismarckia nobilis `Silver` / Silver Bismark Palm 2:1 Tree Ratio	6` ct. Min., Single Specimen	No
		CN	6	Cocos nucifera `Maypan` / Coconut Palm 2:1 Tree Ratio	6` GW Min., Single Specimen	No
*		PH	6	Phoenix sylvestris / Wild Date Palm 2:1 Tree Ratio	10` ct., Min., Single Specimen	No
		PE4	2	Ptychosperma elegans / Alexander Palm 1:1 Tree Ratio	10` ct. Min., Double Specimen	No
		PE3	3	Ptychosperma elegans / Alexander Palm 1:1 Tree Ratio	10` ct. Min., Triple Specimen	No
*		RR	47	Roystonea regia / Royal Palm 2:1 Tree Ratio	10` ct., Min., Single Specimen	Yes
*		SS	259	Sabal palmetto / Cabbage Palm 2:1 Tree Ratio	10` ct., Min., Single Specimen	Yes
		VA2	10	Veitchia arecina / Montgomery Palm 1:1 Tree Ratio	10` ct. Min., Double Specimen	No
		VA	31	Veitchia arecina / Montgomery Palm 2:1 Tree Ratio	10` ct., Min., Single Specimen	No
*		WR	17	Washingtonia robusta / Mexican Fan Palm 2:1 Tree Ratio	10` ct., Min., Single Specimen	No
		WB2	11	Wodyetia bifurcata / Foxtail Palm 1:1 Tree Ratio	10` ct. Min., Double Specimen	No
		WB3	12	Wodyetia bifurcata / Foxtail Palm 1:1 Tree Ratio	10` ct. Min., Triple Specimen	No
	CODE TREES					
		BB	17	Bucida buceras `Shady Lady` / Shady Lady Black Olive	12` HT. x 6` Spr. Min., Std.	No
*		BA	32	Bulnesia arborea / Verawood	12` HT. x 6` Spr. Min., Std.	No
		CB	8	Calophyllum brasiliense / Brazilian Beautyleaf	12` HT. x 6` Spr. Min., Std.	No
*		CG	26	Clusia guttifera / Small-Leaf Clusia	12` HT. x 6` Spr. Min., Std.	Yes
*		CE	96	Conocarpus erectus / Green Buttonwood	12` HT. x 6` Spr. Min., Std.	Yes
*		CS5	9	Conocarpus erectus `Sericeus` / Silver Buttonwood	12` HT. x 6` Spr. Min., Std.	Yes
*		ED	28	Elaeocarpus decipiens TM / Japanese Blueberry Tree	12` HT. x 6` Spr. Min., Std.	No
		FD2	7	Filicium decipiens / Japanese Fern Tree	12` HT. x 6` Spr. Min., Std.	No
*		IE	7	Ilex x attenuata `Eagleston` / Eagleston Holly	12` HT. x 6` Spr. Min., Std.	Yes
*		LM	18	Lagerstroemia x ` Muskogee ` / Muskogee Crape Myrtle	12` Ht. x 6` Spr. Min., Multi-trunk	No
*		LT	2	Lagerstroemia x `Tuscarora` / Crape Myrtle Coral Pink	12` Ht. x 6` Spr. Min., Multi-trunk	no
*		MG	4	Magnolia grandiflora `D.D. Blanchard` / Southern Magnolia	12` HT. x 6` Spr. Min., Std.	Yes
*		PD	12	Pinus elliotti / Slash Pine	12` HT. x 6` Spr. Min., Std.	Yes
*		QV	51	Quercus virginiana / Southern Live Oak	12` HT. x 6` Spr. Min., Std.	Yes
*		SE	14	Senna surattensis / Glossy Shower	12` HT. x 6` Spr. Min., Std.	No
*		TD	27	Taxodium distichum / Bald Cypress	12` HT. x 6` Spr. Min., Std.	Yes
	TREE MITIGATION					
		BB2	31	Bucida buceras `Shady Lady` / Shady Lady Black Olive * Tree Mitigation (Hardwoods)	4.5" DBH., 15` - 17` Ht. x 6 - 7` Spr., Std., 4-5` ct.	No
		CS6	5	Conocarpus erectus `Sericeus` / Silver Buttonwood * Tree Mitigation (Hardwoods)	4.5" DBH., 12` Ht. x 6` Spr., Multi-trunk, 4` ct.	Yes
		DR	8	Delonix regia / Royal Poinciana	4.5" DBH, 16 -18` Ht x 7 - 9` Spr., Std., 6` ct.	No
		QV2	31	Quercus virginiana / Southern Live Oak * Tree Mitigation (Hardwoods)	4.5" DBH, 16 -18` Ht x 7 - 9` Spr., Std., 6` ct.	Yes

* **Drought Tolerant Tree Species**
(per most current SFWMD Waterwise, South Florida Lancscapes, Landscaping to Promote Water Conservation Using the Principles of Xeriscape)

Total Required Trees	543 Trees
Drought Tolerant Trees Provided	494 Trees (91%)

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LA 0000905

Eden / Mar-Stuart

Florida

City of Stuart
Landscape Specifications & Details

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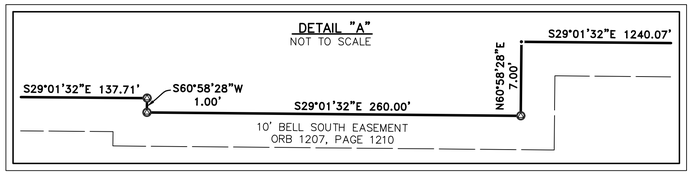
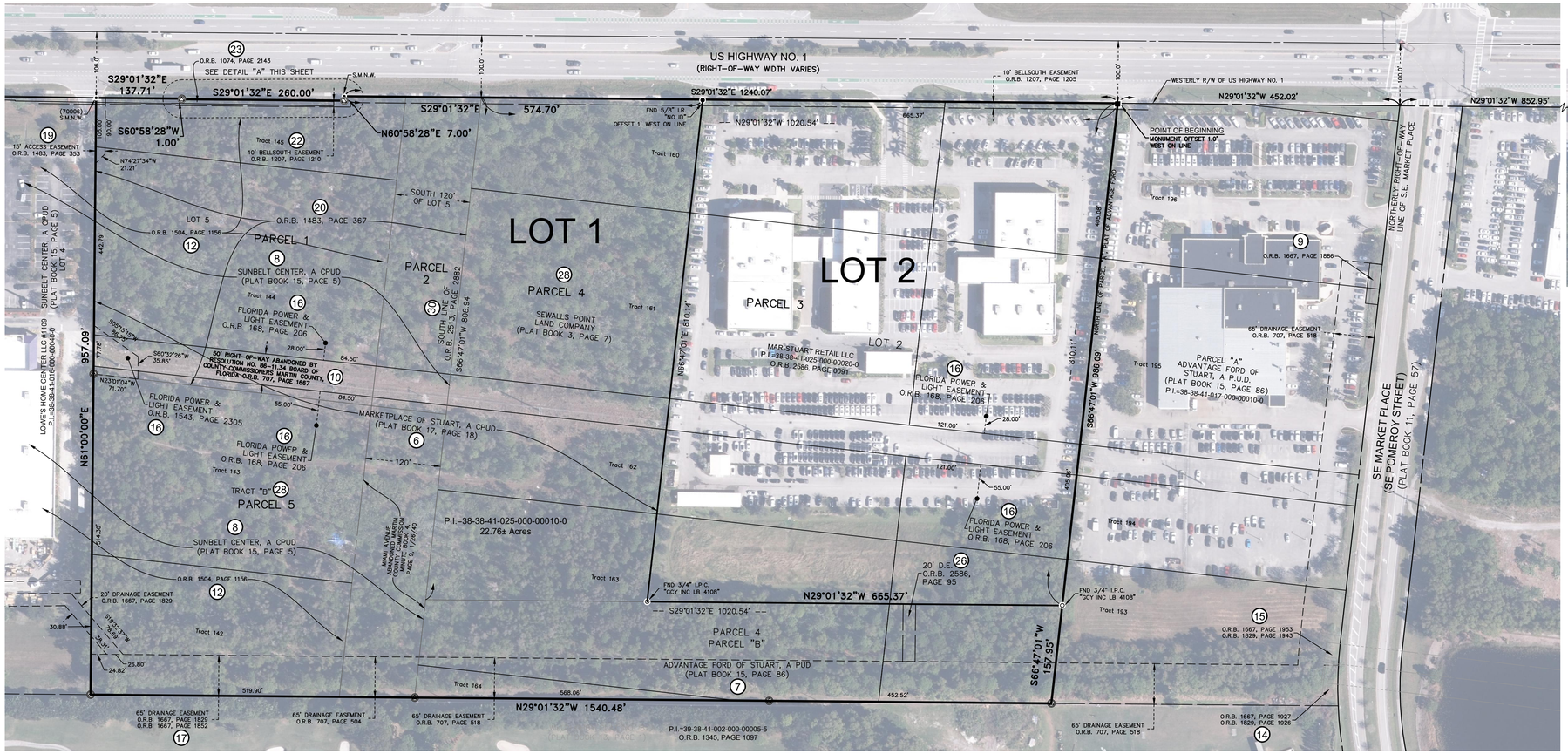
Job No.	2022-21
Drawn By	TT
Checked By	TT
Approved By	MH
Submittal Dates	10-11-23
	08-28-24
Revision Dates	

LP-8

Boundary Survey for: Eden / Mar Stuart





Location Map
not to scale

GRAPHIC SCALE

100 0 100 200

(IN FEET)
Intended display scale:
1 inch = 100 feet

LEGEND

I.R.	= IRON ROD
I.R.C.	= IRON ROD AND CAP
I.P.C.	= IRON PIPE AND CAP
C.M.	= CONCRETE MONUMENT
CONC.	= CONCRETE
FDC	= FIRE DEPARTMENT CONNECTION
O.R.B.	= OFFICIAL RECORDS BOOK
S.M.N.W.	= SET MAG NAIL AND WASHER "P.C.P. LB 4108"
⊙	= FOUND 4"x4" CONCRETE MONUMENT "GCY INC P.R.M. LB 4108 PSM 4864"
⌀	= WOOD UTILITY POLE
⎍	= CONCRETE UTILITY POLE
⟵	= UTILITY POLE ANCHOR
—A—	= OVERHEAD UTILITY LINE
⊠	= LIGHT POST
Ⓕ	= FIBER OPTIC MARKER
X17.3	= SPOT ELEVATION
(9)	= EXCEPTION NUMBER

Sheet Index	
Sheet 1	Boundary Survey with Exceptions
Sheet 2	Title Commitment & Notes

Legal Description

Lot 1 & 2, PLAT OF MARKETPLACE OF STUART, A CPUD, according to the map or plat thereof, as recorded in Plat Book 17, Page(s) 18, of the Public Records of Martin County, Florida.

NOTE:
This is an electronically signed and sealed document pursuant to Chapter 5J-17.062, Florida Administrative Code. The printed survey map or report or copies thereof are not valid without the original signature and raised seal of a Florida licensed surveyor or mapper.

Certification

(Not valid without the signature and original raised seal of a Florida licensed Surveyor and Mapper)

I hereby certify that the Survey of the property shown and described hereon was completed under my direction and said Survey is true and correct to the best of my knowledge and belief.

I further certify that this Survey meets the Standards of Practice for Surveyors set forth by the Florida Board of Professional Surveyors and Mappers in Chapter 5J-17.051 and 5J-17.052, Florida Administrative Code, pursuant to Section 472.027 Florida State Statutes. No search of the Public Records has been made by this office. The Survey is based on information furnished by client or client's representative.

9/19/2023
Date of Survey

PETER ANDERSEN CERTIFICATE NO. 5199 STATE OF Florida PROFESSIONAL LAND SURVEYOR

Digitally signed by Peter Andersen, PSM
Date: 2023.12.06 14:07:47 -05'00'

Peter Andersen
Professional Survey and Mapper
Florida Certificate No. 5199

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PROFESSIONAL SURVEYORS AND MAPPERS
CERTIFICATE OF AUTHORIZATION LB 4108
CORPORATE OFFICE
PO BOX 1469 • 1505 SW MARTIN HWY.
PALM CITY, FL. 34991
(800) 386-1066 • WWW.GCYINC.COM

Boundary Survey for:
Eden / Mar Stuart
MARTIN COUNTY **FLORIDA**

Scale:	Date:	File & Drawing No:
1"=100'	Sept. 2023	23-1047-01
Drawn By:	Checked By:	Sheet
G.C.Y. IV	P.A.	1 of 3

No.	Revisions	Date	By

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Drawing Name: Eden / Mar Stuart
Page(s): 47-58
Field Book(s): 1833

SURVEYOR'S NOTES

1. Bearings shown hereon are referenced to the West line of US Highway No. 1, having a bearing of North 29°01'32" West and all others are relative thereto.

2. All visible above ground improvements have been located.

3. There has been no attempt to locate any underground utilities or improvements.

4. Additions and or deletions to this survey by other than the signing party (or parties) is prohibited without the written consent of the signing party (or parties).

5. This subject property has access to US Highway No.1, a public Right-of-Way.

6. All elevations are in NAVD88, related to an NGS Benchmark "G 517", listed elevation of 17.10 US survey feet.

7. This property is located in Flood Zone "AREA OF MINIMAL FLOOD HAZARD" ZONE X according to Flood Insurance Rate Map Community panels No. 12085C0161H & 12085C0163H, dated 2/19/2020.

8. Aerial photography shown hereon is for informational purposes and is dated 2021 and was obtained from the FDOT APLUS website: https://fdotewp1.dot.state.fl.us/AerialPhotoLookUpSystem/

9. I have reviewed the Fidelity National Title Insurance Company, commitment for title insurance, Order Number 8032963, with an commitment date of 05/18/2021 @ 8:00 A.M. (Revision Number: A - Revised June 7, 2021) and with regards to the Schedule B, Section II exceptions that are matters of survey and have the following comments:

EXCEPTION 6 - Restrictions, covenants, conditions and easements as contained on the Plat of Marketplace of Stuart, a CPUD, recorded in Plat Book 17, page 18, of the Public Records of Martin County, Florida. Shown on survey.

EXCEPTION 7 - Restrictions, covenants, conditions and easements as contained on the Plat of Advantage Ford of Stuart, a P.U.D., recorded in Plat Book 15, page 86, of the Public Records of Martin County, Florida. Shown on survey.

EXCEPTION 8 - Restrictions, covenants, conditions and easements as contained on the Plat of Sunbelt Center, a CPUD, recorded in Plat Book 15, page 5, of the Public Records of Martin County, Florida. Shown on survey.

EXCEPTION 9 - Drainage Easement as recorded in Official Record Book 707, Page 504 as affected by Termination of Easements recorded in Official Records Book 1667, Page 1886, wherein a portion of the easement was terminated. Affects subject property, as shown on sheet 1.

EXCEPTION 10 - INTENTIONALLY DELETED

EXCEPTION 11 - Unrecorded Water and Sewer Agreement dated September 5, 1998, as evidenced and amended by Amendment to Water and Sewer Agreement recorded in Official Records Book 744, Page 1460; Official Records Book 745, Page 715; Official Records Book 804, Page 1208; Official Records Book 804, Page 1210; Official Records Book 924, Page 2398 and Official Records Book 924, Page 2400. Affects subject property, ban not be mapped.

EXCEPTION 12 - Water and Wastewater Service Agreement recorded in Official Records Book 1504, Page 1156. Affects subject property, as shown on sheet 1.

EXCEPTION 13 - Terms, conditions and provisions of the certain Drainage Easement from Willoughby Community Association, Inc., a Florida non-for-profit corporation dated July 2, 2002 and recorded August 1, 2002 in Official Records Book 1667, page 1904 and amended in Official Records Book 1829, Page 1908. Does not affect subject property, lying South of SE Market Place.

EXCEPTION 14 - Terms, conditions and provisions of that certain Drainage Easement from Southern Realty Group, Inc., a Florida corporation dated June 21, 2002 and recorded August 1, 2002 in Official Records Book 1667, Page 1927 and amended in Official Records Book 1829, Page 1926. May benefit subject property, shown on sheet 1.

EXCEPTION 15 - Terms, provisions and conditions of that certain Drainage Easement from Martin County, a political subdivision of the State of Florida, dated June 25, 2002 and recorded August 1, 2002 in Official Records Book 1667, page 1953 and amended in Official Records Book 1829, Page 1943. May benefit subject property, shown on sheet 1.

EXCEPTION 16 - Easements in favor of Florida Power & Light Company contained in Easement recorded in Deed Book 9, Page 566; Official Records Book 168, page 206 and Official Records Book 1543, page 2305. Affects subject property, as shown on sheet 1.

EXCEPTION 17 - Drainage Easement as recorded in Official Record Book 686, Page 467, and Easement Modification Agreement as recorded in Official Record Book 707, Page 518, as affected by Termination of Easements and Grant of Easements as recorded in Official Records Book 1667, pages 1829 and 1852. Affects subject property, as shown on sheet 1.

EXCEPTION 18 - INTENTIONALLY DELETED.

EXCEPTION 19 - Easement(s) granted to Lowe's Home Centers, Inc. recorded in Official Records Book 1483, Page 353. Affects subject property, as shown on sheet 1.

EXCEPTION 20 - Restrictions, covenants, conditions and easements, which include provisions for a private charge or assessment, as contained in the Declaration of Covenants, Conditions and Restrictions, as recorded in Official Records Book 1483, page 367. Affects subject property, as shown on sheet 1.

EXCEPTION 21 - Ordinance(s) by City of Stuart regarding Amendment to CPUD recorded in Official Records Book 1846, Page 1408. Does not affect subject property.

EXCEPTION 22 - Easement(s) granted to BellSouth Communications recorded in Official Records Book 1207, Page 1205 and Official Records Book 1207, Page 1210. Affects subject property, as shown on sheet 1.

EXCEPTION 23 - Permanent Drainage Easement(s) by Order of Taking recorded in Official Records Book 1074, Page 2143. Affects subject property, as shown on sheet 1.

EXCEPTION 24 - Notification of Extension of Development Order for Market Place of Stuart as recorded in Affidavit recorded in Official Records Book 2823, Page 274 and Official Records Book 2905, Page 2430. Affects all of subject property.

EXCEPTION 25 - Easement granted BellSouth Telecommunications, Inc. as recorded in Official Records Book 2607, Page 2233. Does not affect subject property.

EXCEPTION 26 - Drainage Easement Agreement by and between Market Place Stuart LLC and Mar-Stuart Retail, LLC as recorded in Official Records Book 2586, Page 95. Affects subject property, as shown on sheet 1.

EXCEPTION 27 - Administrative Variance No. Z13010002, RE: Mar-Stuart, LLC as recorded in Official Records Book 2646, Page 25.

EXCEPTION 28 - Ordinance Number 2190-09 Major Amendment to form Marketplace of Stuart, CPUD as recorded in Official Records Book 2536, Page 2095; Ordinance Number 2243-2012 recorded in Official Records Book 2584, Page 883; Ordinance Number 2244-2012 First Amendment to the Marketplace of Stuart CPUD, as recorded in Official Records Book 2584, Page 843 and Resolution Number 70-2016 approving a Minor Amendment to CPUD as recorded in Official Records Book 2909, Page 1635. Affects subject property, as shown on sheet 1.

EXCEPTION 29 - Consent Agreement by and between Lowe's Home Centers, Inc. and Market Place of Stuart, LLC as recorded in Official Records Book 2156, Page 45. Affects subject property, can not plot Exhibit "C".

EXCEPTION 30 - Notice of Environmental Resource Or Surface Water Management Permit as recorded in Official Records Book 2513, Page 2882. Affects subject property North of the South line of Book as shown on sheet 1.

EXCEPTION 31 - Rights of tenants occupying all or part of the insured land under unrecorded leases or rental agreements. Not a matter of survey.

EXCEPTION 32 - The following matters disclosed by survey prepared by GCY Incorporated, under Drawing No. 19-1071- 01, dated December 18, 2019: Shown on this survey.

Subject Property shown hereon is the same property as that described in Fidelity National Title Insurance Company title commitment File No. 19-297a (Order No. 8032963).

Certified To:
MAR-Stuart Retail II, LLC, a Florida limited liability company
IBERIABANK, a Division of First Horizon Bank, its successors and or assigns.
Fidelity National Title Insurance Company
Kurkin Forehand Brandes LLP

Drawing Name: **Eden / Mar Stuart**
Page(s): **47-58**
Field Book(s): **1833**

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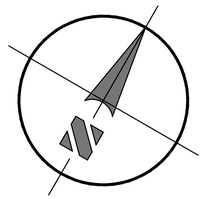
Boundary Survey for:
Eden / Mar Stuart
MARTIN COUNTY **FLORIDA**

Scale:	Date:	File & Drawing No:
N.T.S.	Sept. 2023	23-1047-01
Drawn By:	Checked By:	Sheet
G.C.Y. IV	P.A.	2 of 3



GRAPHIC SCALE

60 0 60 120

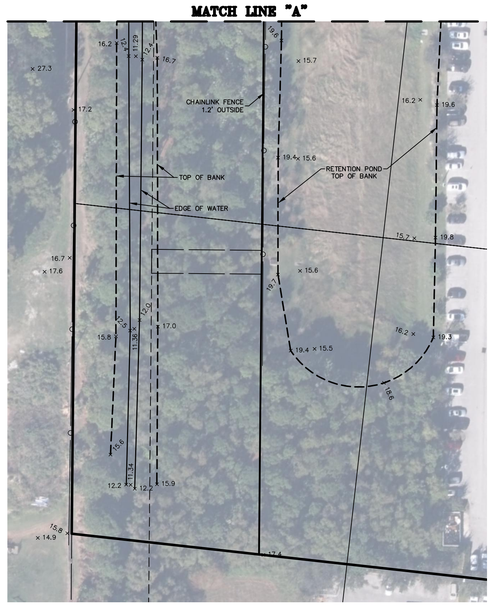
(IN FEET)

Intended display scale:
1 inch = 60 feet

LEGEND

I.R.	= IRON ROD
I.R.C.	= IRON ROD AND CAP
I.P.C.	= IRON PIPE AND CAP
C.M.	= CONCRETE MONUMENT
CONC.	= CONCRETE
FDC	= FIRE DEPARTMENT CONNECTION
O.R.B.	= OFFICIAL RECORDS BOOK
S.M.N.W.	= SET MAG NAIL AND WASHER "P.C.P. LB 4108"
	= FOUND 4"x4" CONCRETE MONUMENT "GCY INC P.R.M. LB 4108 PSM 4864"
	= WOOD UTILITY POLE
	= CONCRETE UTILITY POLE
	= UTILITY POLE ANCHOR
—A—	= OVERHEAD UTILITY LINE
	= LIGHT POST
	= FIBER OPTIC MARKER
x17.3	= SPOT ELEVATION
9	= EXCEPTION NUMBER

MATCH LINE "A"



MATCH LINE "A"

Drawing Name: **Eden / Mar Stuart**

Page(s): **47-58**

Field Book(s): **1833**

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No.	Revisions	Date	By

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Boundary Survey for:

Eden / Mar Stuart

MARTIN COUNTY **FLORIDA**

Scale:	Date:
1"=60'	Sept. 2023
Drawn By:	**Checked By:**
G.C.Y. IV	P.A.

File & Drawing No: **23-1047-01**

Sheet **3** of **3**

ENVIRONMENTAL ASSESSMENT REPORT
EDEN MULTIFAMILY
MARTIN COUNTY, FLORIDA

August 4, 2023

Prepared by:

ECOLOGICAL CONSULTING OF FLORIDA
850 NW FEDERAL HIGHWAY, SUITE 109
STUART, FL 34994
772-220-7817

8018.00

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1.0 INTRODUCTION

This assessment is in support of the applicants Comprehensive Plan Amendment and Major PUD Amendment to the City of Stuart.

The applicant intends to construct multifamily residences and associated accessory features on the property.

2.0 SITE LOCATION

The property consists of approximately 22.76± acres of undeveloped property. The property is located within eastern Martin County, FL (Figure 1). Specifically, the site is located on US 1 0.2 mile north of the intersection of SE Pomeroy Street on the west side of US 1, within the Hanson Grant, Township 38 South, Range 41 East.

3.0 METHODOLOGY

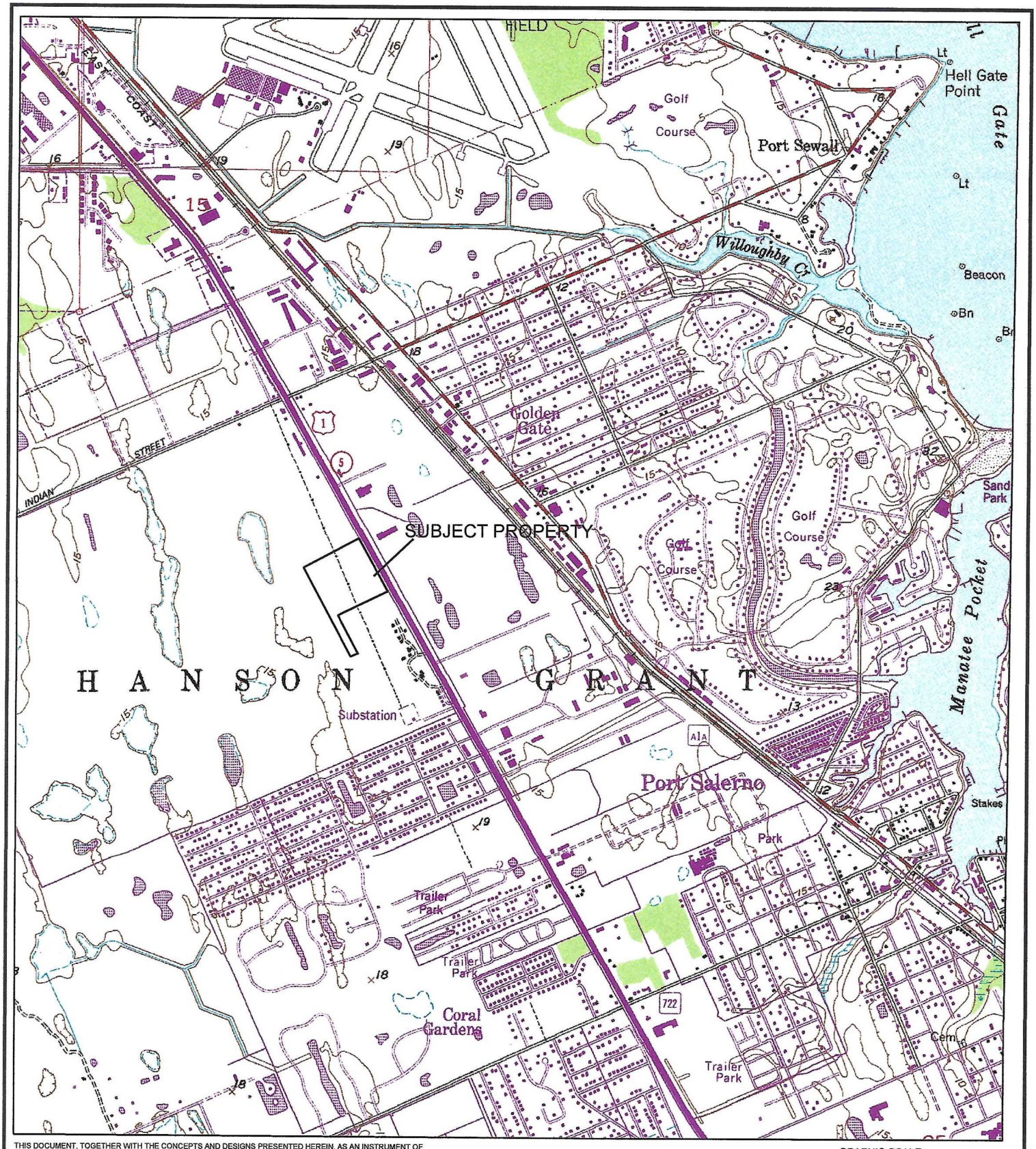
The assessment methodology consisted of the review of soils map, the National Wetland Inventory, and recent aerial photographs.

A field reconnaissance of the subject property was then conducted which included pedestrian and vehicular transects through the parcel to map and identify specific habitat and land uses and vegetative cover types. Field notes were taken and an aerial photograph was marked with land use and cover types and any environmental findings.

4.0 SOILS

According to the *Web Soil Survey of Martin County, Florida*, the site soils are classified as Waveland sand (4).

The soils appear to be intact with a natural vegetative cover.



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GRAPHIC SCALE

1,000 0 1,000 3,000

1 inch = 2,000 ft.

ECF
NATURAL RESOURCE CONSULTING

USGS QUADRANGLE MAP

EDEN MULTIFAMILY

MARTIN COUNTY FLORIDA

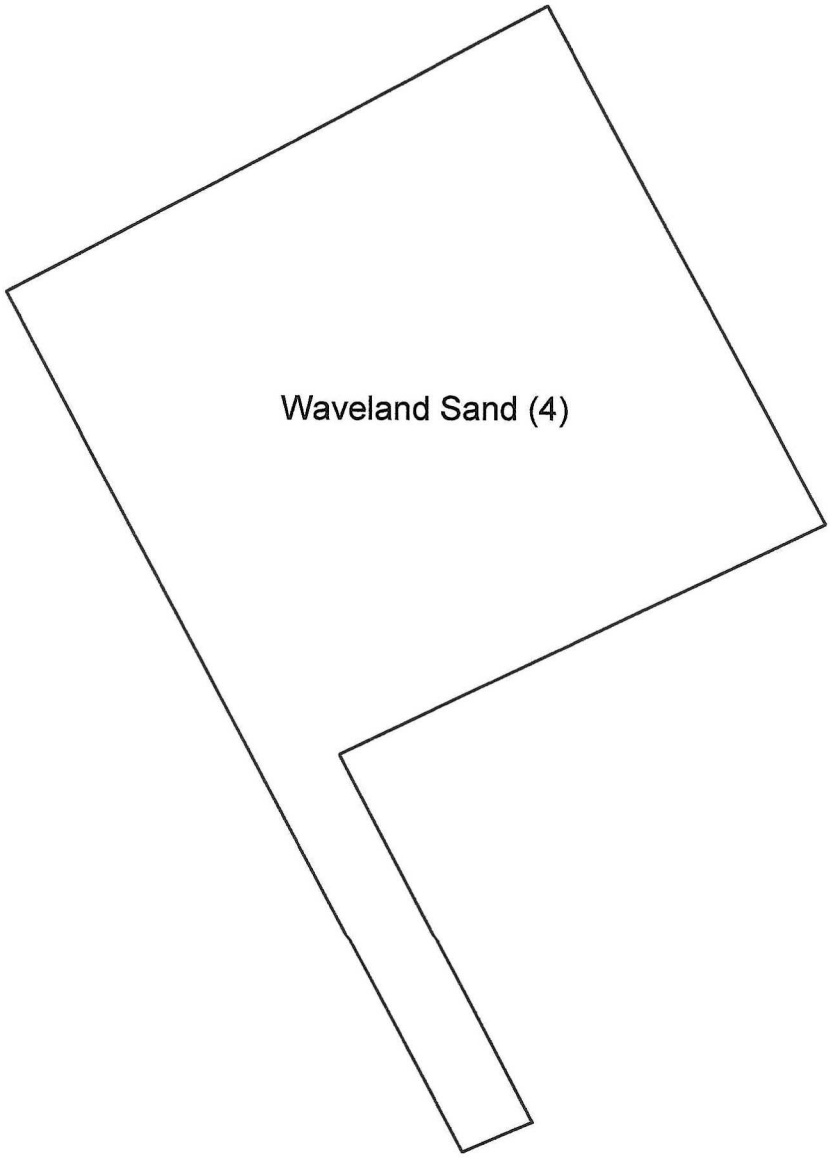
N
W E
S

SOURCE: USGS ST. LUCIE INLET (1983) QUADRANGLE
HANSON GRANT, TWN 38 SOUTH, RNG 41 EAST

FIGURE 1

DATE: 8-4-23

PROJECT No. 8018.00



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GRAPHIC SCALE

150 0 150 450

1 inch = 300 ft.

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NATURAL RESOURCE CONSULTING

SOILS MAP

EDEN MULTIFAMILY

MARTIN COUNTY FLORIDA

N
W E
S

SOURCE: WEB SOILS SURVEY
HANSON GRANT, TWN 38 SOUTH, RNG 41 EAST

FIGURE 2

DATE: 8-4-23

PROJECT No. 8018.00

5.0 SITE CONDITIONS

An assessment of the extent, distribution, and composition of vegetative communities for the site was originally conducted on this site by others in 2005, and later updated by ECF June 16-29, 2008 and more recently December 19, 2022.

Pedestrian transects were conducted throughout the subject property with vegetative communities mapped on a recent aerial photograph.

A description of each community type is provided in the Habitat/Land Use section of this report.

The site includes past disturbance from a residence that has been removed. The driveway, and existing dock and utilities are still present.

6.0 HABITAT/LAND USE

Onsite habitats and adjacent land uses have been characterized using the *Florida Land Use Cover Classifications System* (FWC, 2019) (FLCCS), and are described below and depicted on the Land Use and Cover Map (Figure 3).

- 1300- Pine flatwoods: This land cover type includes a dominant cover of slash pine (*Pinus elliottii*), saw palmetto (*Sernoa repens*), fetterbush (*Lyonia lucida*), gallberry (*Ilex glabra*), and occasional wire grass (*Aristida spp.*). Exotics are present and include earleaf acacia (*Acacia spp.*), Brazilian pepper (*Shinus terebinthifolius*), and downy rose myrtle (*Rhodomyrtus tomentosus*).

- 182111 – Urban Open Pine: This area includes an overstory of slash pine with the understory having been cleared of native vegetation with a regrowth of exotics such as earleaf acacia, melaleuca, bahia grass (*Paspalum spp.*), St. Augustine grass (*Stenotaphrum secundatum*)

- 1860 Utilities: This area is a power transmission line easement and has been cleared of native vegetation in order to maintain the power line. This area has been grassed over with chalky blue stem (*Andropogon spp.*) and gallberry.

- 2111- Wet Prairie: This area is vegetated with St. Johns wort (*Hypericum spp.*), yellow eyed grass (*Xyris spp.*), maidencane (*Panicum hemitomon*), hat pins (*Eriocaulon spp.*) and wax myrtle (*Myrica cerifera*). Exotics are present and include melaleuca (*Melaleuca quinqinervia*) and climbing fern (*Lygodium japonicum*).

- 4220 - Ditch/Artificial Intermittent Stream: This feature is an upland cut ditch that includes open water and a dense canopy of melaleuca along the banks.

- 7000- Exotic Plants: These areas are disturbed areas that include exotic vegetation such as earleaf acacia, melaleuca and downy rose myrtle.

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GRAPHIC SCALE
150 0 150 450
1 inch = 300 ft.

ECF
NATURAL RESOURCE CONSULTING

LAND COVER MAP
EDEN MULTIFAMILY

MARTIN COUNTY FLORIDA

N
W E
S

SOURCE: GOOGLE EARTH
HANSON GRANT, TWN 38 SOUTH, RNG 41 EAST

FIGURE 3
DATE: 8-4-23
PROJECT No. 8018.00

TABLE 1 – LAND USE AND COVER SUMMARY			
FLUCFCS CODE	COMMUNITY NAME	ACRES	PERCENT
1300	Pine Flatwoods	17.48	76.8
182111	Urban Open Pine	1.69	7.4
1860	Utilities	0.98	4.3
2111	Wet Prairie	0.32	1.4
4220	Ditch/Artificial Intermittent Stream	1.06	4.7
7000	Exotic Plants	1.23	5.4
Total Area		22.76	100.0

7.0 CRITICAL HABITAT/ LISTED SPECIES OBSERVATION

The site was reviewed for the presence of habitat conducive to federal and state listed flora and fauna. An initial review documented vegetative communities and noted areas listed as potential habitat. A cursory listed species survey was performed by ECF on June 16, 2008, the methodology included meandering pedestrian transects throughout the parcel as well as the surrounding perimeter. A gopher tortoise survey was later conducted January 26-27, 2020.

Site inspection identified habitat and potentially occupied tortoise burrows on the site. This species is listed as threatened by the FWC. The FWC regulates impacts to the tortoise, its eggs and their burrows. If impacts occur within twenty-five feet of a potentially occupied burrow a permit must be obtained to relocate the tortoise. One (1) potentially occupied tortoise burrow was identified at the time of this survey.

No other listed species were identified during any of the survey events. Non-listed wildlife or signs of species observed include black racer, armadillo, cottontail rabbit and raccoon (tracks/scat). All species of wildlife observed are typical representatives of the habitats on site. None are unusual for the Martin County area.

A database search of FWC records for documented bald eagle nests was conducted and none were noted for the property or within 0.5 mile of the site.

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GRAPHIC SCALE
150 0 150 450
1 inch = 300 ft.

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NATURAL RESOURCE CONSULTING

LISTED SPECIES SURVEY

EDEN MULTIFAMILY

MARTIN COUNTY FLORIDA

N
W E
S

SOURCE: GOOGLE EARTH
HANSON GRANT, TWN 38 SOUTH, RNG 41 EAST

FIGURE 4

DATE: 8-4-23

PROJECT No. 8018.00

The Florida Natural Areas Inventory (FNAI) provides a matrix by county of rare and endangered species in Florida. Based on the known distribution and preferred habitats of certain species, the following listed wildlife has the potential to occur on site:

TABLE 2 – FNAI LISTED SPECIES

COMMON NAME	SCIENTIFIC NAME	EVIDENCE/SIGHTING	STATUS	
			FWC	USFWS
Eastern Indigo snake	*Drymarchon corias couperi*	Not observed	T	T
Gopher tortoise	*Gopherus polyphemus*	Observed	T	
Gopher frog	*Rana capito*	Not observed	SSC	
Florida pine snake	*Pituophis melanoleucus mugitus*	Not observed	SSC	
Bald eagle	*Haliaeetus leucocephalus*	Not observed		
Burrowing owl	*Speotyto cunicularia*	Not observed	SSC	
Woodstork	*Mycteria Americana*	Not observed	E	E
Great blue heron	*Ardea Herodias*	Not observed	SSC	
Little blue heron	*Egretta caerula*	Not observed	SSC	
Snowy egret	*Egretta thula*	Not observed	SSC	
Tricolored heron	*Egretta tricolor*	Not observed	SSC	
White ibis	*Edocimus albus*	Not observed	SSC	
Peregrine Falcon	*Falco peregrines*	Not observed	E	
Southeastern American kestrel	*Falco sparverius paulus*	Not observed	T	
Florida sandhill crane	*Grus Canadensis pratensis*	Not observed	SSC	
Osprey	*Pandion haliaetus*	Not observed	SSC	
Sherman's fox squirrel	*Sciurus niger shermani*	Not observed	SSC	

Abbreviations:

SSC = Species of Special Concern, T = Threatened
USFWS = United States Fish and Wildlife Service, FWC = Florida Fish and Wildlife Conservation Commission,

8.0 WETLANDS AND SURFACE WATERS

The site was reviewed for jurisdictional wetlands and surface waters in the original work by others. The previous permitting for the site identified isolated disturbed wet marsh wetlands. These wetlands are highly disturbed and include exotics such as melaleuca, climbing fern and downy rose myrtle.

The wetlands on site were previously permitted and mitigated for full impact by South Florida Water Management District (SFWMD) (SFWMD Permit No. 43-02050-P). Federal permits were not required as the wetlands were determined to be isolated by the US Army Corps of Engineers (ACOE) (SAJ-2006-6141(NPR-EGR)).

More recent correspondence with SFWMD has indicated that the previous mitigation for the isolated wetland impacts is still acceptable, with a modification of the permit being required prior to construction (Appendix 1).

9.0 CITY REGULATED HABITATS

The City regulates qualified upland habitat, wetlands. The original site plan approvals for this overall project site were addressed by others in 2005. The subject property was part of a larger PUD development that included Lowes retail, Advantage Ford, and MAR-Stuart Retail, LLC. The original site (67.08 acres) included 49.09 acres of qualified upland habitat.

Impacts to the qualified upland habitat were previously approved with mitigation being provided. To offset impacts to the qualified upland habitat, the applicant provided a combination of on site preservation of 2.17 acres of flatwoods habitat, as well as the offsite purchase and preservation of the 20.60 acres of the Vista Parcel in the City's northern limits and part of a larger City preservation parcel. This mitigation was addressed under Ordinance # 2190-09 "Marketplace of Stuart".

The on site upland preserve was planted with slash pine, but due to lack of maintenance exotic vegetation such as johnsons grass, earleaf acaia, cesar weed and climbing fern are present and will need to be treated prior to construction. The north-south ditch adjacent to the upland preserve is dominated by mature melaleuca trees and will need to be eradicated. The off site upland preserve at the Vista Parcel identifies a healthy coastal scrub community with slash pine, sand pine, saw palmetto and other native species present (Appendix 2). The off site preserve is free of exotics and exceptional condition, as well as being connected to a larger diverse habitat. A Preserve Area Maintenance Plan (PAMP) was prepared for each of these parcels (Appendix 3).

The City regulates the native trees as part of the Land Develop approval process. The site includes slash pine and dahoon holly that would potentially meet the protection requirements (slash pine 10", other trees 4.5" dbh). The tree impacts and mitigation for this project will be addressed in the applicants site plan by the Project Land Planner.

10.0 CONCLUSION

The subject property includes wetlands and qualified upland habitat that fall under the jurisdiction of the SFWMD and City of Stuart. This property was part of a larger development approval process that included approximately 67 acres. This parcel was fully approved for development with various phases of the site being developed. Currently this application is addressing the development of the remaining 22.76 acres.

Unlike site plan changes, the natural resources on site did not change. The applicant in past permitting and site development with the City provided the justification for impacts to these natural resources. The impacts to the natural resources have been accepted and approved by the regulatory agencies, including the City and mitigation has been provided as required under the agreements.

This site is located within an existing development corridor surrounded by retail development, a busy roadway and a residential community. Listed species identified on site are limited to the gopher tortoise. The burrow survey conducted in 2020 was only valid for 90 days, therefore, prior to any construction activity a current 100% gopher tortoise burrow survey will be required. If tortoises are identified, they will be permitted through FWC and relocated to an approved and permitted recipient site prior to any work on site.

Appendix 1 – SFWMD Coordination

sopotnick@ecf-llc.com

From: Huffman, Jessica <jhuffman@sfwmd.gov>
Sent: Monday, May 18, 2020 1:32 PM
To: sopotnick@ecf-llc.com
Subject: Re: MAR-Stuart

Hi Chris,

Yes, the previously permitted mitigation is still valid and acceptable for the current wetlands.

Thanks,

Jessica
Get Outlook for iOS

From: sopotnick@ecf-llc.com <sopotnick@ecf-llc.com>
Sent: Monday, May 18, 2020 1:23 PM
To: Huffman, Jessica
Subject: RE: MAR-Stuart

[Please remember, this is an external email]

Jessica, thanks for getting back to me on this. Can I please get confirmation that the previously permitted mitigation provided is still valid and acceptable for the current wetlands. Thanks

Chris Sopotnick
Ecological Consulting of Florida
850 NW Federal Highway, Suite 109
Stuart, FL 34994

Office: 772-220-7817
Mobile: 772-919-2385

From: Huffman, Jessica <jhuffman@sfwmd.gov>
Sent: Sunday, May 17, 2020 5:05 PM
To: sopotnick@ecf-llc.com
Subject: RE: MAR-Stuart

Hi Chris,

Thank you! Map looks good and I agree with your description.

Thanks again!

Jessica Huffman
Environmental Analyst 2
Environmental Resource Bureau | Regulation Division
South Florida Water Management District
316 NW 5th Street., Okeechobee, FL 34972
Phone: (863) 462-5260, x3018
jhuffman@sfwmd.gov

To electronically submit a new application or a response to a request for additional information, go to:

sfwmd.gov/ePermitting

NOTE:

While the District supports that it is commonplace and convenient to collaborate via email during the pre-application/application process, Permit Applications and Responses to a Request for Additional Information (RAI) submitted via email are not an official submittal (Section 4.4 of Environmental Resource Permit Applicant's Handbook Volume I). For timely and efficient processing of permit applications and RAI responses, please submit online using ePermitting (link above).

Please note that Florida has a broad public records law and that all correspondence via email may be subject to disclosure.

From: sopotnick@ecf-llc.com <sopotnick@ecf-llc.com>
Sent: Friday, May 15, 2020 1:46 PM
To: Huffman, Jessica <jhuffman@sfwmd.gov>
Subject: RE: MAR-Stuart

[Please remember, this is an external email]

Jessica, I hope all is well. I forgot to follow up after our site meeting on the MAR-Stuart property. Attached is sketch map of the wetland limits we verified on the March 4th visit. Keep in mind that we eliminated wetlands 1 and 2 due to the wetlands no longer exhibiting wetland characteristics. Wetland 3 was reduced to three smaller portions, while wetland 4 is intact.

As a reminder, the purpose of this meeting was to verify that the previously permitted wetlands did not expand. These wetlands were mitigated through a mitigation bank under the previous permit. This permit expired but my client is looking to re-permit this site and wanted confirmation that the past mitigation would satisfy the district.

If I could get an email confirming this I'd appreciate it. Thanks and let me know if you have any questions.

Chris Sopotnick
Ecological Consulting of Florida
850 NW Federal Highway, Suite 109
Stuart, FL 34994

Office: 772-220-7817
Mobile: 772-919-2385

Appendix 2 – Off Site Upland Mitigation Area

MARKETPLACE OF STUART
MITIGATION SITE
CITY OF STUART ENVIRONMENTAL ASSESSMENT

PREPARED FOR:
MARKETPLACE STUART VENTURE, LLC

PREPARED BY:
EW CONSULTANTS, INC.

©DECEMBER 2005

INTRODUCTION

The following environmental assessment was prepared for the Marketplace of Stuart project. The subject parcel is 20.6 +/- acres in size and is located between US 1, Jensen Beach Boulevard, and SR 707 within Section 29, Township 37 South, Range 41 East in Martin County, Florida. A location map is provided. The site is currently undeveloped and will serve as the offsite mitigation area for the Marketplace of Stuart project.

HABITAT DESCRIPTION

Reconnaissance observations on the property found two types of upland habitat, both of which are described below in accordance with the Florida Land Use, Cover and Forms Classification System. An aerial photo showing the location and acreages is included.

#412 – Xeric Oak (14.9 +/- acres)

The xeric oak community dominates the property and is in extremely good ecological condition. This forest community is characteristic of deep, infertile sand soils. Martin County considers this habitat type to be rare or unique habitat. The vegetation observed in the xeric oak area includes:

Live Oak *Quercus virginiana* var.
Fetterbush *Lyonia lucida*
Wire Grass *Aristida stricta*
Pawpaw *Asimina reticulata*
Reindeer moss lichen *Cladina* spp.
Prickly-pear cactus *Opuntia* spp.
Sand Pine Pinus clausa var.
Saw Palmetto *Serenoa repens*
Running Oak *Quercus pumila*
Dwarf Live oak *Quercus minima*
Tarflower *Befaria racemosa*
Rosemary *Ceratiola ericoides*

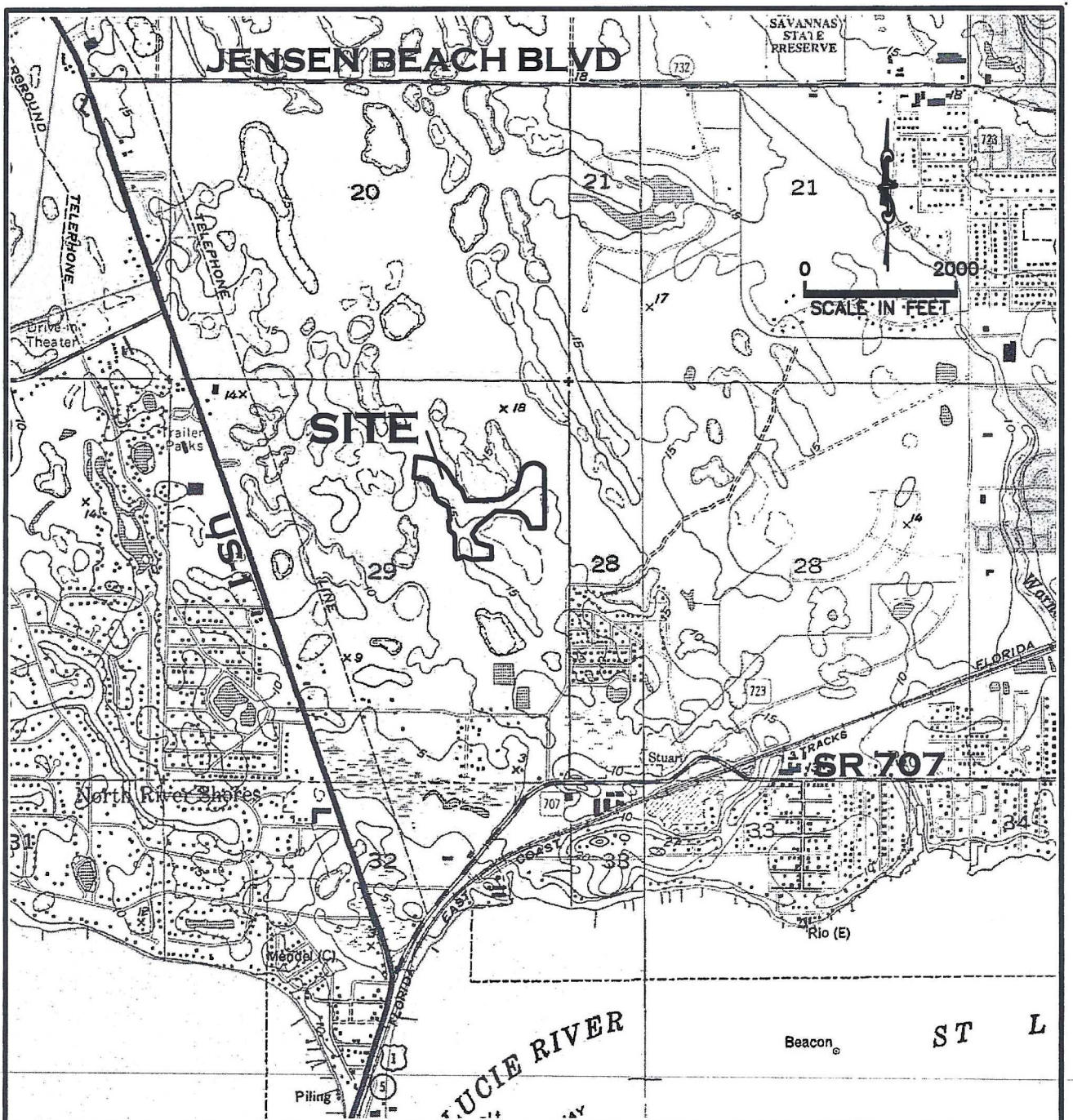
#413 – Sand Pine (5.7 +/- acres)

This habitat type is found in the eastern portion of the property and comprises approximately one-quarter of the subject site. This upland is of the highest value and is in exemplary condition. Areas such as these are considered by Martin County to be "rare and unique" upland communities. The vegetation observed in this area includes:

Live Oak *Quercus virginiana* var.
Fetterbush *Lyonia lucida*
Wire Grasses *Aristida* spp.
Pawpaw *Asimina reticulata*
Reindeer moss lichen *Cladina* spp.
Prickly-pear cactus *Opuntia* spp.
Gallberry *Ilex glabra*
Sand Pine *Pinus clausa*
Saw Palmetto *Serenoa repens*
Running Oak *Quercus pumila*
Dwarf Live oak *Quercus minima*
Tarflower *Befaria racemosa*
Rosemary *Ceratiola ericoides*

SCRUB JAY EVALUATION

The habitat types on the property are suitable for foraging and nesting for the Florida scrub jay (*Aphelocoma coerulescens*), which is listed as threatened by both the Florida Fish and Wildlife Conservation Commission and the U.S. Fish and Wildlife Service. As a result, a survey was undertaken in June 2005 to determine if or to what extent these birds use the subject property. The survey determined that the property is used for foraging, but not for nesting. An enclosed figure details the results of the survey.



USGS QUAD MAP "PALM CITY", SECTION 29. TOWNSHIP 37 SOUTH, RANGE 41 EAST, MARTIN COUNTY, FLORIDA, LAT. 27°13'46", LONG. 80°15'23"

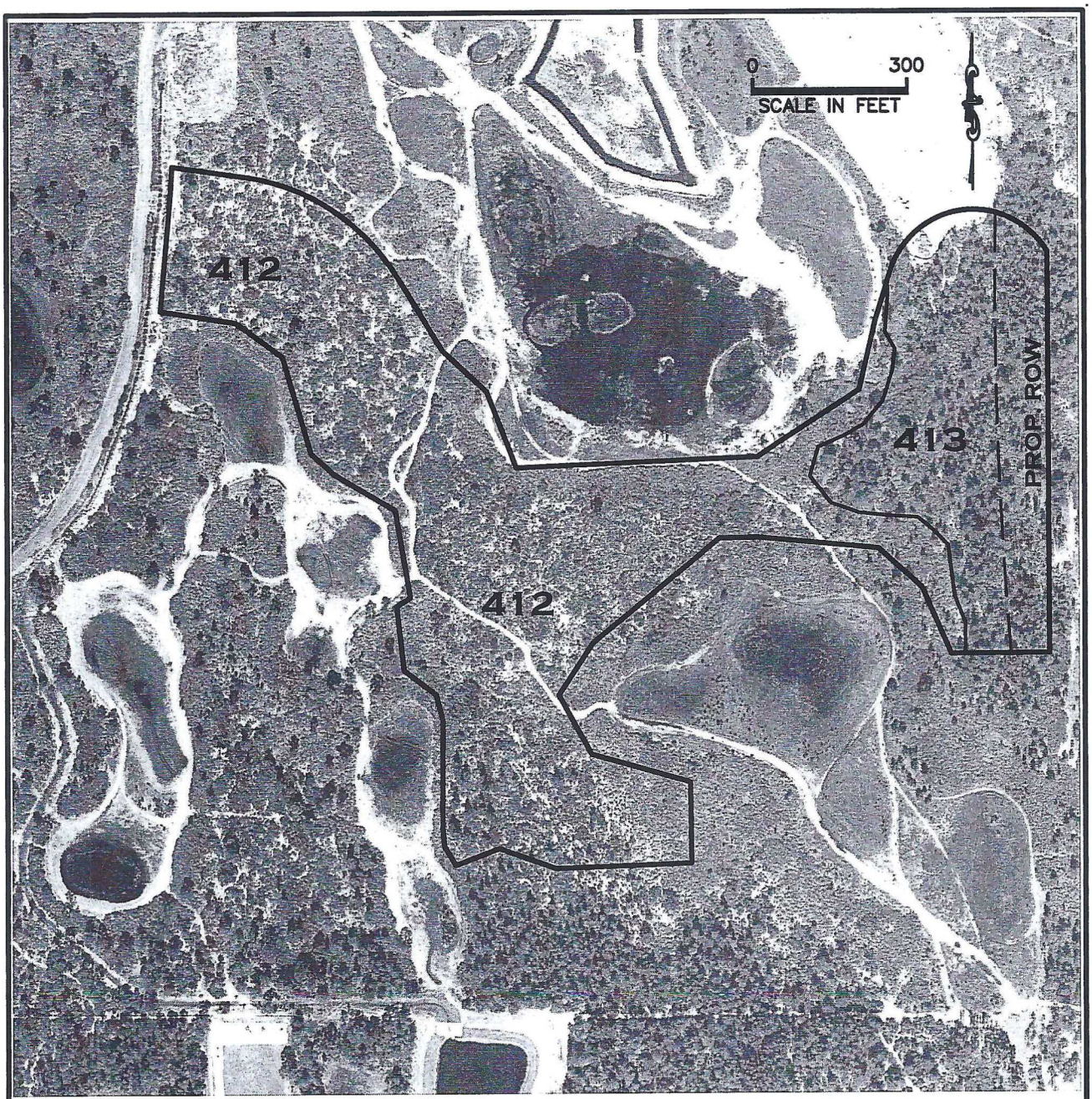
MARKETPLACE MITIGATION SITE

LOCATION MAP

EW CONSULTANTS, INC.
2081 SE OCEAN BOULEVARD, SUITE 2B
STUART, FLORIDA 34996
772-287-8771 FAX 772-287-2988
WWW.EWCONSULTANTS.COM

NOV 05

FIGURE 5



LEGEND

412 - XERIC OAK (14.9 AC.)

413 - SAND PINE (5.7 AC.)

MARKETPLACE

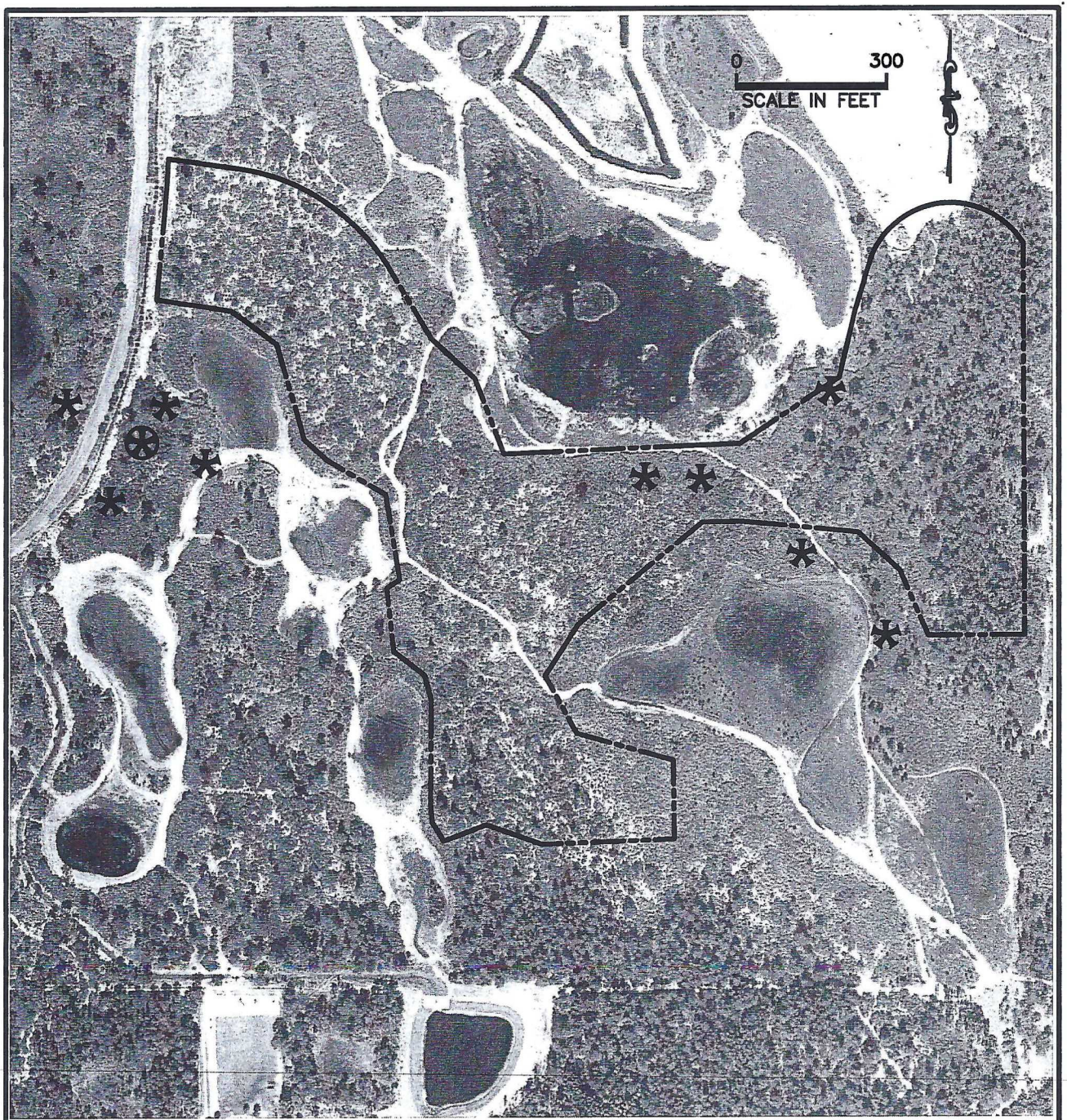
FLUCCS MAP

EW CONSULTANTS, INC.

2081 SE OCEAN BOULEVARD, SUITE 2B
STUART, FLORIDA 34996
772-287-8771 FAX 772-287-2988
WWW.EWCONSULTANTS.COM

JUN 05

FIGURE 2



* SCRUB JAY OBSERVED

⊛ SCRUB JAY NEST OBSERVED

MARKETPLACE

SCRUB JAY MAP

EW CONSULTANTS, INC.

2081 SE OCEAN BOULEVARD, SUITE 2B
STUART, FLORIDA 34996
772-287-8771 FAX 772-287-2988
WWW.EWCONSULTANTS.COM

JUN 05

FIGURE 1

Appendix 3 – Upland Mitigation PAMP's

PRESERVE AREA PROTECTION AND MAINTENANCE PLAN

MARKETPLACE AT STUART

CITY OF STUART

Revised July 21, 2009

Prepared by:

ECF
Ecological Consulting of Florida

4646 SE POMPANO TERRACE
STUART, FL 34997
772-220-7817

8018.00

PRESERVE AREA PROTECTION AND MAINTENANCE PLAN

MARKETPLACE AT STUART
CITY OF STUART, FLORIDA

PRESERVE AREA PROTECTION

The project site includes 2.17 acres of upland habitat that will be designated as preserve area. This area includes pine flatwoods with some level of disturbance by exotic vegetation. As a condition of approval all nuisance and non-native vegetation shall be eradicated. Non-native vegetation includes all species on the Exotic Pest Plant Council list as amended from time to time. Nuisance vegetation includes cattail, primrose willow and other species designated as nuisance or undesirable by the City of Stuart and the Florida Exotic Pest Plant Council at the time of the Final Site Plan approval. The following protection methods will be utilized for the preserve area as well as any trees to be preserved:

- Prior to any land preparation or other development activities a protective barrier easily visible to equipment operators shall be placed around all protected trees so as to encompass the entire tree protection zone.

- Specimen trees within parking areas shall be preserved with tree wells or other appropriate measures, if practical.

- No attachment, wires (other than supportive wires), signs or permits will be fastened to any protected tree.

- No equipment, construction materials or debris of any kind shall be placed within the protective barrier.

- Landscaping activities within the bounds of the protective barrier (before and after it is removed) shall be accomplished with light machinery or manual labor. Grubbing and similar activities are prohibited. Grubbing, i.e. clearing of existing vegetation or similar activities is prohibited within the protective barrier except for removal of prohibited species. The only activity permitted within protective barriers shall be supplemental landscaping. Supplemental landscape plant material shall be of similar cultural classification as existing vegetation. Temporary irrigation shall be permitted on an as-needed basis until plant establishment.

- In lieu of constructing the barriers required above, the developer may physically designate large areas containing protected trees where no land preparation or other development activities of any kind will occur. The area shall be designated by placing stakes a maximum of 25 feet apart and tying ribbon, plastic tape or rope from stake to stake along the outside perimeter of the area. This perimeter line shall be beyond the tree protection zone of any protected trees growing within the area.

- Required protective barriers and perimeter lines will remain in place until all construction activity, except landscaping within the protected area, is terminated.

- No fuel, paint, solvent, oil, thinner, asphalt, cement, grout or any other construction chemical or other material or tools of any kind shall be stored, or allowed in any manner to enter, within a required protective barrier or perimeter line.

- No equipment shall be cleaned within a required protective barrier or perimeter line.

- Water, sewer, and other utility lines will be routed around the tree protection zones of protected trees.

- If a line cannot reasonably be routed around the tree protection zone, the line shall be tunneled beneath the area within the zone. The tunnel shall be offset to one side of the trunk to prevent damage to the main tap roots.

Barricade and erosion control inspections will be at a minimum of once per week, or after 0.5 inch of rainfall. Maintenance needs will be determined during the inspection and will be performed on an as needed basis.

Preserve area signs will be installed at an interval of one sign per 100 feet and will be designated on the site plan. The preserve are signs shall include the following statement:

"PRESERVE AREA – NO DUMPING-NO TRIMMING-NO MOWING"

Barricade and erosion control plans are provided separately as part of the site plan submittal.

The off site 20.60 acres of preserve are not subject to adjacent development, but will require the same level of protection, with the exception of silt fencing and barricade fencing (not necessary due to no adjacent impacts).

PRESERVE AREA MONITORING AND MAINTENANCE

The preserve areas for this project include 2.17 acres on site, and 20.6 acres off site. These areas include varying amounts of exotic and nuisance vegetation.

All nuisance and non-native vegetation shall be eradicated within all wetlands and upland preserve areas. Non-native vegetation includes all species on the Exotic Pest Plant Council list as amended from time to time. Nuisance vegetation includes cattail, primrose willow and other species designated as nuisance or undesirable by the City of Stuart and the Florida Exotic Pest Plant Council at the time of the Final Site Plan approval.

Eradication shall consist of the most ecologically sound combination of mechanical removal, manual removal and herbicide treatment. All vegetative debris generated by the eradication must be disposed of outside the wetland or preserve area.

Areas cleared by exotic and nuisance vegetation eradication will be replanted as needed with desirable upland vegetation.

Both preserve areas (on site and off site) will be dedicated as conservation areas and recorded on deeds. Preserve Area signage and fencing will be provided to further protect the preserved uplands. Notice of the Preserve Areas will be made in the Deed of Covenants. In order to insure the continued viability and integrity of the preserve areas in their present condition, a monitoring and maintenance program is proposed. A monitoring plan shall be implemented to document the success of the maintenance program. The Property Owners Association will be responsible for conducting the required monitoring and submission of annual reports, as well as undertaking the required maintenance activities. Figures 1 and 2 depict the approximate locations of the transects. Discretion will be used in the field to locate these stations to best represent the actual conditions.

The monitoring program will consist of the following components for each wetland:

Vegetative Assessment: Quantitative measurements of vegetative cover will be provided measured as absolute coverage (ground cover, understory, and canopy) within an area of approximately 2,500 square feet at each monitoring station. Each fixed monitoring station will include measurements from the four cardinal directions with observations extending approximately 50 feet in each direction. Vegetative percent coverage for each cardinal direction is combined to calculate vegetative coverage for the station. This evaluation will consist of a listing of the most common plant species with an estimation of the percent cover of each. Special emphasis will be placed on the documentation of any exotic and/or nuisance species, and providing recommendations for vegetative maintenance.

Maintenance: Eradication of non-woody exotic vegetation will be through application of appropriately labeled herbicides. Woody vegetation will be cut with remaining trunks treated with an appropriately labeled herbicide. Vegetative debris will be collected and properly disposed of off site. Herbicide application will be conducted under the supervision of a properly licensed applicator. All herbicides applied within preserve areas must be properly labeled for use in natural areas. Maintenance and eradication will be conducted such that no more than 20 percent of the existing native vegetation coverage is lost per event. Supplemental plantings will be required for any areas not meeting this requirement.

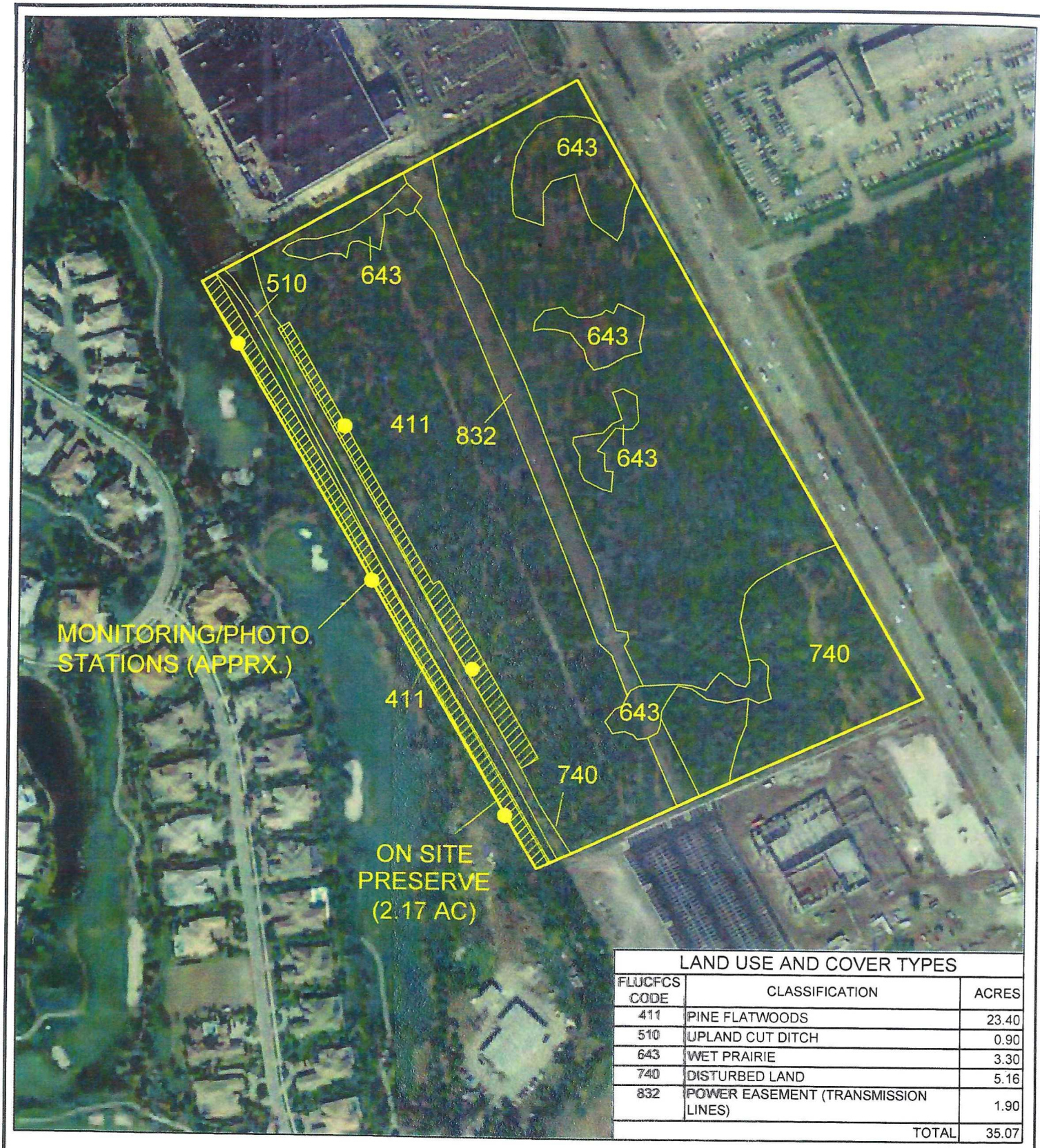
Wildlife: Observations of all wildlife observed within the preserve areas will be made during the monitoring periods.

Photographic Documentation: Photo-reference points will be established along each monitoring transect.

Report and Work Schedule: A baseline report will be prepared at the time of site plan approval. Subsequent annual reports will be submitted for a period of five consecutive years following the baseline. The following schedule is proposed:

Months after Permit Issuance	Activity
1 Month	Conduct Baseline Monitoring
2 Months	Record and Submit Conservation Easement
3 Months	Exotic Eradication (on site)
4 Months	Replanting of Eradication Area (as necessary)
12 Months	First Annual Monitoring
24 Months	Second Annual Monitoring
36 Months	Third Annual Monitoring
48 Months	Fourth Annual Monitoring
60 Months	Fifth Annual Monitoring

FIGURES



LAND USE AND COVER TYPES		
FLUCFCS CODE	CLASSIFICATION	ACRES
411	PINE FLATWOODS	23.40
510	UPLAND CUT DITCH	0.90
643	WET PRAIRIE	3.30
740	DISTURBED LAND	5.16
832	POWER EASEMENT (TRANSMISSION LINES)	1.90
	TOTAL	35.07

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADOPTATION BY ECOLOGICAL CONSULTING OF FLORIDA SHALL BE WITHOUT LIABILITY TO ECOLOGICAL CONSULTING OF FLORIDA.

GRAPHIC SCALE

150 0 150 450

1 inch = 300 ft.

ECF Ecological Consulting of Florida

LAND USE AND COVER MAP

MARKETPLACE AT STUART

MARTIN COUNTY FLORIDA

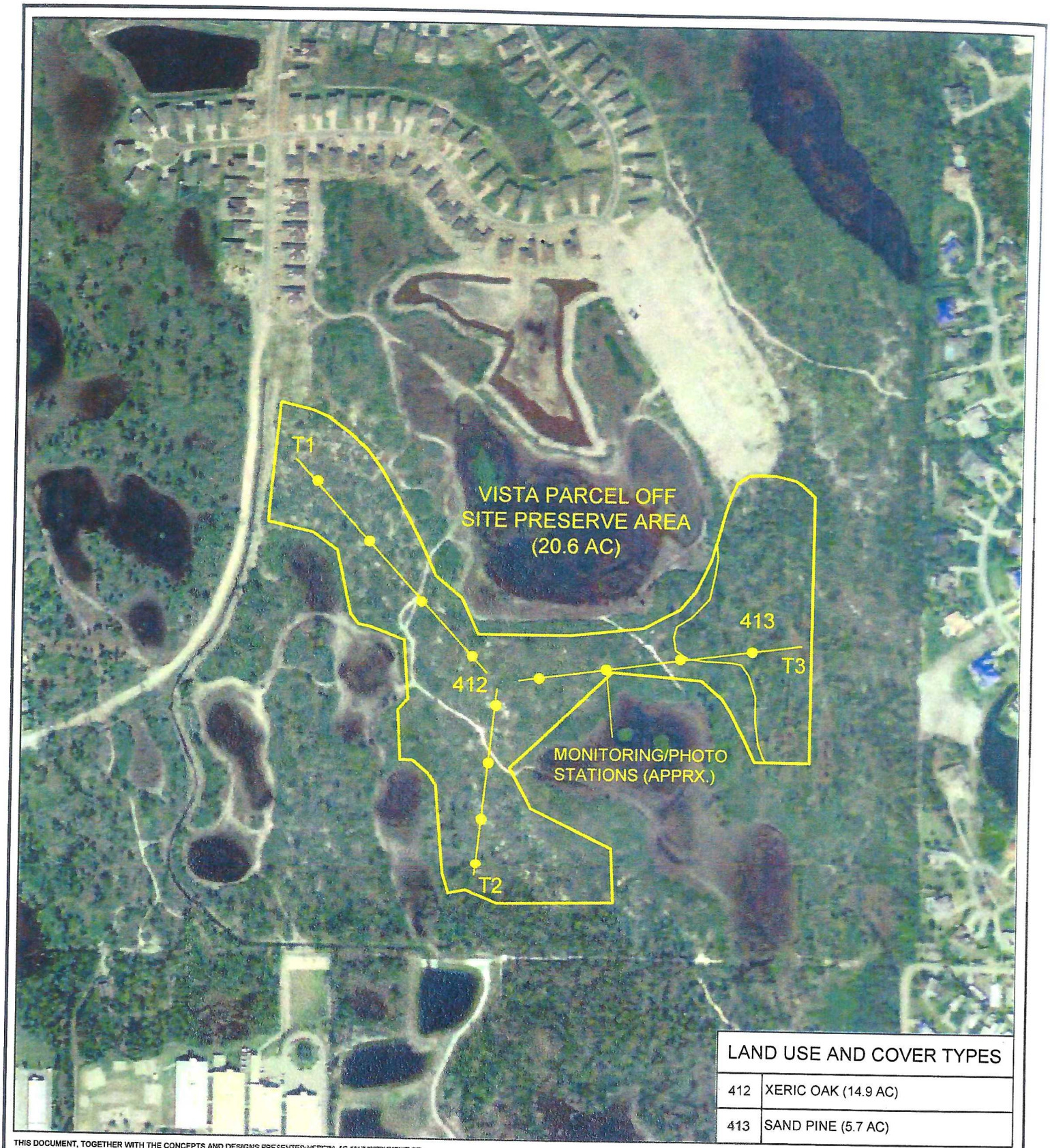
N W E S

SOURCE: LABINS DIGITAL ORTHO QUADRANGLE
HANSON GRANT, TOWNSHIP 38 SOUTH, RANGE 41 EAST

FIGURE 1

DATE: 7-21-09 rev

PROJECT No. 8018.00



LAND USE AND COVER TYPES	
412	XERIC OAK (14.9 AC)
413	SAND PINE (5.7 AC)

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADOPTATION BY ECOLOGICAL CONSULTING OF FLORIDA SHALL BE WITHOUT LIABILITY TO ECOLOGICAL CONSULTING OF FLORIDA.

GRAPHIC SCALE
200 0 200 600
1 inch = 400 ft.

ECF
Ecological Consulting of Florida

OFF SITE MITIGATION MAP
MARKETPLACE AT STUART

MARTIN COUNTY FLORIDA

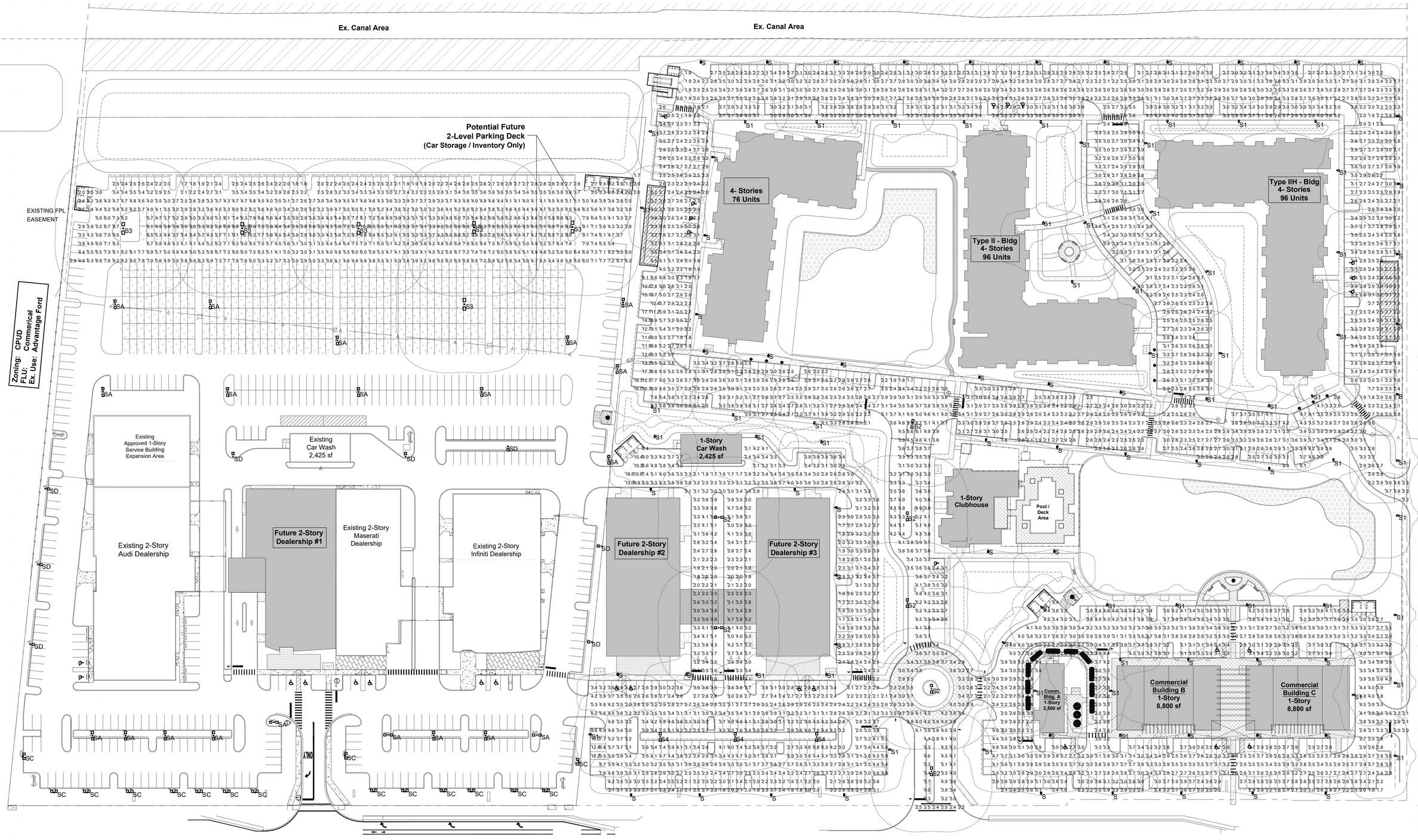
N
W E
S

SOURCE: LABINS DIGITAL ORTHO QUADRANGLE
SECTION 29, TOWNSHIP 37 SOUTH, RANGE 41 EAST

FIGURE 2

DATE: 7-21-09 rev

PROJECT No. 8018.00



SITE LIGHTING PHOTOMETRICS

SCALE: 1"=50'-0"

STATISTICS					
Description	Symbol	Avg	Max	Min	Max/Min
PARKING AREA (Z=0')	+	3.4 fc	18.6 fc	1.6 fc	11.6:1

REVISIONS

EDEN / MAR - STUART

FOR:

LOCATED AT:

CITY OF STUART, FLORIDA

THE PLANS ARE BASED ON ARCHITECTURE BY: MSA ARCHITECTS, INC

FRANYIE ENGINEERS INC.

Certificate of Authorization # 00002906

VIVIANA FRANYIE PE # 49985 MECH

ALEJANDRO FRANYIE PE # 73089 MECH

10610 NW 27 Street, Miami FL 33172
T: (305)592-1360 F: (305)594-9279
www.franyieengineers.com

JOB NUMBER XX-XXX

DATE Permit Submittal 2022.12.21

PRINT DATE: Oct 3 2023

JOB NO. 2223.PRJ

SHEET TITLE: SITE LIGHTING PHOTOMETRICS

SHEET NUMBER: EPH-1

ENGINEER'S BUILDING CODE STATEMENT: TO THE BEST OF THE ENGINEER'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633, FLORIDA STATUTES.

LUMINAIRE SCHEDULE

Symbol	Label	Qty	Catalog Number	Description	Lamp	Lumens	LLF	Watts
	S	54	NEW NLS LIGHTING NV-1-T4-64L-7-40K-UNV-HSS-FINISH POLE MOUNTED 25' AFG	SINGLE LED LUMINAIRE WITH TYPE IV DISTRIBUTION AND HOUSE-SIDE SHIELD ON POLE	WHT LED, 40K, 70 CRI	Absolute	0.85	136
	S1	55	NEW NLS LIGHTING NV-1-T4-64L-7-40K-UNV-FINISH POLE MOUNTED 25' AFG	SINGLE LED LUMINAIRE WITH TYPE IV DISTRIBUTION ON POLE	WHT LED, 40K, 70 CRI	Absolute	0.85	136
	S2	7	NEW NLS LIGHTING NV-1-T5-64L-1-40K-FINISH POLE MOUNTED 25' AFG	TWIN (180D) LED LUMINAIRES WITH TYPE V DISTRIBUTION ON POLE	WHT LED, 40K, 70 CRI	Absolute	0.85	410
	S3	6	NLS LIGHTING NV-2-T5-112L-1-40K-FINISH POLE MOUNTED 25' AFG	TWIN (180D) LUMINAIRES WITH TYPE V DISTRIBUTION ON POLE	WHT LED, 40K, 70 CRI	Absolute	0.85	732
	S4	3	NLS LIGHTING NV-1-T3-48L-7-40K-UNV-FINISH POLE MOUNTED 25' AFG	TWIN (180D) LUMINAIRES WITH TYPE III DISTRIBUTION ON POLE	WHT LED, 40K, 70 CRI	Absolute	0.85	208
	SA	20	SIMILAR TO EXISITNG SHOWN IN FPL PROGRAM MCGRAW GLEON-AF-10-LED-E1-SWQ-FINISH/MA1037-XX POLE MOUNTED 18' AFG	TWIN (180D) LUMINAIRES WITH TYPE V DISTRIBUTION ON POLE	WHT LED, 40K, 70 CRI	Absolute	0.85	1116
	SC	16	SIMILAR TO EXISTING IN FPL PROGRAM MCGRAW GLEON-AF-10-LED-E1-T4FT-FINISH-L90 & R90 MA1037-XX POLE MOUNTED 18' AFG	TWIN LED LUMIARES WITH TYPE IVFT DISTRIBUTION ON POLE	WHT LED, 40K, 70 CRI	Absolute	0.85	1116
	SD	8	SIMILAR TO EXISTING SHOWN IN FPL PROGRAM GLEON-AF-10-LED--E1-T4FT-FINISH-MA1037-XX MOUNTED 18' AFG ON POLE	SINGLE LED LUMINAIRE WITH TYPE IVFT DISTRIBTION ON POLE	WHT LED, 40K, 70 CRI	Absolute	0.85	558

SURFACE SCHEDULE

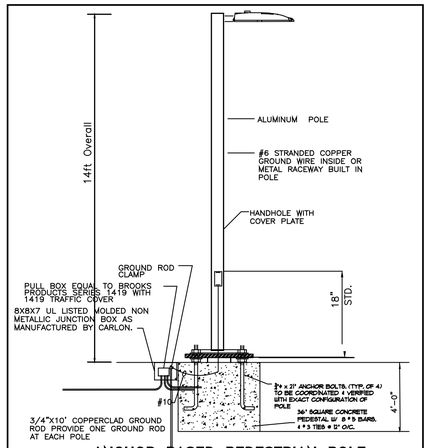
Name	Reflectances Front	Back
1 STORY CAR WASH	30%	30%
1 STORY CLUBHOUSE	30%	30%
4 STORY BLDG TYPE IIH	30%	30%
4 STORY BLDG. TYPE I	30%	30%
4 STORY BLDG. TYPE II	30%	30%
COMM BLDG 1 STORY	30%	30%
COMM BLDG B 1 STORY	30%	30%
DUMPSTER	0%	0%
EXISTING 2 STORY INFINITI DEALERSHIP	30%	30%
EXISTING 2 STORY MPSERAT BLDG DEALERSHIP	30%	30%
EXISTING CAR WASH	30%	30%
FUTURE 2 STORY BLDG DEALERSHIP # 1	30%	30%
FUTURE 2 STORY DEALERSHIP # 2	30%	30%
FUTURE 2 STORY DEALERSHIP # 3	30%	30%
TRASH	0%	0%
TRASH COMPACTOR	0%	0%
TWO STORY EXISTING BLDG	30%	30%

NOTES

1. CALCULATIONS HAVE BEEN PERFORMED ACCORDING TO IES STANDARDS AND PRACTICE. SOME DIFFERENCES BETWEEN MEASURED VALUES AND CALCULATED RESULTS MAY OCCUR DUE TO TOLERANCES IN CALCULATION METHODS, TESTING PROCEDURES, COMPONENT PERFORMANCES, MEASURED CONDITIONS SUCH AS TECHNICAL AND FIELD VOLTAGES AND TEMPERATURE VARIATIONS. INPUT DATA SUCH AS ROOM DIMENSIONS, REFLECTANCES, FURNITURE, LIGHT LOSS FACTOR, FURNITURE, ARCHITECTURAL ELEMENTS AND FOLIAGE SIGNIFICANTLY AFFECT THE LIGHTING CALCULATIONS. IF THE REAL ENVIRONMENT DO NOT MATCH INPUT DATA DIFFERENCES WILL OCCUR BETWEEN MEASURED AND CALCULATED VALUES.

2. POLES" TYPE S,S1,S2,S3 & S4 ARE TO BE 25' AFG AND 34' OL OR AS INDICATED BY BORING TEST RESULTS - BY OTHERS. POLES ARE TO HAVE A 2-3/8" TENON. LUMINAIRES ARE TO HAVE A SUITABLE TENON ADAPTER PAINTED SAME AS LUMINAIRES.

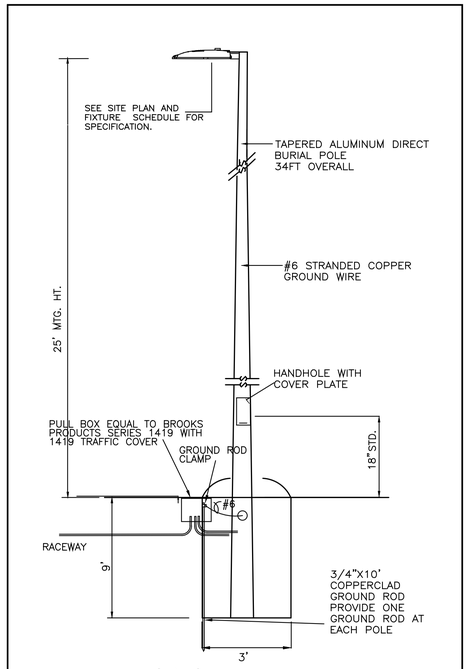
3. WIND LOAD CALCULATIONS, TO MEET SOUTH FLORIDA WIND LOAD REQUIREMENTS, MUST BE PREPARED AND SUBMITTED AS PART OF THE SUBMITTAL PROCESS. SAID CALCULATIONS MUST BE SIGNED AND SEALED BY FLORIDA REGISTERED ENGINEER.



ANCHOR BASED PEDESTRIAN POLE
ALUMINUM POLE DETAIL N.T.S.

PROVIDE POLE SUBMITTAL WITH WIND LOAD CALCS SIGNED & SEALED BY A FL REG. ENGINEER AS PROVIDED BY THE MANUFACTURER AND/OR VENDOR (HAPCO OR EQUAL)

"COMPLETE LIGHT POLE ASSEMBLY INCLUDING POLE, CROSS ARM(S), LIGHT FIXTURE(S) AND FOUNDATION MEET THE MINIMUM REQUIREMENTS OF THE HVHZ SECTIONS OF THE 2020 FLORIDA BUILDING CODE AND ASCE 7-10 156 MPH EXPOSURE C REQUIREMENTS."



ALUMINUM POLE DIRECT BURIAL
N.T.S.

PROVIDE POLE SUBMITTAL WITH WIND LOAD CALCS SIGNED & SEALED BY A FL REG. ENGINEER AS PROVIDED BY THE MANUFACTURER AND/OR VENDOR (HAPCO OR EQUAL)

"COMPLETE LIGHT POLE ASSEMBLY INCLUDING POLE, CROSS ARM(S), LIGHT FIXTURE(S) AND FOUNDATION MEET THE MINIMUM REQUIREMENTS OF THE HVHZ SECTIONS OF THE 2020 FLORIDA BUILDING CODE AND ASCE 7-10 156 MPH EXPOSURE C REQUIREMENTS."

REVISIONS

EDEN / MAR - STUART

FOR:

LOCATED AT:
CITY OF STUART, FLORIDA

THE PLANS ARE BASED ON ARCHITECTURE BY:
MSA ARCHITECTS, INC

FRANYIE ENGINEERS INC.

Certificate of VIVIANA FRANYIE
Authorization # PE # 49985 MECH
00002906
ALEJANDRO FRANYIE
PE # 73089 MECH

10610 NW 27 Street, Miami FL 33172
T:(305)592-1360 F:(305)594-9279
www.franyieengineers.com

JOB NUMBER XX-XXX

DATE Permit Submittal 2022.12.21
PRINT DATE: Oct 3 2023

ENGINEER'S BUILDING CODE STATEMENT: TO THE BEST OF THE ENGINEER'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

JOB NO. 2223.PRJ

SHEET TITLE:
SITE LIGHTING PHOTOMETRICS

SHEET NUMBER:
EPH-2

Eden / Mar-Stuart CPUD

CPUD Allowed Uses

CPUD Allowed Uses:

Residential Land Uses
- Multi-family dwelling units
- Residential units combined with non-residential uses

Institutional Uses
- Child care center (< five acres)

Health Care Uses
- Massage therapy establishment
- Office, low intensity medical
- Office, medical
- Pain management clinics (CU: Conditional Use)

Commercial Uses
- Automatic amusement center and game room,
- Automobile rental/leasing,
- Automobile repair services, major and minor
- Automobile sales provided all repair and service shall be done within an enclosed building
- Bakeries, retail ~~and/or wholesale warehouses~~
- Banks/financial institutions
- Barbershop, beauty salons, specialty salons,
- Bars
- Boat sales and service
- Car washes
- Catering shops
- Clubs, lodges, fraternal organizations
- Craft distillery
- Dry cleaning establishment
- Farm equipment and supply sales establishments~~, including open storage~~
- Flea markets
- Health clubs
- Health spas
- Laundry establishments (self- service)
- Microbrewery
- Office, business or professional
- Office, low intensity medical
- Office, veterinary
- Pool hall/billiard parlor
- Repair services
- Restaurants, convenience and general
- Restaurants, drive-thru
- Restaurants, limited

- Retail, bulk merchandise
- Retail, furniture store
- Retail, intensive sales
- Retail, non-intensive sales and service
- Retail, strip shopping center
- Rooftop dining areas (CU: Conditional Use)
- Studio (art, dance, music, exercise)

Recreational Uses

- Public parks
- dog park
- Swimming pools

EDEN / MAR-STUART CPUD **SIGNS: DESIGN STANDARDS MATRIX**						
Type of Sign	Quantity	Area (max.)	Location	Height	Sign Copy Limits	Illumination
Wall	Not more than two per occupant	1.5 sq. ft. for first 25 linear feet occupancy; then 1 sq. ft. per linear foot over 25 linear feet occupancy (not to exceed 100 sq. ft. per occupancy)	on building face	N/A	N/A	Allowed
Projecting	One per street frontage per occupant	16 sq. ft./face	from building face (6' max)	9' minimum	N/A	Allowed
Under canopy	One per street frontage per occupant	4 sq. ft./face	hung under canopy	N/A	N/A	Allowed
Monument	~~One or more allowed based on parcel frontage~~ Maximum of eight (8) monument signs allowed along CPUD frontage. - One (1) per each Car Dealership, One (1) for Multi-family Residential component & One (1) for Commercial / Retail Area	¾ sq. ft. per linear foot of frontage (not to exceed 100 sq. ft/face with (2) face maximum per monument sign. ~~with a~~ Minimum ~~300'~~ 100' separation ~~per parcel~~ between signs.	10' front yard setback minimum ~~and 25' front yard setback maximum~~	15' max on US1, otherwise 10' max	6' - 3 tenant signs/face 10' – 4 to 6 tenant signs/face 12' - 5 to 8 tenant signs/face 15' - 6 to 9 tenant signs/face	Allowed

NOTE: Any existing sign non-conforming which are damaged by more than 50% shall be replaced based on the standards per this code.

Free-standing	One per frontage	16 sq. ft./face (6 ft. max width) with a minimum 300' separation	10' front yard setback	6' max	6' - 3 tenant signs/face	Allowed
Directory	One per building	24 sq. ft.	on building face	N/A	N/A	Allowed
Tenant	One per business	2 sq. ft.	at the entrance of the office	N/A	N/A	N/A
Billboard ("I" district only)	1000' separation and 300' from residential	100 sq. ft. / face with (2) face maximum per sign (20 ft. max width and 8 ft. max height)	at least 20 feet from road right of way or property line	25' max	N/A	Allowed
Manual or Electronic Changeable Copy	One changeable copy message sign per street frontage; 2 max per parcel	100 sq. ft. (may be exceeded if it is determined by the Development Director that a larger sign is necessary to complement the architectural character of the structure to which it is attached)	On primary building frontage; vertical clearance of at least 9' above grade; shall be installed perpendicular or parallel to the building facade	N/A	N/A	Allowed

NOTE: Any existing sign non-conforming which are damaged by more than 50% shall be replaced based on the standards per this code.

BUILDING DATA, INTENSITY & FAR ANALYSIS

Date: Revised 7-31-24

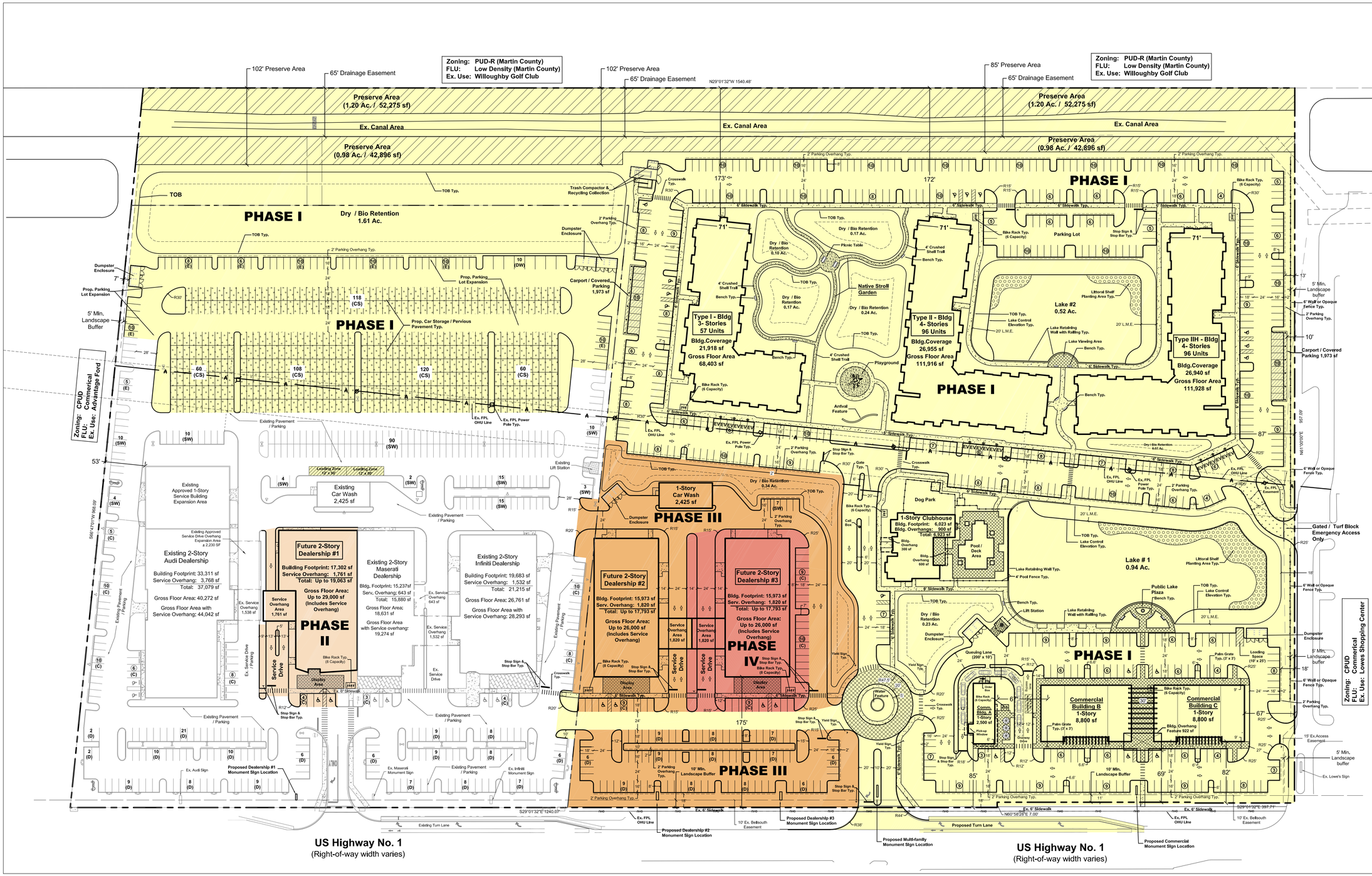
EXISTING APPROVED MAR-STUART CPUD - 12.31 AC. (536,224 SF)		
Building	***Building Coverage as Approved**	***Gross Floor Area as Approved**
Existing Audi Dealership	33,311	40,272
Existing Infiniti Dealership	19,683	26,761
Existing Maserati Dealership	15,237	18,631
Existing Car Wash	2,425	2,425
TOTAL	**70,656**	**88,089**
	FLOOR AREA RATIO: (88,089 SF / 536,224 SF) = 0.16	

***NOTE: The Approved Mar-Stuart CPUD did not include the existing dealership building's service overhang areas as part of the building coverage or gross floor area calculations per staff's direction at this time.**

PROPOSED MAR-STUART CPUD PARCEL - 12.31 AC. (536,224 SF) FLU: Commercial				
Building	**Bldg. Coverage w/ Service Overhangs**	**Gross Floor Area w/ Service Overhangs**	**Density**	**Non-Residential Area / Intensity %**
Existing Audi Dealership	37,079	44,042	0 Units	
Existing Infiniti Dealership	21,215	28,293	0 Units	
Existing Maserati Dealership	15,880	19,274	0 Units	
Existing Car Wash	2,425	2,425	0 Units	
Future Dealership #1	19,063	29,000	0 Units	
TOTAL	**95,662**	**123,034**	**0 Units**	**12.31 Ac. / 100%**
	FLOOR AREA RATIO: (123,034 SF / 536,224 SF) = 0.23			

PROPOSED NORTH VACANT PARCEL - 22.76 AC. (991,594 SF) FLU: Neighboorhood Special Disctrict				
Dealership Buildings	**Building Coverage w/ Overhangs**	**Gross Floor Area w/ Overhangs**	**Density**	**Non-Residential Area / Intensity %**
Future Dealership #2	17,793	26,000	0 Units	
Future Dealership #3	17,793	26,000	0 Units	
Proposed Car Wash	2,425	2,425	0 Units	
Commercial Buildings	**Building Coverage w/ Overhangs**	**Gross Floor Area w/ Overhangs**	**Density**	
Comm. Building A	2,500	2,500	0 Units	
Comm. Building B	8,800	8,800	0 Units	
Comm. Building C	8,800	8,800	0 Units	
Comm. Bldg. Overhang Feature	922	922	0 Units	
				12.73 Ac. / 56%
Multi-family Buildings	**Building Coverage w/ Overhangs**	**Gross Floor Area w/ Overhangs**	**Density**	**Residential Area / Intensity %**
MF Building - Type I	21,918	68,403	57 Units	
MF Building - Type II	26,955	111,916	96 Units	
MF Building - Type IIH	26,940	111,928	96 Units	
Clubhouse	6,923	6,923	0 Units	
Carports (includes both)	3,946	3,946	0 Units	
TOTAL	**145,715**	**378,563**	**249 Units (10.94 DU/AC)**	**10.03 Ac. / 44%**
	FLOOR AREA RATIO: (378,563 SF / 991,594 SF) = 0.38			

REVISED DATA 7-31-24



Phasing Legend

Phase I | Phase II | Phase III | Phase IV

Scale: 1" = 60'

0' 30' 60' 120' 180'

North

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Eden / Mar-S-Florida

City of Stuart CPUD Major Development Phasing Plan

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Job No.	2022-21
Drawn By	JB
Checked By	TT
Approved By	MH
Submittal Dates	10-11-23
Revision Dates	3-27-24
	7-31-24

PH-1

EDEN MAR STUART

SE FEDERAL HIGHWAY
CITY OF STUART, FLORIDA

TRAFFIC IMPACT ANALYSIS

PREPARED FOR:
EDEN MULTIFAMILY

Prepared by:

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Revised August 29, 2024
Revised January 19, 2024
Revised November 30, 2023
Revised September 8, 2023
September 30, 2022

This item has been electronically signed and sealed by Dr. Juan F. Ortega, PE on August 29, 2024 using a Digital Signature. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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1. INTRODUCTION

JFO Group Inc. has been retained to prepare a Traffic Impact Analysis (TIA) according to *Section 4.05.00.* of the *City of Stuart Unified Land Development Code*. The property is located west of US-1, ±0.3 miles north of SE Pomeroy Street in the City of Stuart, Florida. Parcel Control Numbers associated with this project are 38-38-41-025-000-00010-0/-00020-0. Exhibit 1 includes information from the Martin County Property Appraiser's office for the parcels included in the proposed project. Figure 1 shows an aerial location of the site in relation to the transportation network.

Figure 1: Project Location – Aerial

The Eden Mar Stuart project is proposing a major amendment to the existing 12.31-acre property to add the adjacent 22.76-acre Market Place CPUD parcel on the north creating one large site totaling 35.07-acre parcel. The proposed development includes 166,664 SF of Automobile Sales, 17,600 square feet of commercial uses, a 2,500 SF Coffee/Donut Shop with Drive-Through Window and a 249-apartment complex. Exhibit 2 includes a copy of the proposed site plan. Project build-out is expected in the year 2026.

2. TRIP GENERATION

Trip generation rates were based on the 11th Edition of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE) and based on field counts. Table 1 includes the trip generation rates used for Daily, AM and PM peak hour. Exhibit 3 includes trip generation rates from the ITE manual. Similarly, Exhibit 3 includes trip generation rate calculations for the existing automobile sales facility using turning movement counts (TMCs). When fitted curve equations were not available, weighted average rates were used. Similarly, when data plots had at least 20 data points and a fitted curve equation with an R^2 of at least 0.75, fitted curve equations were used.

Table 2 includes the trip generation for the proposed project for Daily, AM and PM peak hour conditions. Exhibit 4 includes internal capture calculations for daily, AM and PM conditions.

Table 1: Trip Generation Rates

Land Use	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Automobile Sales (New)	JFO	11.20[1]	77%	23%	1.12	33%	67%	0.88
Multifamily Housing (Mid-Rise)	221	4.54	23%	77%	T=0.44(X)-11.61	61%	39%	T=0.39(X)+0.34
Strip Retail Plaza (<40k)	822	54.45	60%	40%	2.36	50%	50%	6.59
Coffee/Donut Shop with Drive-Through Window	937	533.57	51%	49%	85.88	50%	50%	38.99

[1] *As part of a conservative analysis, daily traffic was assumed 10 X Peak Hour.*

According to Table 2, the net Daily, AM and PM peak hour trips potentially generated due to the planned development are 2,382, 205 (103 In/102 Out) and 204 (101 In/103 Out) trips respectively.

Table 2: Trip Generation

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
EXISTING DEVELOPMENT								
Automobile Sales (New)	85,664[1] SF	959	74	22	96	25	50	75
Net Existing Traffic		***959***	***74***	***22***	***96***	***25***	***50***	***75***
PROPOSED DEVELOPMENT								
Multifamily Housing (Mid-Rise)	249[2] DUs	1,130	23	75	98	59	38	97
Strip Retail Plaza (<40k)	17,600[3] SF	958	25	17	42	58	58	116
Coffee/Donut Shop W/ DT Window	2,500[4] SF	1,334	110	105	215	49	48	97
Automobile Sales (New)	166,664[5] SF	1,867	144	43	187	49	98	147
	Σ	**5,289**	**302**	**240**	**542**	**215**	**242**	**457**
Internal Capture		**12.2%**	**8.5%**			**11.8%**		
Multifamily Housing (Mid-Rise)		160	3	9	12	8	6	14
Strip Retail Plaza (<40k)		144	3	3	6	7	7	14
Coffee/Donut Shop W/ DT Window		170	7	7	14	6	6	12
Automobile Sales (New)		170	10	4	14	6	8	14
	Σ	**(644)**	**(23)**	**(23)**	**(46)**	**(27)**	**(27)**	**(54)**
Driveway Volumes		***4,645***	***279***	***217***	***496***	***188***	***215***	***403***
Pass-By								
Strip Retail Plaza (<40k)	40%[6]	326	9	5	14	20	21	41
Coffee/Donut Shop W/ DT Window	90% AM 98% PM[7]	978	93	88	181	42	41	83
	Σ	**(1,304)**	**(102)**	**(93)**	**(195)**	**(62)**	**(62)**	**(124)**
Net Proposed Traffic		***3,341***	***177***	***124***	***301***	***126***	***153***	***279***
Net Traffic		***2,382***	***103***	***102***	***205***	***101***	***103***	***204***
Net External Trips		***3,686***	***205***	***195***	***400***	***163***	***165***	***328***

[1] =40,272 (Existing Audi Dealership) + 18,631 (Existing Maserati Dealership) + 26,761 (Existing Infiniti Dealership)
[2] =57 (Building I) + 96 (Building II) + 96 (Building IIH)
[3] =8,800 (Retail B) + 8,800 (Retail C)
[4] Retail A
[5] =85,664 (Existing Dealerships) + 29,000 (Dealership #1) + 26,000 (Dealership #2) + 26,000 (Dealership #3)
[6] Pass-By Rates were not available for ITE LU 822. ITE LU 821 rates were used instead. See Exhibit 3.
[7] Pass-By Rates were not available for ITE LU 937. ITE LU 938 rates were used instead. AM = 90%. PM = 98%. Daily = Weekday Midday = 84%.

3. TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution and assignment incorporates the characteristics of the proposed development as well as the surrounding network configuration. Figure 2 shows the proposed project traffic assignment for all roadway links included in the Study Area. Table 3 presents a summary of the project impact on all roadway links included within the Study Area during Peak Hour, Peak Direction conditions.

Table 3: Project Impact

Roadway	From	To	LOS Capacity	Traffic Assignment	Project Traffic	Project Impact
Indian St	Willoughby Blvd	SR-5	2000	25.0%	26	1.3%
Indian St	SR-5	Commerce Ave	2000	10.0%	10	0.5%
Indian St	Commerce Ave	CR-A1A	2000	10.0%	10	0.5%
Market Pl	SR-5	Commerce Ave	790	0.0%	0	0.0%
Pomeroy St	Willoughby Blvd	SR-5	790	10.0%	10	1.3%
SR-5 (US-1)	Salerno Rd	Monroe St	3020	20.0%	21	0.7%
SR-5 (US-1)	Monroe St	Pomeroy St	3020	30.0%	31	1.0%
	Pomeroy St	Site		40.0%	41	1.4%
	Site	Indian St		60.0%	62	2.1%
SR-5 (US-1)	Indian St	SR-714	3020	25.0%	26	0.9%

As can be seen in Table 3, the project impact to the first connection to the Major Road Network will consume more than one percent (1%) of the peak-hour peak-direction capacity while all Major Roadway Segments will consume less than five percent (5%).

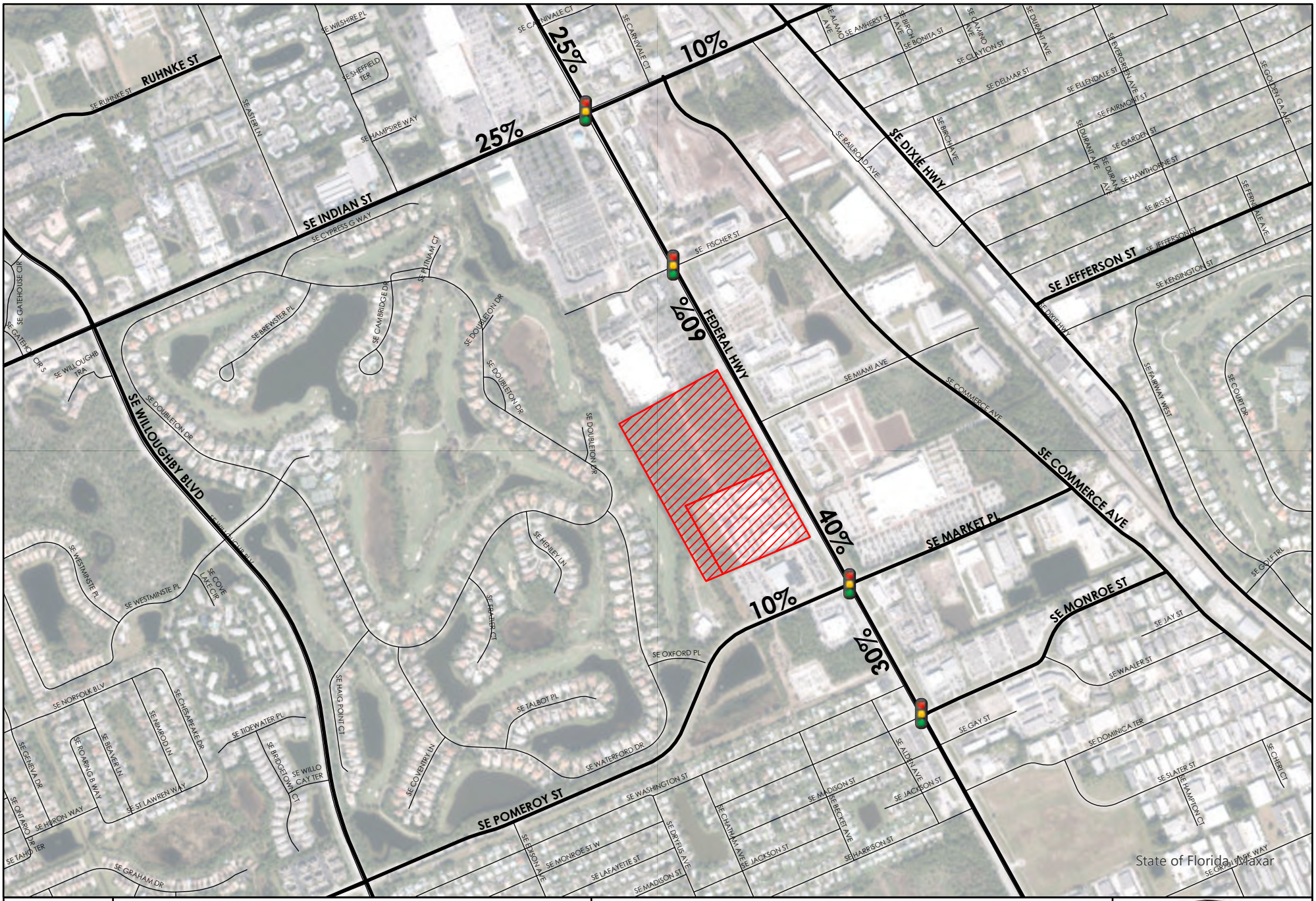


FIGURE 2:
TRAFFIC ASSIGNMENT
EDEN MAR STUART

4. DATA COLLECTION

Traffic counts should be performed on typical midweek days (Tuesday, Wednesday, or Thursday). All counts collected followed the Florida Department of Transportation's Manual on Uniform Traffic Studies (MUTS) and other applicable standards. Traffic volumes were adjusted by applying the seasonal factor as established in the FDOT Project Forecasting Handbook. Exhibit 5 includes a summary of all traffic data collection efforts as well as Peak Seasonal Factors from F-DOT.

4.1. Intersection Turning Movement Counts

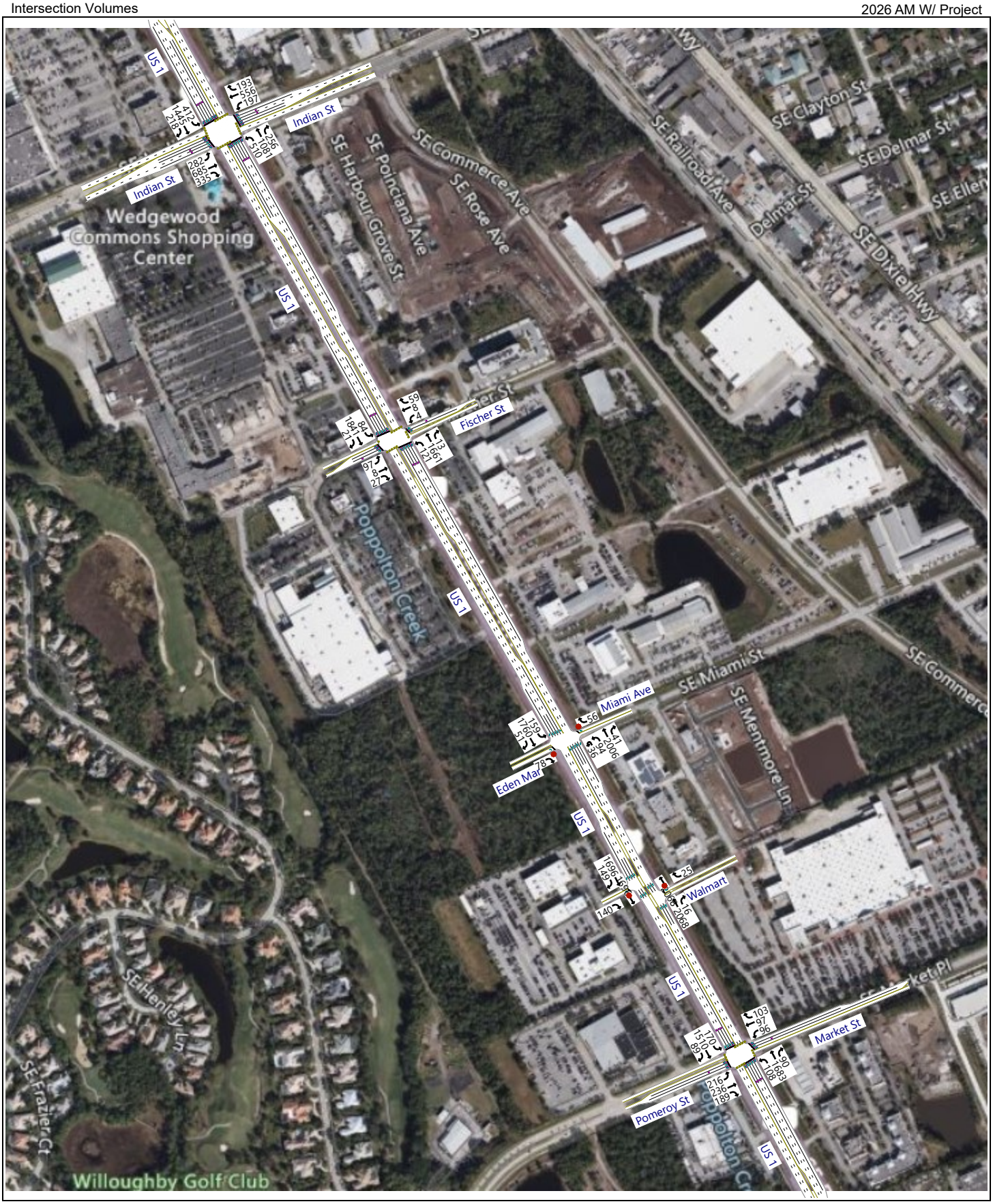
Intersection turning movement counts were collected on Tuesday September 20, 2022 from 7AM to 9AM, and from 4PM to 6PM at the intersections most impacted by the proposed development:

a. US-1 and Indian Street;
b. US-1 and Fischer Street;
c. US-1 and Miami Avenue;
d. US-1 and Walmart/Maserati Driveway; and
e. US-1 and Pomeroy Street.

Figure 3 summarizes 2026 AM peak hour traffic calculated using the field data collection counts, F-DOT Peak Season Factors, background growth and project traffic while Figure 4 does the same for 2026 PM peak hour conditions.

Figure 3
Intersection Volumes

EDEN MAR STUART
2026 AM W/ Project

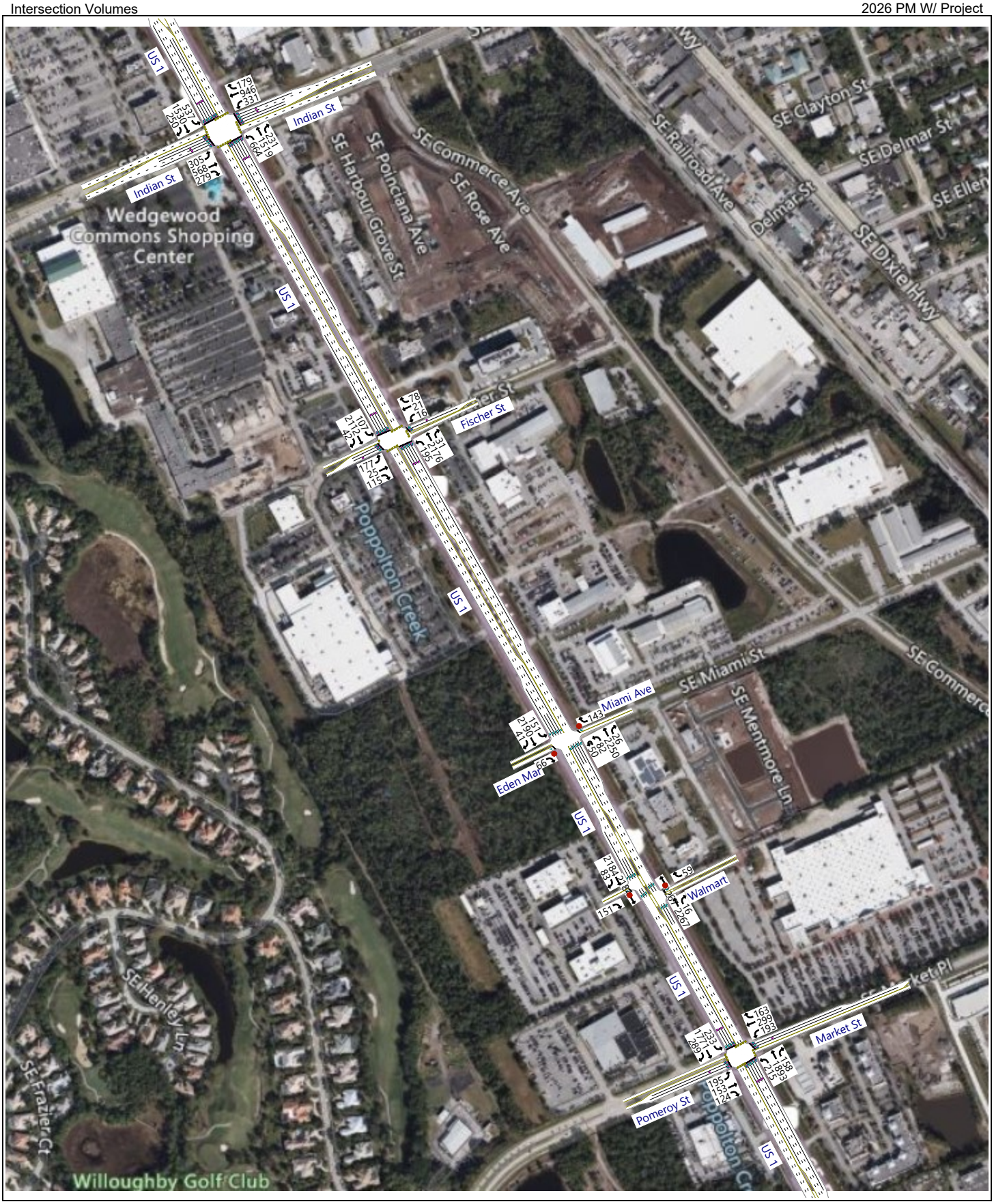


2024-08-29_Eden Mar Stuart_TPS_1033.03.syn
Synchro 12

JFO GROUP INC
JFO#1033.03

Figure 4
Intersection Volumes

EDEN MAR STUART
2026 PM W/ Project



2024-08-29_Eden Mar Stuart_TPS_1033.03.syn
Synchro 12

JFO GROUP INC
JFO#1033.03

5. BUILDOUT ANALYSIS

City of Stuart Intersections and links on the first accessed roadway were analyzed at the anticipated project buildout. Exhibit 6 includes an analysis to determine the areawide growth rate to be used for link and intersection analyses.

5.1. Intersections

Intersection analyses with and without project were performed at the signalized intersections of US-1 and Indian Street, Fischer Street and Pomeroy Street. Exhibit 7 includes intersection analyses for the intersections nearest to the point at which the Project's Traffic enters the first accessed roadway Link while Table 4 summarizes the V/C Synchro results.

Table 4: Signalized Intersections – Buildout Volume/Capacity

MOEs	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
US-1 & Indian Street												
Volume AM WOP	282	685	309	187	556	193	484	1055	246	412	1419	218
V/C	0.79	0.88	0.89	0.80	0.85	0.66	0.68	0.82	0.61	0.55	1.05	0.37
Volume AM WP	282	685	335	197	556	193	510	1081	256	412	1445	218
V/C	0.69	0.84	0.92	0.81	0.85	0.66	0.77	0.83	0.63	0.59	1.07	0.36
Volume PM WOP	305	568	254	321	946	179	638	1493	221	537	1505	250
V/C	0.87	0.84	0.84	0.56	1.05	0.44	1.07	1.13	0.54	0.97	1.20	0.45
Volume PM WP	305	568	279	331	946	179	664	1519	231	537	1530	250
V/C	0.87	0.78	0.86	0.63	1.05	0.44	1.12	1.15	0.56	0.97	1.22	0.45
US-1 & Fischer Street												
Volume AM WOP	97	8	27	4	8	59	121	1600	13	84	1779	21
V/C	0.48	0.00	0.14	0.04	0.00	0.76	0.22	0.85	0.02	0.15	0.96	0.04
Volume AM WP	97	8	27	4	8	59	121	1661	13	84	1841	21
V/C	0.48	0.00	0.14	0.04	0.00	0.76	0.22	0.88	0.02	0.15	0.99	0.04
Volume PM WOP	177	25	115	16	21	78	195	2114	31	107	2051	42
V/C	0.81	0.00	0.42	0.21	0.00	0.59	0.39	1.12	0.05	0.23	1.14	0.08
Volume PM WP	177	25	115	16	21	78	195	2176	31	107	2112	42
V/C	0.81	0.00	0.42	0.21	0.00	0.59	0.39	1.15	0.05	0.23	1.18	0.08
US-1 & Pomeroy/Market Street												
Volume AM WOP	206	236	189	96	97	103	108	1652	90	133	1479	79
V/C	0.78	0.87	0.82	0.58	0.42	0.53	0.29	1.08	0.19	0.29	0.85	0.85
Volume AM WP	216	236	189	96	97	103	108	1683	90	170	1510	89
V/C	0.82	0.87	0.82	0.58	0.42	0.53	0.30	1.10	0.19	0.37	0.86	0.86
Volume PM WOP	185	153	124	193	299	163	215	1863	158	208	1740	279
V/C	1.11	0.46	0.44	0.72	0.90	0.58	0.77	1.27	0.35	0.58	1.17	1.20
Volume PM WP	195	153	124	193	299	163	215	1893	158	233	1771	289
V/C	1.17	0.46	0.44	0.72	0.90	0.58	0.77	1.29	0.35	0.65	1.20	1.23

WOP = Without Project. WP= With Project.

As shown in Table 4, the proposed *EDEN Multi-Family MAR Stuart* project is not causing any V/C ratios to be more than 1.0. According to Florida Statue Section §163.3180 (2016), project cannot be denied concurrency for failure to demonstrate adequate public roadway facilities. The statutory scheme states that any road already failing must be "considered to be in place" for concurrency purposes. Therefore, according to Florida Statues, for Concurrency purposes any necessary improvements are considered to be in place.

Table 5 includes LOS & V/C ratios at the unsignalized intersections in the first accessible link. As shown in Table 5, unsignalized intersections in the project's direct access link will operate at LOS B or better at project buildout in the year 2026.

Table 5: Unsignalized Intersections – LOS & V/C Ratios

MOEs	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
US 1 & Miami Ave/Project Driveway												
Volume AM WOP	-	-	0	-	-	56	48U	1945	41	159	1724	0
V/C	-	-	-	-	-	0.097	0.048	-	-	0.607	-	-
ICU LOS	A											
Volume AM WP	-	-	78	-	-	56	36U/94L	2006	41	159	1760	51
V/C	-	-	0.13	-	-	0.098	0.336	-	-	0.642	-	-
ICU LOS	B											
Volume PM WOP	-	-	0	-	-	143	67U	2188	26	151	2155	0
V/C	-	-	-	-	-	0.284	0.096	-	-	1.006	-	-
ICU LOS	B											
Volume PM WP	-	-	66	-	-	143	50U/82L	2250	26	151	2190	41
V/C	-	-	0.131	-	-	0.289	0.646	-	-	1.089	-	-
ICU LOS	B											
US 1 & Walmart/Maserati Driveway												
Volume AM WOP	-	-	23	-	-	25	-	2007	16	-	1696	77
V/C	-	-	0.038	-	-	0.044	-	-	-	-	-	-
ICU LOS	A											
Volume AM WP	-	-	140	-	-	25	-	2068	16	-	1696	149
V/C	-	-	0.229	-	-	0.045	-	-	-	-	-	-
ICU LOS	A											
Volume PM WOP	-	-	52	-	-	59	-	2205	16	-	2184	26
V/C	-	-	0.103	-	-	0.117	-	-	-	-	-	-
ICU LOS	A											
Volume PM WP	-	-	151	-	-	59	-	2267	16	-	2184	83
V/C	-	-	0.299	-	-	0.119	-	-	-	-	-	-
ICU LOS	B											

WOP = Without Project. WP= With Project.

5.2. Links

Table 6 summarizes peak-hour peak-direction traffic conditions on the first accessed roadway link. Exhibit 8 includes the latest Martin County Traffic Counts on the first accessed roadway. Exhibit 9 includes the F-DOT Generalized Peak Hour Directional Level of Service standards. As shown in Table 6, the first accessed roadway link will operate at LOS 'C' or better at project buildout.

Table 6: Peak Hour Link Analysis

Road	From	To	Type	Capacity[1]	2022 Peak Hour	Avg. Annual Growth Rate	2026 Background Traffic	Project Assignment	Project Traffic	2026 Traffic With Project	2026 LOS
SR-5 (US-1)	Pomeroy St	Site	Class I: 6-Ln Divided	3,020	1,621	1.12%[2]	1,695	40.0%	41	1,736	C
SR-5 (US-1)	Site	Indian St						60.0%	62	1,757	C

Peak Hour-Peak Direction	
AM	PM
103	103

[1]

Class I (40 mph or higher posted speed limit)					
Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

[2] Areawide Growth Rate including all links in the study area. See Exhibit 6.

6. PROJECT DRIVEWAYS

The Eden Mar Stuart development is proposing one (1) right-in/right-out/left-in driveway on US-1 and Miami Avenue. In addition, there will also be cross connectivity to the Lowe's property to the north and the existing and proposed dealerships to the south.

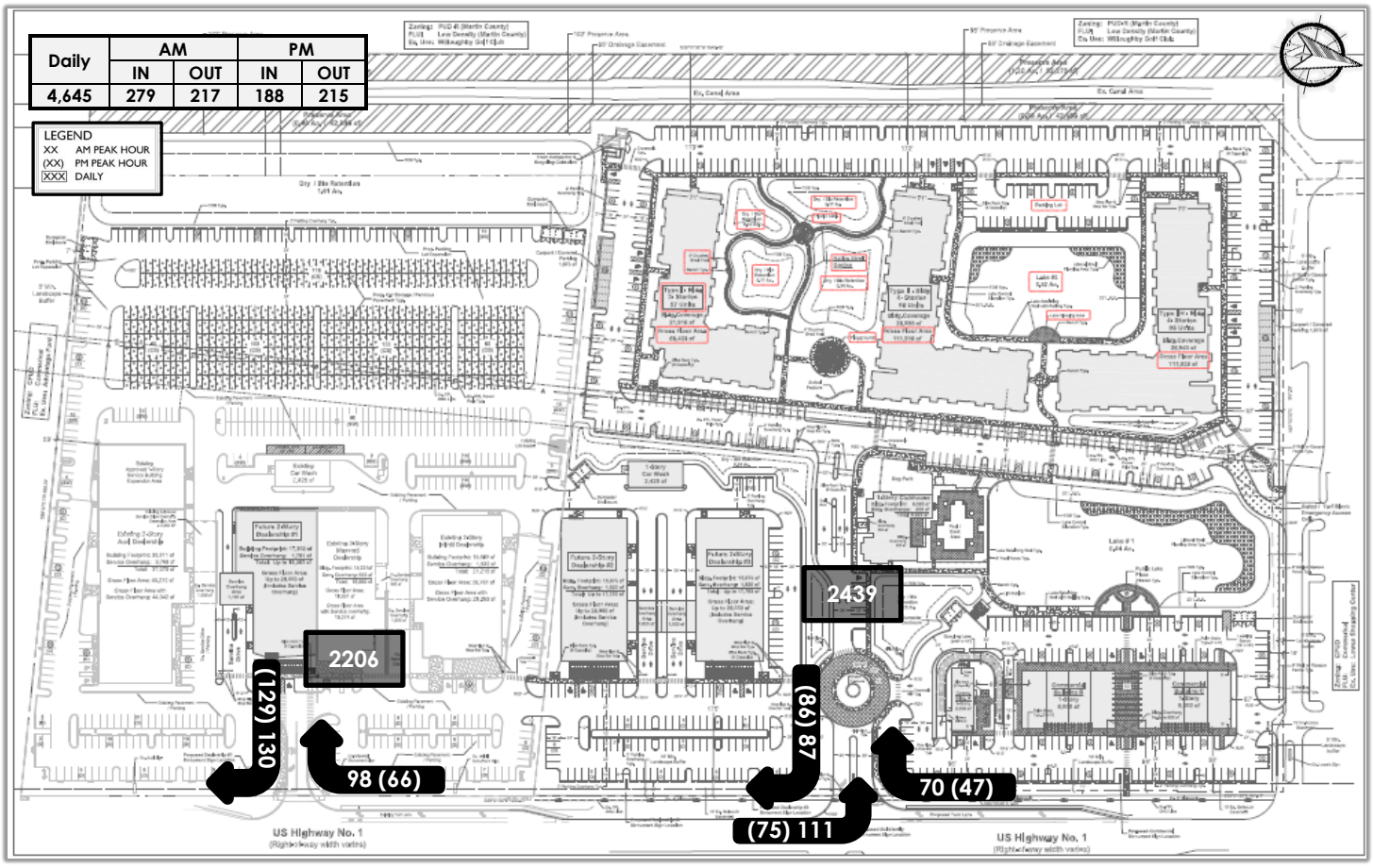


Figure 5 : Driveway Volumes (Field Counts + Trip Generation)

As part of a conservative analysis, it was assumed that all project traffic will access the site via the existing/proposed driveways on US-1. Figure 5 shows driveway volumes at build-out based on field counts and the trip generation analysis.

According to the 2022 F-DOT design manual, the southbound right turn lane required by FDOT at the new proposed driveway should be 185 feet (135' Stacking + 50' Taper).

According to the 2022 F-DOT design manual, the northbound left turn lane at the new proposed driveway should be ≈ 282.50 feet (135' deceleration + 50' Taper + 97.5' Queuing). Therefore, as shown in Table 7, the existing northbound left turn lane will be able to accommodate existing and future project traffic at project buildout.

Table 7: Northbound Left Turn (US-1 & Miami Ave)

	AM	PM
Existing NBLT	335' (285'+50')	
Posted Speed Limit	45 MPH	
FDM (L)	185' (135'+50')	
2026 95Th Percentile Queue (Feet)	37.5	97.5
L + Queue	222.5	282.5

Project traffic traveling northbound will also impact the signalized intersection at US 1 and Fischer Street. As part of a conservative analysis, it was assumed that all northbound project traffic will make a U-turn at the intersection of US 1 and Pomeroy Street instead of traveling through the Lowe's property and making an eastbound left at US 1 and Fischer Street.

As shown in Table 8, if 100% of all northbound project traffic makes a U-turn at US 1 and Pomeroy Street, the existing southbound left turn lane will be able to accommodate background and U-turn project traffic at project buildout.

Table 8: Southbound Left Turn (US-1 & Pomeroy St)

	AM	PM
Existing SBLT (Feet)	665' (615'+50')	
2026 95Th Percentile Queue (Feet)	247.5'	335.0'

Exhibit 10 includes a copy of a conceptual approval from F-DOT for the existing and proposed driveways.

7. CONCLUSIONS

The Eden Mar Stuart property is located west of US-1, ±0.3 miles north of SE Pomeroy Street in the City of Stuart, Florida. The applicant is proposing 166,664 SF Automobile Sales, 17,600 SF commercial uses, a 2,500 SF Coffee/Donut Shop with Drive-Through Window and a 249-apartment complex. 85,664 SF of the 166,664 SF of Automobile Sales are existing, operational and are proposed to remain as is.

The proposed development will likely generate 2,382 net daily trips where 205 (103 In/102 Out) trips will occur during the AM peak hour and 204 (101 In/103 Out) during the PM peak hour. Project build-out is expected in the year 2026.

All roadway links within the Stuart Concurrency Roadway Network impacted by the project will consume less than five percent (5%) of the adopted level-of-service volume. The first accessed roadway, SR-5 (US-1) from Pomeroy Street to Indian Street, will operate at LOS 'C' or better at project build out in the year 2026.

A southbound right turn lane is being required by FDOT at the new proposed driveway, and it should be 185 feet (135' Stacking + 50' Taper). On the other hand, the existing southbound left turn lane at US-1 and Pomeroy Street will be able to accommodate background and U-turn project traffic at project buildout. Similarly, the existing northbound left turn lane at US-1 & Miami Avenue will be able to accommodate background and project traffic at project buildout.

The nearest signalized intersection on the major thoroughfare north of the project is the intersection of US-1 and Indian Street where the project will add 1.6 seconds of delay at project build out during the AM peak hour and 4.7 seconds during the PM peak hour. Similarly, the nearest signalized intersection south of the project is the intersection of US-1 and Pomeroy Street where the project will add 3.1 seconds of delay at project build out during the AM peak hour and 7.7 seconds during the PM peak hour.

The proposed Eden Mar Stuart project has been evaluated following *Section 4.05.00.* of the *City of Stuart Unified Land Development Code*. This analysis shows the proposed development will be in compliance with Level of Service standards of the governmental entities with jurisdiction over the analyzed roadway links in the immediate project vicinity.

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Exhibit 1: Property Appraiser

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MARTIN COUNTY
PROPERTY APPRAISER
Jenny Fields, CFA

Basic Info

PIN	AIN	Situs Address	Website Updated
38-38-41-025-000-00010-0	1109784	SE FEDERAL HWY STUART FL	9/9/22

General Information

Property Owners
MAR-STUART RETAIL II LLC

Mailing Address
665 SW 8TH ST
MIAMI FL 33180

Tax District
STUART

Parcel ID
38-38-41-025-000-00010-0

Account Number
1109784

Property Address
SE FEDERAL HWY STUART FL

Legal Description
LOT 1 MARKETPLACE OF STUART, A CPUD (PB ...

Use Code/Property Class
1000 - 1000 Vacant Commercial

Neighborhood
51600 Kanner 95

Legal Acres
22.77

Ag Use Acres
N/A

Current Value

Year	Land Value	Improvement Value	Market Value	Value Not Taxed	Assessed Value	Total County Exemptions	County Taxable Value
2022	$ 8,942,620	$ 0	$ 8,942,620	$ 0	$ 8,942,620	$ 0	$ 8,942,620

Market values shown on the website reflect market conditions as of January 1st, the statutory assessment date. We are prohibited by law from relying on sales that occur after the January 1 assessment date. Therefore, market values shown on the website do not reflect today's market conditions, but rather the market conditions last year. In addition, the statutes require the county Property Appraiser to deduct for typical costs of sale (which include expenses such as commissions, title insurance, appraisals, inspection fees, etc.) when arriving at market value for tax purposes. That is why the market value for tax purposes is different from what a property would sell for today.

Current Sale

Sale Date
8/3/21

Sale Price
$ 10,500,000

Grantor (Seller)
MARKET PLACE STUART LLC

Deed Type
Special Warranty Deed

Doc Num
2906543

Book & Page
3246 2837

Legal Description

LOT 1 MARKETPLACE OF STUART, A CPUD (PB 17 PG 18)

The legal description is intended for general information only. The Property Appraiser assumes no responsibility for the uses or interpretations of the legal description.

Martin County Property Information Lookup

General Information

Parcel #	383841025000000100
Owner Name:	MAR-STUART RETAIL II LLC
Owner Address:	665 SW 8TH ST MIAMI, FL 33180
Site Address:	3800 SE FEDERAL HWY STUART, FL 34997
Storm Surge Evacuation Zone:	N/A
Flood Zone - BFE:	X - N/A' NAVD
FIRM Panel:	12085C0163H, 12085C0161H
Urban Service District:	Primary
Municipality:	City of Stuart
Taxing District:	District 2
ISO-PPC Rating:	Contact City of Stuart Fire Rescue
Subdivision infill applicability:	Yes
Development Imposed Conditions:	Residential Fire Sprinklers Not Required
Building Design Wind Speed	
Occupancy Category I,II,III/IV:	150, 160, 170

Land Use

Land Use information can change frequently, please verify with the Martin County Growth Management Department at 772-288-5495

Zoning:	STUART
Zoning Details:	N/A
Future Landuse	NO DATA
Landuse Details:	N/A

Community Redevelopment

CRA:	N/A
CRA Regulating Plan:	N/A

Schools

School information obtained from the Martin County School District system, 772-219-1200

Elementary School:	Pinewood Elementary
Middle School:	Dr. David L. Anderson Middle School
High School:	Martin County High School

Created: September , 9th, 2022 4:23 PM

Property Location Map

Election Information

Voter Precinct	6	
Commission District:	2	
Commissioner:	Stacey Hetherington	772-288-5400
Clerk of Circuit Court:	Carolyn Timmann	772-288-5576
County Sheriff:	William Snyder	772-220-7000
Property Appraiser:	Jenny Fields	772-288-5608
School Superintendent:	John D. Millay, Ph.D.	772-219-1200
Supervisor of Elections:	Vicki Davis	772-288-5637
Tax Collector:	Ruth Pietruszewski	772-288-5600

Utilities & Solid Waste

Service:	Utility:	Availability:	Phone:
Water:	Martin County Utilities	Yes	772-221-1434
Sewer:	Martin County Utilities	Yes	772-221-1434

Recycle Collection:	Recycle Tuesday
Trash Collection:	Garbage Tuesday and Friday
Yard Waste Collection:	Yard Waste Wednesday

MARTIN COUNTY
PROPERTY APPRAISER
Jenny Fields, CFA

Basic Info

PIN	AIN	Situs Address	Website Updated
38-38-41-025-000-00020-0	1109785	3970 SE FEDERAL HWY STUART FL	9/9/22

General Information

Property Owners
MAR-STUART RETAIL LLC

Mailing Address
665 SW 8TH ST
MIAMI FL 33131

Tax District
STUART

Parcel ID
38-38-41-025-000-00020-0

Account Number
1109785

Property Address
3970 SE FEDERAL HWY STUART FL

Legal Description
LOT 2 MARKETPLACE OF STUART A CPUD (PB 1...

Use Code/Property Class
2700 - 2700 Auto Sales/Repair

Neighborhood
50700 Federal_Indian to Cove

Legal Acres
12.3112

Ag Use Acres
N/A

Current Value

Year	Land Value	Improvement Value	Market Value	Value Not Taxed	Assessed Value	Total County Exemptions	County Taxable Value
2022	$ 4,144,330	$ 10,499,320	$ 14,643,650	$ 0	$ 14,643,650	$ 0	$ 14,643,650

Market values shown on the website reflect market conditions as of January 1st, the statutory assessment date. We are prohibited by law from relying on sales that occur after the January 1 assessment date. Therefore, market values shown on the website do not reflect today's market conditions, but rather the market conditions last year. In addition, the statutes require the county Property Appraiser to deduct for typical costs of sale (which include expenses such as commissions, title insurance, appraisals, inspection fees, etc.) when arriving at market value for tax purposes. That is why the market value for tax purposes is different from what a property would sell for today.

Current Sale

Sale Date
6/27/12

Sale Price
$ 7,500,000

Grantor (Seller)
MARKET PLACE STUART LLC

Deed Type
Special Warranty Deed

Doc Num
2338730

Book & Page
2586 0091

Legal Description

LOT 2 MARKETPLACE OF STUART A CPUD (PB 17 PG 18) - REMOVED FROM SAID CPUD PER 1ST AMD REC IN OR 2584/843 & NOW BEING ALL OF MAR-STUART CPUD RECORDED IN OR 2584/883 ON 06/20/2012 CONTAINING 12.31 ACRES M/L

The legal description is intended for general information only. The Property Appraiser assumes no responsibility for the uses or interpretations of the legal description.

Martin County Property Information Lookup

General Information

Parcel #	383841025000000200
Owner Name:	MAR-STUART RETAIL LLC
Owner Address:	665 SW 8TH ST MIAMI, FL 33131
Site Address:	3970 SE FEDERAL HWY STUART, FL 34997
Storm Surge Evacuation Zone:	N/A
Flood Zone - BFE:	X - N/A' NAVD
FIRM Panel:	12085C0163H, 12085C0161H
Urban Service District:	Primary
Municipality:	City of Stuart
Taxing District:	District 2
ISO-PPC Rating:	Contact City of Stuart Fire Rescue
Subdivision infill applicability:	Yes
Development Imposed Conditions:	Residential Fire Sprinklers Not Required
Building Design Wind Speed	
Occupancy Category I,II,III/IV:	150, 160, 170

Land Use

Land Use information can change frequently, please verify with the Martin County Growth Management Department at 772-288-5495

Zoning:	STUART
Zoning Details:	N/A
Future Landuse	NO DATA
Landuse Details:	N/A

Community Redevelopment

CRA:	N/A
CRA Regulating Plan:	N/A

Schools

School information obtained from the Martin County School District system, 772-219-1200

Elementary School:	Pinewood Elementary
Middle School:	Dr. David L. Anderson Middle School
High School:	Martin County High School

Created: September , 9th, 2022 5:26 PM

Property Location Map

Election Information

Voter Precinct	6	
Commission District:	2	
Commissioner:	Stacey Hetherington	772-288-5400
Clerk of Circuit Court:	Carolyn Timmann	772-288-5576
County Sheriff:	William Snyder	772-220-7000
Property Appraiser:	Jenny Fields	772-288-5608
School Superintendent:	John D. Millay, Ph.D.	772-219-1200
Supervisor of Elections:	Vicki Davis	772-288-5637
Tax Collector:	Ruth Pietruszewski	772-288-5600

Utilities & Solid Waste

Service:	Utility:	Availability:	Phone:
Water:	Martin County Utilities	Yes	772-221-1434
Sewer:	Martin County Utilities	Yes	772-221-1434

Recycle Collection:	Recycle Tuesday
Trash Collection:	Garbage Tuesday and Friday
Yard Waste Collection:	Yard Waste Wednesday

Exhibit 2: Site Plan

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Site Data (Overall)

Total Site Area		35.07 Ac. / 1,527,818 sf
Ex. Developed Mar-Stuart Parcel	12.31 Ac. / 536,224 sf	
North Vacant Parcel	22.76 Ac. / 991,594 sf	
Zoning		CPUD
Future Land Use		Commercial (12.31 Ac.) & Neighborhood Special District (22.76 Ac.)
Existing Use		Car Dealership / Vacant
Proposed Use		Car Dealership / Retail / Multi-family Residential
Maximum Building Height		4 Story / 45' to Eave, 60' to top of Pitched Roof
PCN:		38384102500000200 & 38384102500000100

Future Land Use: Intensity & FAR Data

Future Land Use	Total Site Area	Residential Area / %	Non-Residential Area / %	Total Bldg. Gross Floor Area	Floor Area Ratio
Commercial	12.31 Ac.	0.00 Ac. / 0%	12.31 Ac. / 100%	123,034 sf	0.23
Neighborhood Special District	22.76 Ac.	10.03 Ac. / 44%	12.73 Ac. / 56%	378,563 sf	0.38

Native Upland Preserve Data

Required Native Preserve Area	94, 525 sf / 2.17 Ac.
Provided Native Preserve Area	95,171 sf / 2.18 Ac.

Building Setbacks

Front Building Setback (East): 69' Min.	Side Building Setback (North): 67' Min.
Rear Building Setback (West): 172' Min.	Side Accessory Structure Setback (North): 10' Min. - Carport / Covered Parking
Side Building Setback (South): 53' Min.	Side Accessory Structure Setback (South): 7' Min. - Dumpster Enclosure

Open Space

Open Space Required:	381,955 sf	8.77 Ac.	25%
Open Space Provided:	401,824 sf	9.22 Ac.	26%
Dry / Bio Retention Areas	127,712 sf		
Native Preserve Area	95,171 sf		
Existing Canal Area	48,119 sf		
Landscape Buffers / Open Space Areas	130,822 sf		

Pervious Area (Includes Existing & Proposed)

Dry / Bio Retention Areas	127,712 sf	2.93 Ac.	8%
Native Preserve Area	95,171 sf	2.18 Ac.	6%
Existing Canal Area	48,119 sf	1.10 Ac.	3%
Landscape Buffers / Open Space Areas	130,822 sf	3.00 Ac.	9%
Parking Area Interior Landscape Areas	166,534 sf	3.83 Ac.	11%
Pervious Pavement (50% of 52,940 sf)	26,470 sf	0.61 Ac.	2%
Total:	594,828 sf	13.65 Ac.	39%

Impervious Area (Includes Existing & Proposed)

Total Building Coverage	241,377 sf	5.54 Ac.	16%
Existing Dealerships & Carwash (Includes Service Overhangs)	76,599 sf		
Proposed Dealerships & Carwash (Includes Service Overhangs)	57,074 sf		
Commercial Buildings (Includes Bldg. Overhang Feature)	21,022 sf		
Multi-family Apartment Buildings	75,813 sf		
Multi-family Clubhouse (Includes Bldg. Overhangs)	6,923 sf		
Multi-family Carports (Includes Both)	3,946 sf		
Vehicular Use Area	540,890 sf	12.42 Ac.	35%
Paved Areas / Walks / Pool	60,365 sf	1.39 Ac.	4%
Lake / Wet Pond (Control Elevation)	63,888 sf	1.46 Ac.	4%
Pervious Pavement (50% of 52,940 sf)	26,470 sf	0.61 Ac.	2%
Total:	932,990 sf	21.42 Ac.	61%

Multi-family Apartments

Maximum 30% Residential Area within CPUD (35.07 Ac. Total Site x 30%)		10.52 Ac. / 30%
Provided Residential Area within CPUD		10.03 Ac. / 29%
Density (based on the 22.76 Ac. Neighborhood Special District Land Use Designation)		
Maximum Density		15 DU / Ac.
Proposed Density (249 Units / 22.76 Ac.)		10.94 DU / Ac.
Maximum Allowable Dwelling Units (15 DU / Ac. x 22.76 Ac.)		341 Units
Total Proposed Dwelling Units		249 Units
1 Bedroom Units	112 Units	(45%)
2 Bedroom Units	104 Units	(42%)
3 Bedroom Units	33 Units	(13%)

Parking Data

	Required	Provided
1 Bedroom Units: (1.5 spaces per unit) 112 Units x 1.5 spaces	168 Spaces	168 Spaces
2 or more Bedroom Units: (2 spaces per unit) 137 Units x 2 spaces	274 Spaces	274 Spaces
Total Parking:	442 Spaces	* 442 Spaces

Handicap Parking (ADA Compliance, Section 208.2)	Required	Provided
9 Spaces Minimum per 401 - 500 Provided Spaces * (Included as part of the total 442 provided spaces)	9 Spaces	11 Spaces

Bicycle Parking	Required	Provided
	20 Spaces	24 Spaces (4 Total - 6 Bike Capacity Racks)

Commercial / Retail

Total Commercial Gross Floor Area:	21,022 sf
* Commercial Building A: Drive-Thru Restaurant	2,500 sf
* Commercial Building B & C: Retail / Restaurant	17,600 sf (8,800 sf per Bldg)
Commercial Building Overhang Feature	922 sf

Parking Data

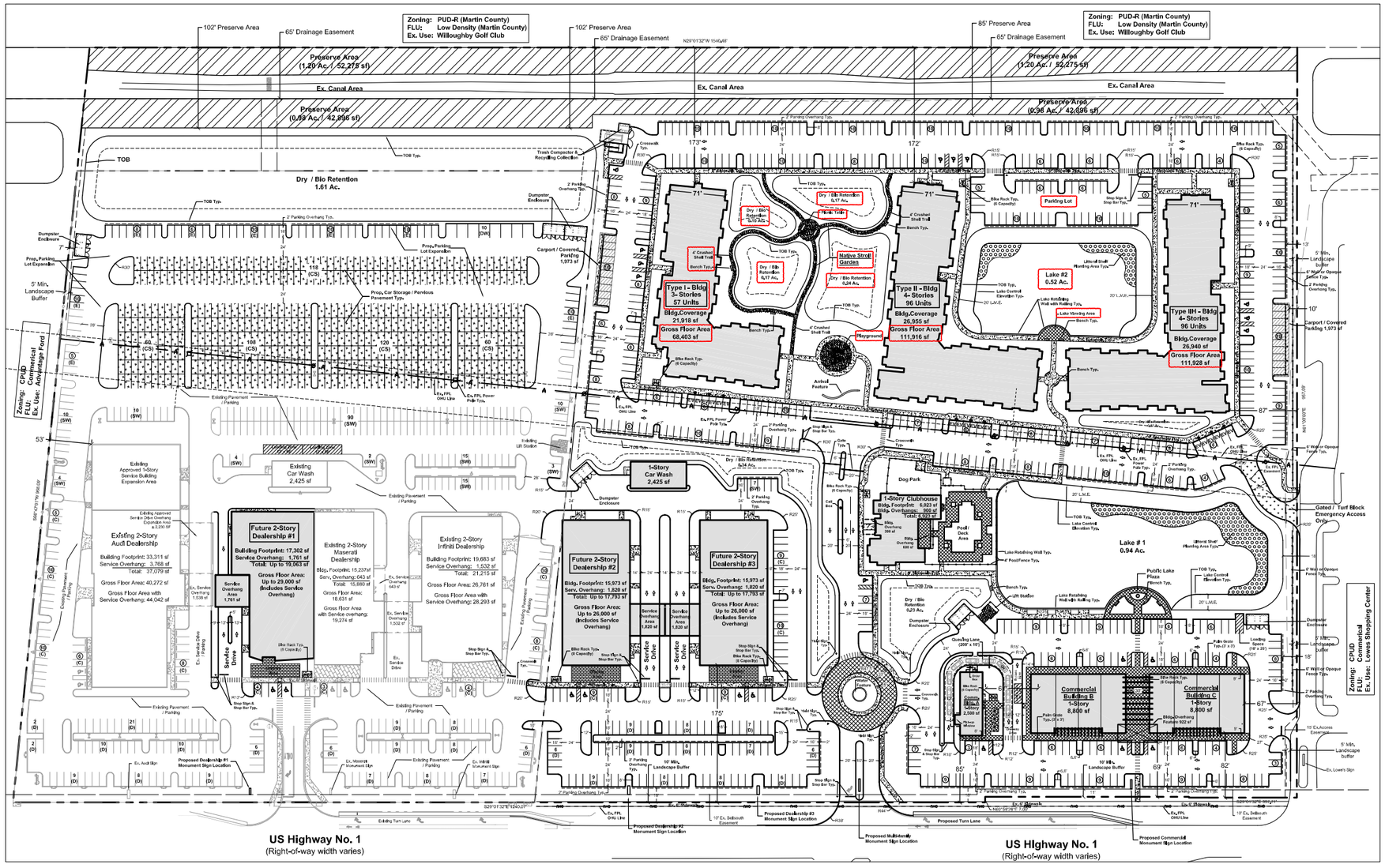
	Required	Provided
Comm. Bldg A: Drive-Thru Restaurant (2,500 sf)		
1 Space per employee on largest shift	5 Spaces	5 Spaces
1 Space per 100 sf of service area (2,500 / 100)	25 Spaces	25 Spaces
Comm. Bldg B & C: Retail / Restaurant (17,600 sf)		
Retail - Strip Shopping Center: (1 Space per 250 sf) 17,600 sf of Strip Shopping Center / 250 sf	71 Spaces	109 Spaces
Total Parking:	101 Spaces	139 Spaces

* NOTE: Parking Requirement for any future uses may be calculated based on current ITE.

Handicap Parking (ADA Compliance, Section 208.2)	Required	Provided
5 Spaces Minimum per 101 - 150 Provided Spaces	5 Spaces	5 Spaces

Bicycle Parking	Required	Provided
2 per 1st 10 & 2 per each additional 30 Required Vehicular Parking Spaces	8 Spaces	12 Spaces (2 Total - 6 Bike Capacity Racks)

Off-street Loading (Small inventory commercial uses)	Required	Provided
1 loading space (10' x 25') per 5,000 - 80,000 sf of floor area.	1 Space	2 Spaces



Car Dealerships

Total / Max. Gross Floor Area:	Up to 172,609 sf
Existing Dealerships	91,609 sf (Includes Service Overhang)
Proposed Future Dealerships	Up to 81,000 sf (Includes Service Overhang)

Parking Data

	Required	Provided
Gross Floor Area of Sales / Leasing (2 per 1,000 sf): Existing Audi Dealership 16,834 sf; Existing Infiniti Dealership 15,350 sf; Existing Maserati Dealership 7,140 sf; * Proposed Future Dealerships (43,000 sf is the maximum amount of combined Sales/Leasing Area for all 3 proposed future dealerships) Up to 43,000 sf; Total Gross Floor Area of Sales / Leasing: 82,324 sf	165 Spaces	165 Spaces
Outdoor Display Area (1 per 4,500 sf): Outdoor display area = 38,232 sf / 4,500	9 Spaces	9 Spaces
Vehicles Displayed Outdoors (1 Space for each Vehicle):	148 Spaces	148 Spaces
Repair Bays (2 Spaces per Repair Bay): Existing Audi Dealership (includes approved building expansion) 28 Repair Bays (56 Spaces); Existing Infiniti Dealership 11 Repair Bays (22 Spaces); Existing Maserati Dealership 10 Repair Bays (20 Spaces); * Proposed Future Dealerships (36 repair bays is the maximum combined amount for all 3 proposed future dealerships) Up to 36 Repair Bays (72 Spaces); Total Repair Bays: 85 Repair Bays (85 x 2)	170 Spaces	170 Spaces
Total Parking:	492 Spaces	492 Spaces

* NOTE: Parking Requirement for future proposed dealerships may be calculated based on current ITE.

Handicap Parking (ADA Compliance, Section 208.2)	Required	Provided
9 Spaces Minimum per 401 - 500 Provided Spaces	9 Spaces	12 Spaces

Car Storage & Detail / Wash Area Parking:

Car Storage Parking Provided: 466 Spaces — Detail / Wash Area Parking Provided: 10 Spaces

Bicycle Parking	Required	Provided
	20 Spaces	24 Spaces (3 Total - 8 Bike Capacity Racks)

Waiver List

Car Dealership Loading Requirement	Required	Provided
LDC Section 6.01.18(B): 50,001- 80,000 sf of floor area.	4 Spaces	2 Spaces

Justification: A total of 4 loading spaces is overkill and not needed. We are providing two (2) 12' x 50' loading spaces in a centralized location which is directly adjacent to our car storage parking area. This location provides centralized access that does not interfere or block vehicular, fire and emergency vehicle circulation.

Sign Design Standards (LDC Section 6.11.17: Design Standards Matrix)

Justification: Section 6.11.17 does not designate sign code standards for any PUD zoning districts. As part of this CPUD, we've provided sign design standards specific to this project which are based on Stuart's regulations for a standard commercial zoning district. We are only proposing to modify the monument sign quantity and separation requirements along US-1. The Subject property frontage along US-1 is 1,645 LF. Standard commercial zoning allows for one (1) Monument sign per 300 LF of frontage with a minimum 300 ft separation. This would be a total of 5.48 monument signs. As part of our CPUD, we are proposing (1) Monument sign per 200 LF of frontage with a minimum 100 ft separation. This would be a maximum of eight (8) total monument signs. There are three (3) existing monument signs along US-1 which are associated with the three (3) existing dealerships which are part of the Mar-Stuart CPUD. We are are proposing an additional five (5) monument signs. One (1) per each per each proposed dealership (3 total), one (1) for the Multi-family Residential component and one (1) for the Commercial / Retail Area.

Dealership Parking Legend

(D) Car Display Parking (9' x 18' or 9' x 16' with 2' overhang Typ.)

(E) Employee Parking (9' x 18' or 9' x 16' with 2' overhang Typ.)

(CS) Car Storage Parking (8.5' x 18' Typ.)

(C) Customer Parking (9' x 18' Typ.)

(SW) Service Waiting Parking (8.5' x 18' or 8.5' x 16' with 2' overhang Typ.)

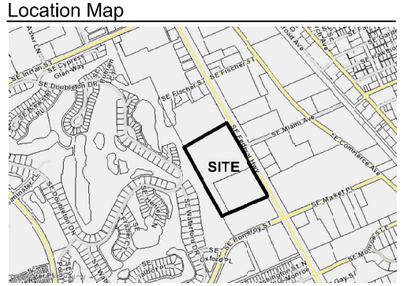
(DW) Detail / Wash Area Parking (14' x 18' Typ.)

Site Legend

Pervious Pavement Typ. — Concrete Area Typ. — Preserve Area Typ. — Electrical Vehicle Station Typ.

Paver Area Typ. — Turf Block Typ. — Littoral Shelf Planting Area Typ. — **EV** Electrical Vehicle Parking Typ.

Location Map



Scale: 1" = 70'

0' 35' 70' 140' 210'

North

HJA DESIGN STUDIO
LANDSCAPE ARCHITECTURE
50 E. Ocean Blvd., Suite 101
Stuart, Florida 34994
T 772.678.7200
F 772.678.7201
www.hjadesignstudio.com
LA 0000905

Eden / Mar-Stuart
City of Stuart, Florida
CPUD Major Development Site Plan

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

Job No.	2022-21
Drawn By	JB
Checked By	TT
Approved By	MH
Submittal Dates	9-12-22
	12-12-2210-11-23 12-06-23
Revision Dates	3-28-24
	7-31-24

SP-1

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Exhibit 3: Trip Generation Rates

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Trip Generation Rate at Existing Dealer

US 1 and Walmart/Maserati Driveway

Eden Mar Stuart

Input Data

Peak Season = 1.12

Existing Buildings = 85,664 SF

AM Peak Hour

AM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 20-Sep-22	-	-	20	-	-	21	-	1714	13	-	1448	66
Peak Season Volume	-	-	22	-	-	24	-	1920	15	-	1622	74

AM Peak Hour		
In	Out	Total
74	22	96

Trip Generation Rate		
IN	OUT	Average Rate (1KSF GFA)
77%	23%	1.12

PM Peak Hour

PM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 20-Sep-22	-	-	45	-	-	50	-	1883	13	-	1865	22
Peak Season Volume	-	-	50	-	-	56	-	2109	15	-	2089	25

AM Peak Hour		
In	Out	Total
25	50	75

Trip Generation Rate		
IN	OUT	Average Rate (1KSF GFA)
33%	67%	0.88

Land Use: 840
Automobile Sales (New)

Description

A new automobile sales dealership is typically located along a major arterial street characterized by abundant commercial development. The sale or leasing of new cars is the primary business at these facilities. However, the land use also commonly provides automobile servicing, parts sales, and used car sales. The dealerships may also provide truck sales and servicing. Automobile sales (used) (Land Use 841) and recreational vehicle sales (Land Use 842) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, Georgia, Indiana, New York, North Carolina, Ontario (CAN), Oregon, Texas, Vermont, and Virginia.

Source Numbers

260, 271, 280, 328, 414, 424, 427, 438, 440, 507, 571, 583, 612, 715, 728, 880, 881, 936, 974, 975, 1036

Automobile Sales (New)
(840)

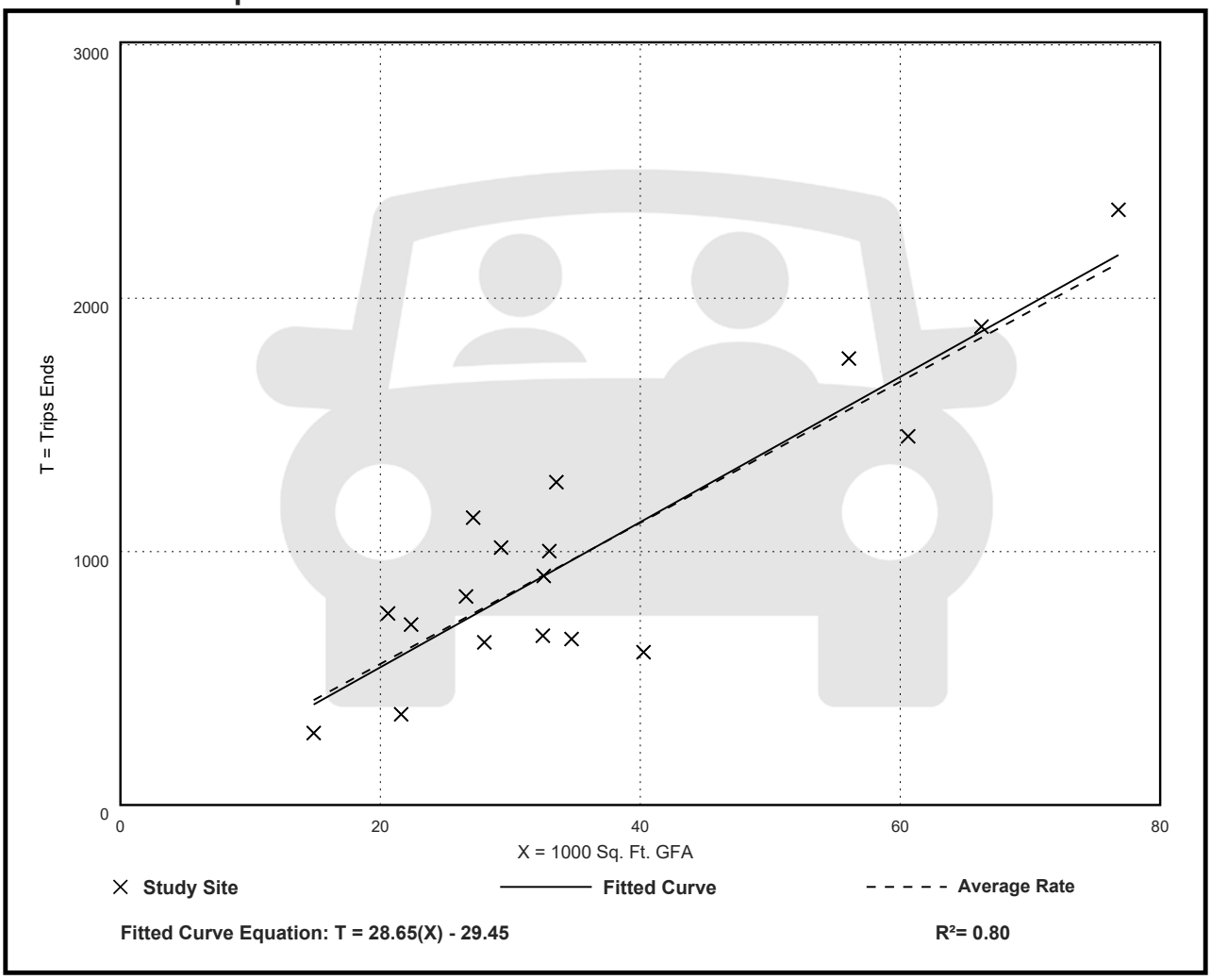
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 18
Avg. 1000 Sq. Ft. GFA: 36
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
27.84	14.98 - 41.78	7.01

Data Plot and Equation



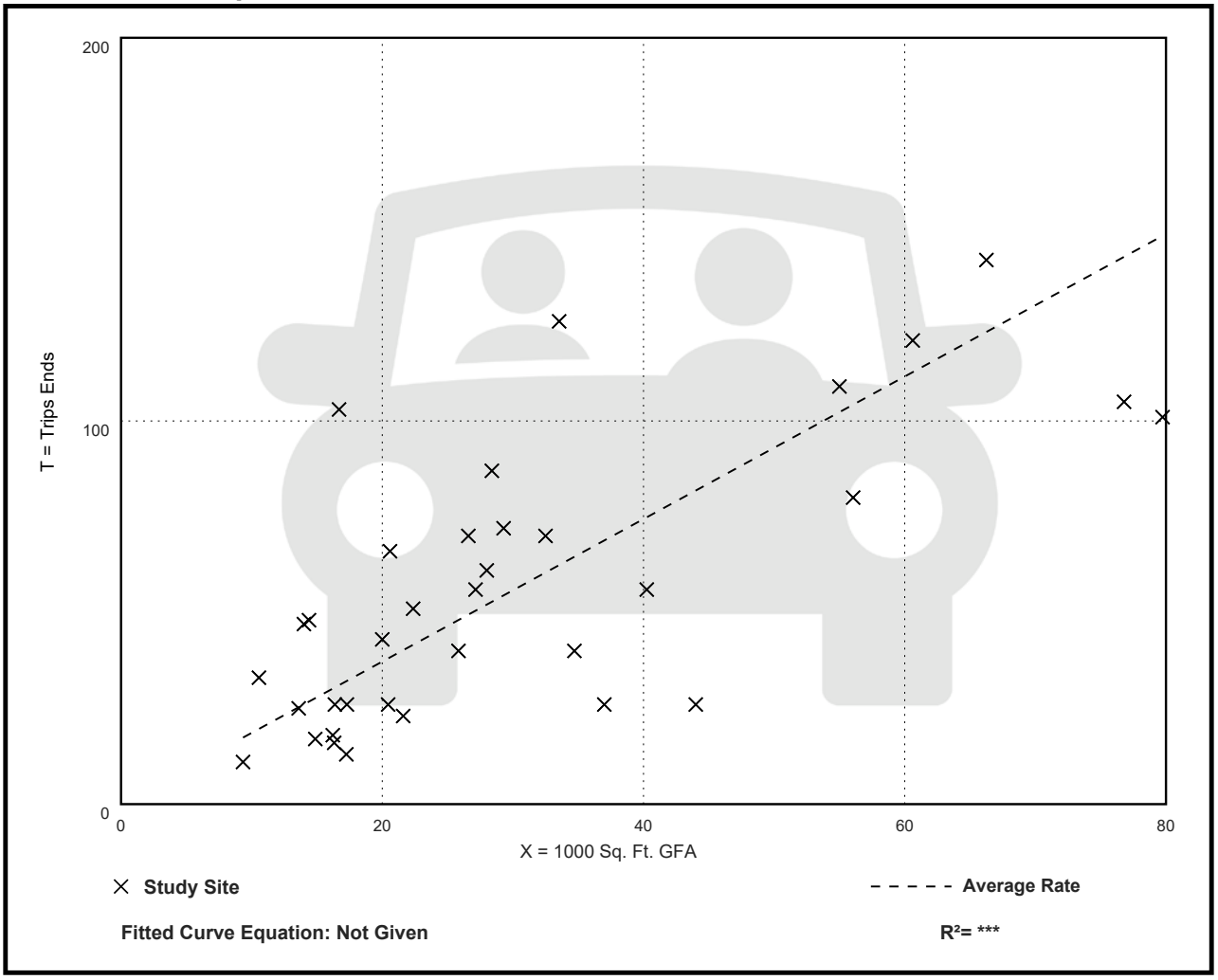
Automobile Sales (New)
(840)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 35
Avg. 1000 Sq. Ft. GFA: 30
Directional Distribution: 73% entering, 27% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.86	0.59 - 6.17	0.94

Data Plot and Equation



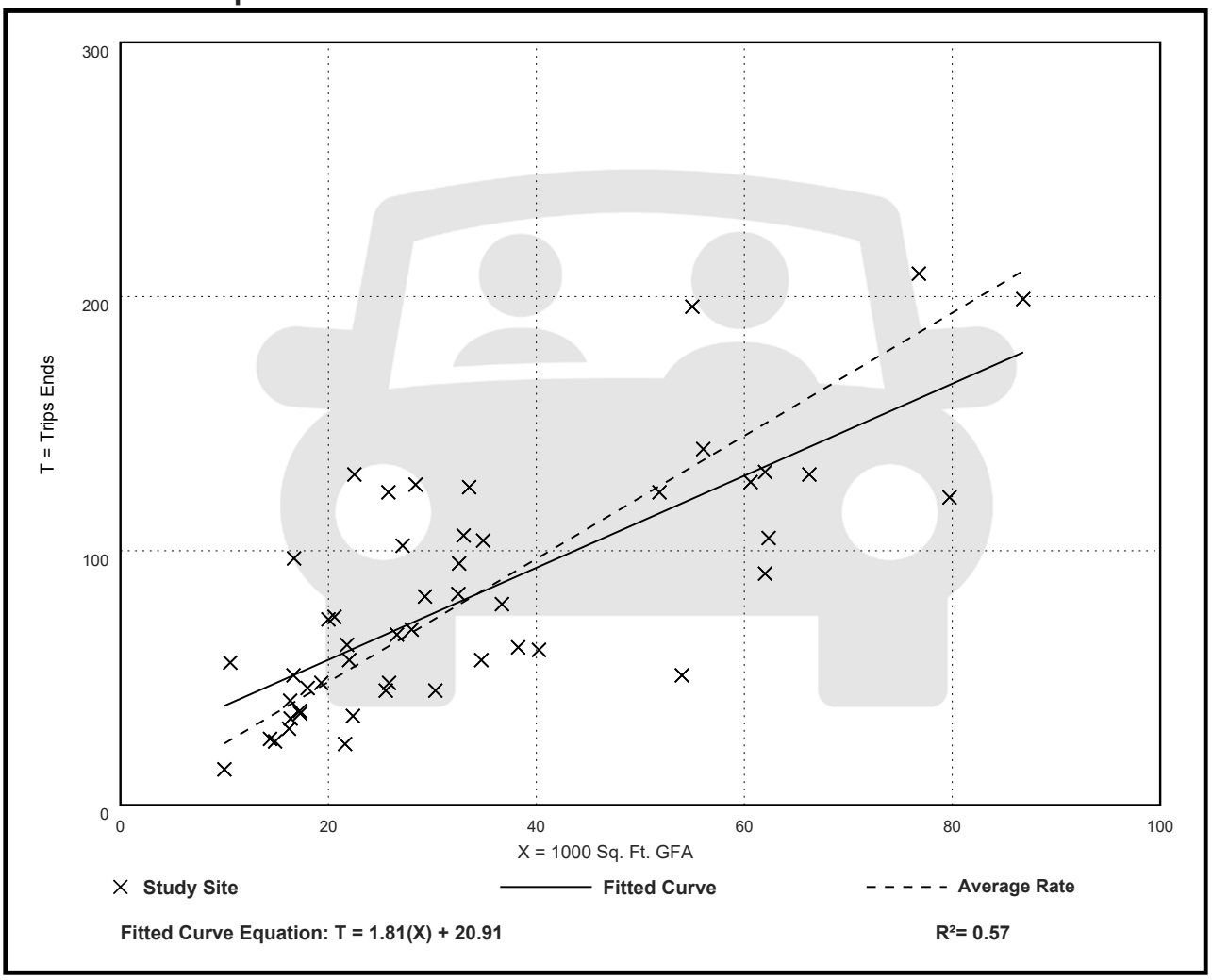
Automobile Sales (New)
(840)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 50
Avg. 1000 Sq. Ft. GFA: 34
Directional Distribution: 40% entering, 60% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.42	0.94 - 5.81	0.98

Data Plot and Equation



Fitted Curve Equation: T = 1.81(X) + 20.91

R^2= 0.57

Land Use: 221
Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (mid-rise) (Land Use 226), and mid-rise residential with ground-floor commercial (Land Use 231) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Utah, and Virginia.

Source Numbers

168, 188, 204, 305, 306, 321, 818, 857, 862, 866, 901, 904, 910, 949, 951, 959, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1056, 1057, 1058, 1071, 1076

Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

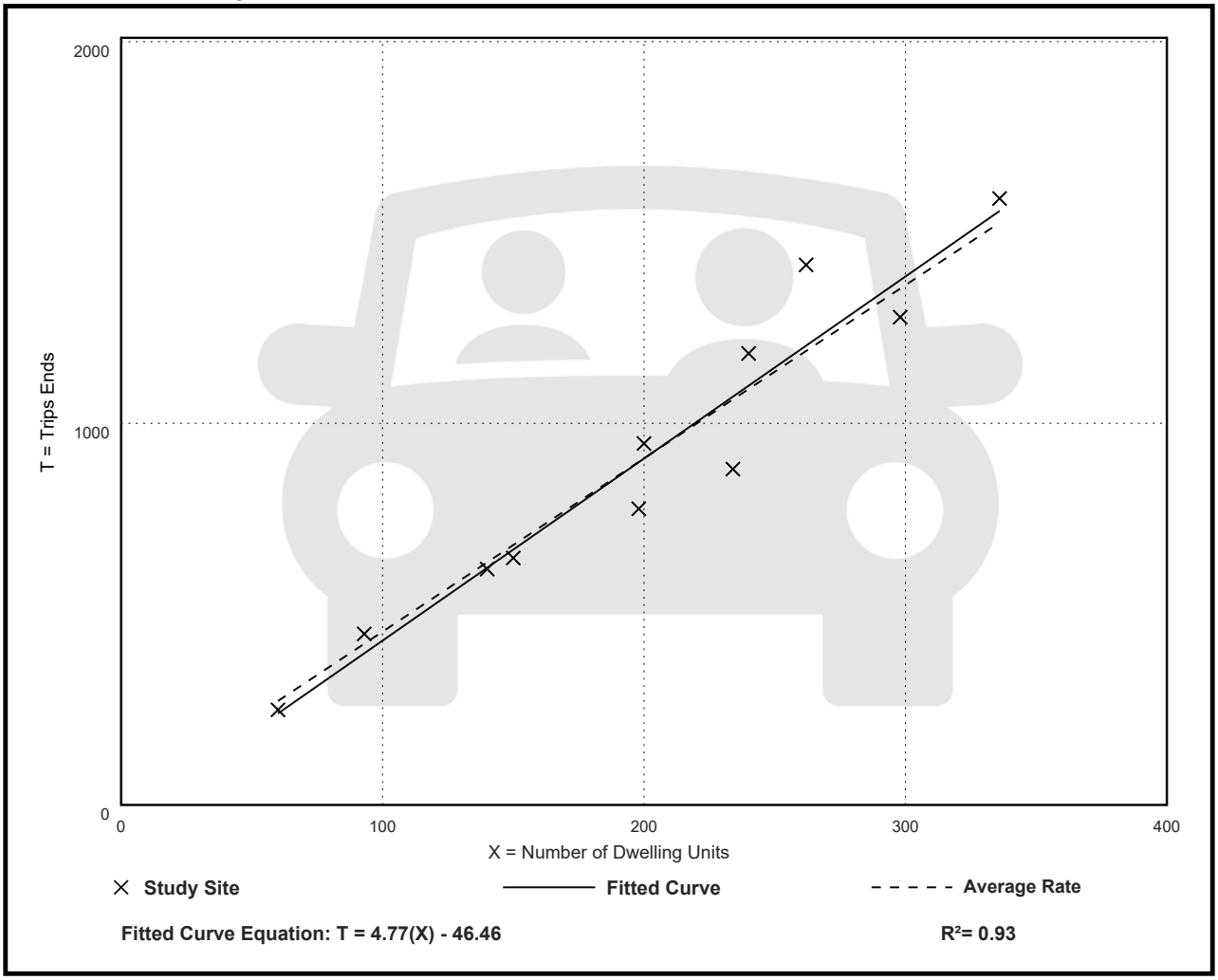
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Dwelling Units: 201
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



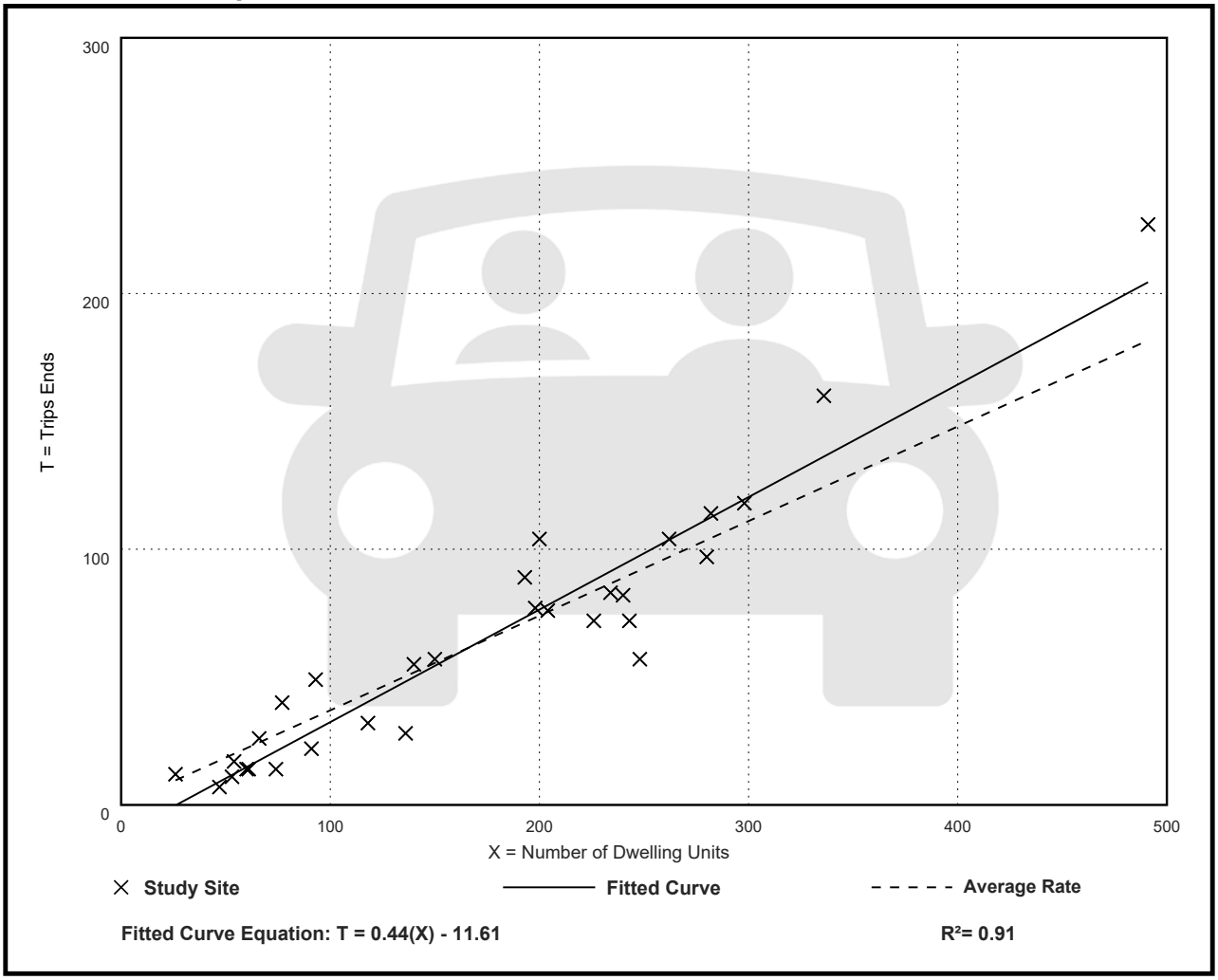
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 30
Avg. Num. of Dwelling Units: 173
Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



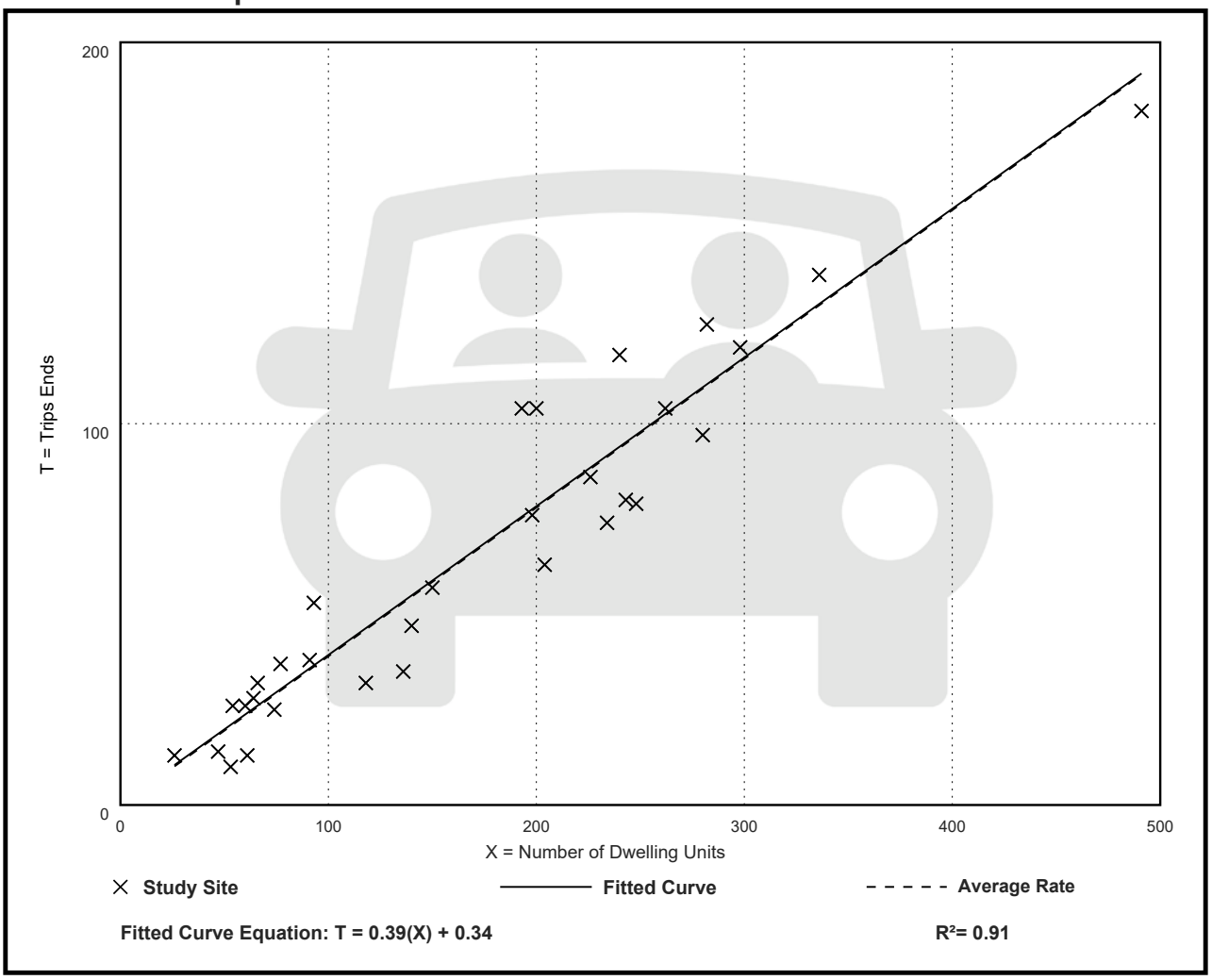
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. Num. of Dwelling Units: 169
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	821
Land Use	Shopping Plaza (40 - 150k)
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	15
Average Pass-By Rate	40%

Pass-By Characteristics for Individual Sites

GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
45	Florida	1992	844	56	24	20	44	—	30
50	Florida	1992	555	41	41	18	59	—	30
52	Florida	1995	665	42	33	25	58	—	30
53	Florida	1993	162	59	—	—	41	—	30
57.23	Kentucky	1993	247	31	53	16	69	2659	34
60	Florida	1995	1583	40	38	22	60	—	30
69.4	Kentucky	1993	109	25	42	33	75	1559	34
77	Florida	1992	365	46	—	—	54	—	30
78	Florida	1991	702	55	23	22	45	—	30
82	Florida	1992	336	34	—	—	66	—	30
92.857	Kentucky	1993	133	22	50	28	78	3555	34
100.888	Kentucky	1993	281	28	50	22	72	2111	34
121.54	Kentucky	1993	210	53	30	17	47	2636	34
144	New Jersey	1990	176	32	44	24	68	—	24
146.8	Kentucky	1993	—	36	39	25	64	—	34

Land Use: 822
Strip Retail Plaza (<40k)

Description

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building.

The 40,000 square feet GFA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land use 820), shopping plaza (40-150k) (Land Use 821), and factory outlet center (Land Use 823) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, New Jersey, Ontario (CAN), South Dakota, Vermont, Washington, and Wisconsin.

Source Numbers

304, 358, 423, 428, 437, 507, 715, 728, 936, 960, 961, 974, 1009

Strip Retail Plaza (<40k)
(822)

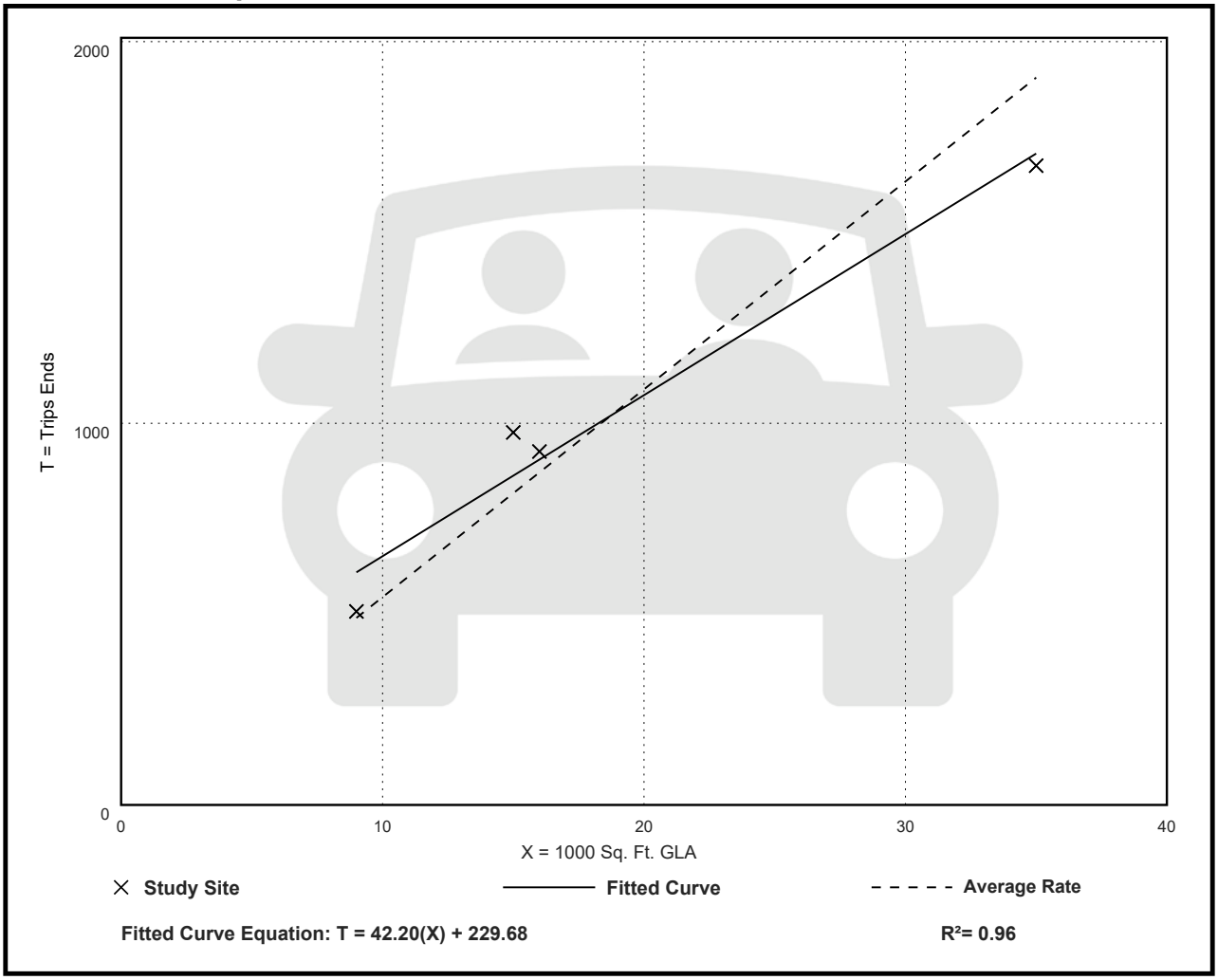
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation



Fitted Curve Equation: T = 42.20(X) + 229.68

R^2= 0.96

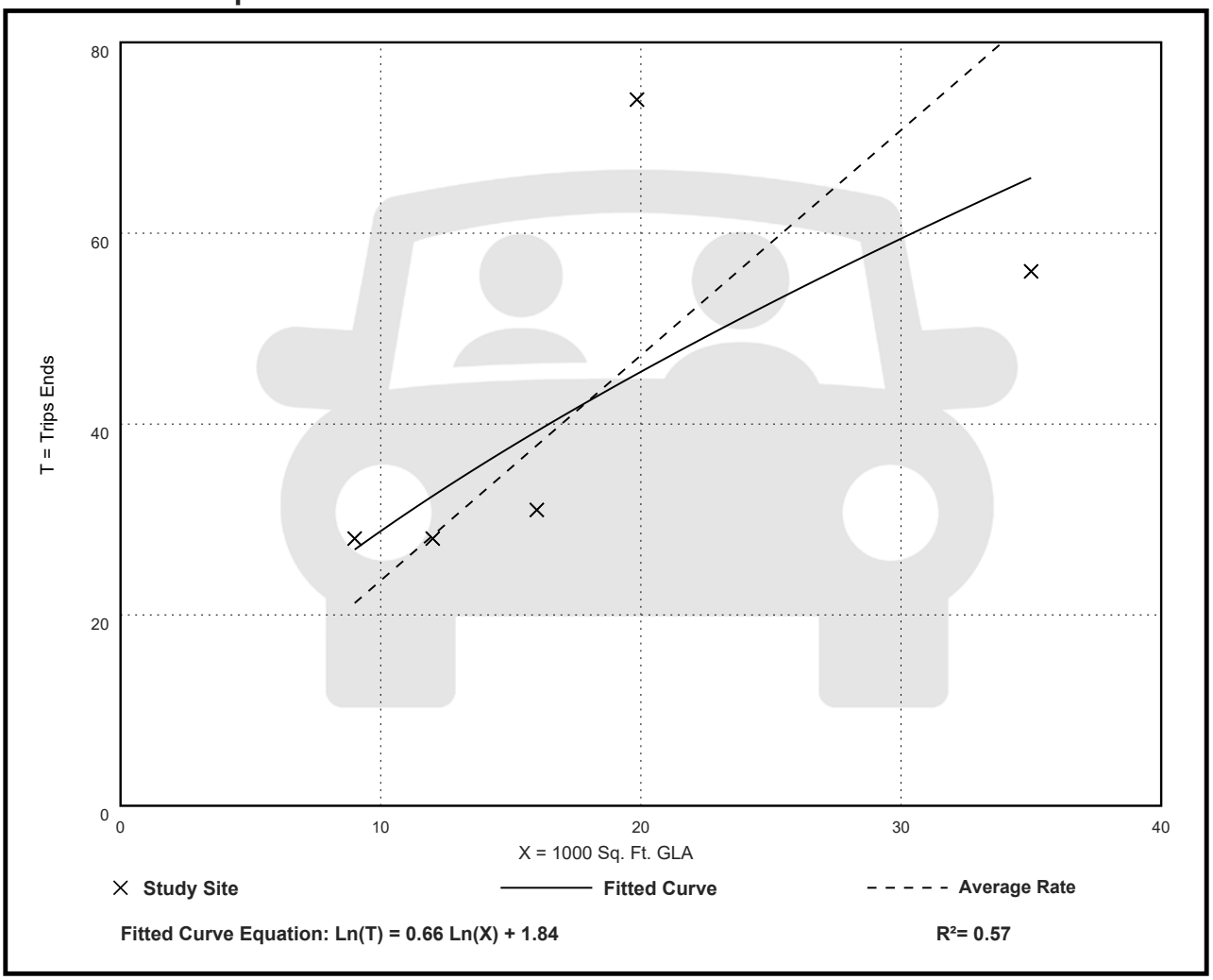
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 18
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.66 Ln(X) + 1.84

R^2= 0.57

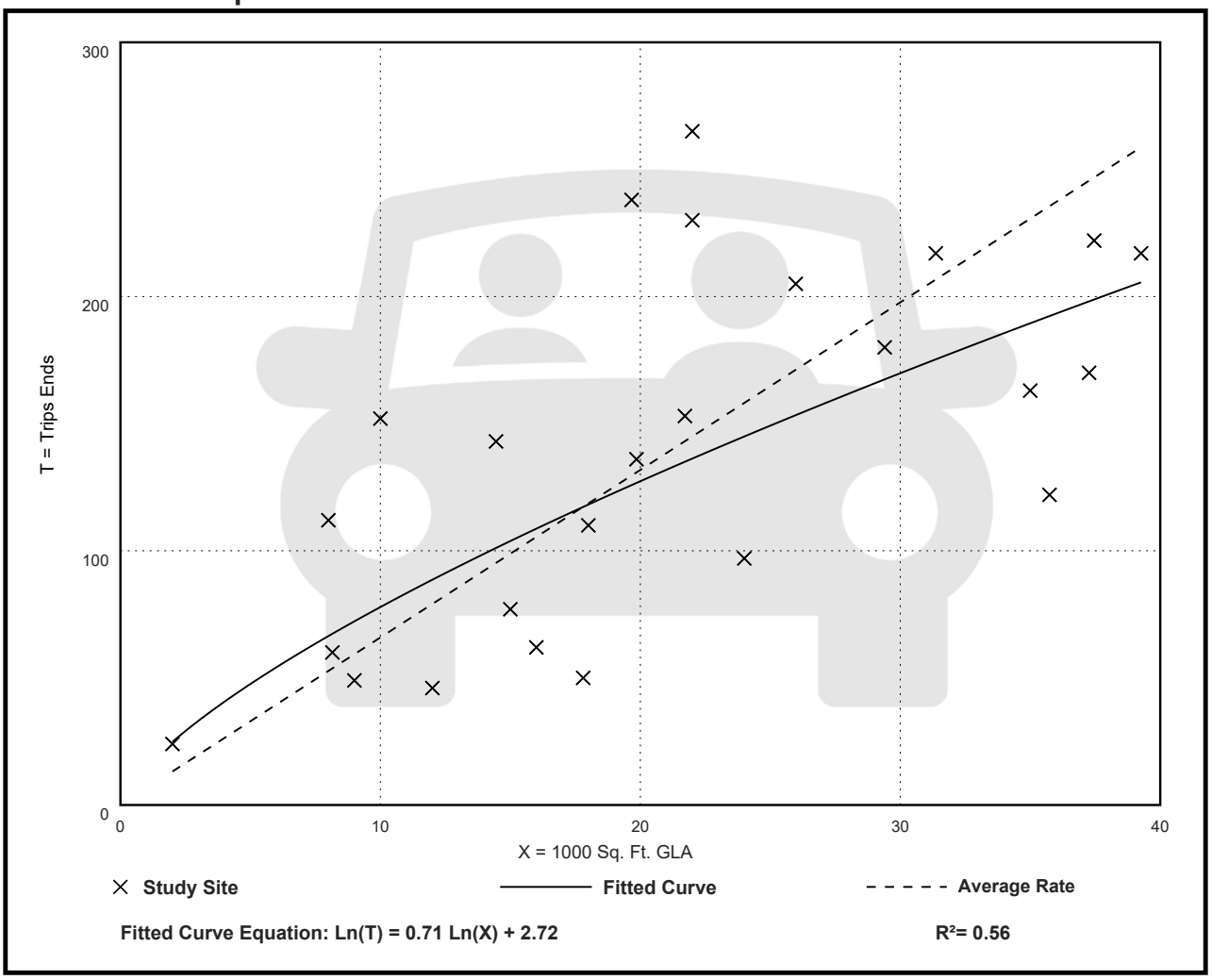
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 25
Avg. 1000 Sq. Ft. GLA: 21
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.71 Ln(X) + 2.72

R^2= 0.56

Land Use: 937
Coffee/Donut Shop with Drive-Through Window

Description

This land use includes any coffee and donut restaurant that has a drive-through window as well as a walk-in entrance area at which a patron can purchase and consume items. The restaurant sells freshly brewed coffee (along with coffee-related accessories) and a variety of food/drink products such as donuts, bagels, breads, muffins, cakes, sandwiches, wraps, salads, and other hot and cold beverages. The restaurant marketing and sales may emphasize coffee beverages over food (or vice versa).

A coffee/donut shop typically holds long store hours (more than 15 hours) with an early morning opening. Limited indoor seating is generally provided for patrons, but table service is not provided.

Coffee/donut shop without drive-through window (Land Use 936) and coffee/donut shop with drive-through window and no indoor seating (Land Use 938) are related uses.

Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2010s in California, Colorado, Connecticut, Illinois, Massachusetts, Minnesota, Nevada, New Hampshire, New Jersey, New York, Ontario (CAN), Pennsylvania, Quebec (CAN), Tennessee, Vermont, Washington, and Wisconsin.

Specialized Land Use Data

One study was conducted during the pandemic in 2020. Twelve sites were counted in Illinois and Missouri during the AM and PM adjacent street peak hours. The data have not been incorporated within the overall ITE trip generation database and are not reflected in the data plots for this land use. Consideration for their inclusion will be given for the 12th Edition of *Trip Generation Manual* after additional post-pandemic data are collected. Overall, the pandemic counts yielded an AM adjacent street peak weighted average rate of 84 vehicle trips per 1,000 square feet GFA, roughly equivalent to the pre-pandemic average. The PM adjacent street peak rate was 56 (roughly 40 percent higher than the pre-pandemic value). The higher PM peak rate for these coffee/donut shops conforms with anecdotal observations that with the temporary or permanent closures of many restaurants during the pandemic, the drive-through restaurants that were open did a brisk business even during their off-peak periods.

Source Numbers

594, 599, 615, 617, 618, 621, 622, 635, 639, 712, 714, 725, 726, 728, 853, 854, 892, 903, 928, 959, 979, 982, 1004, 1042, 1044

Coffee/Donut Shop with Drive-Through Window (937)

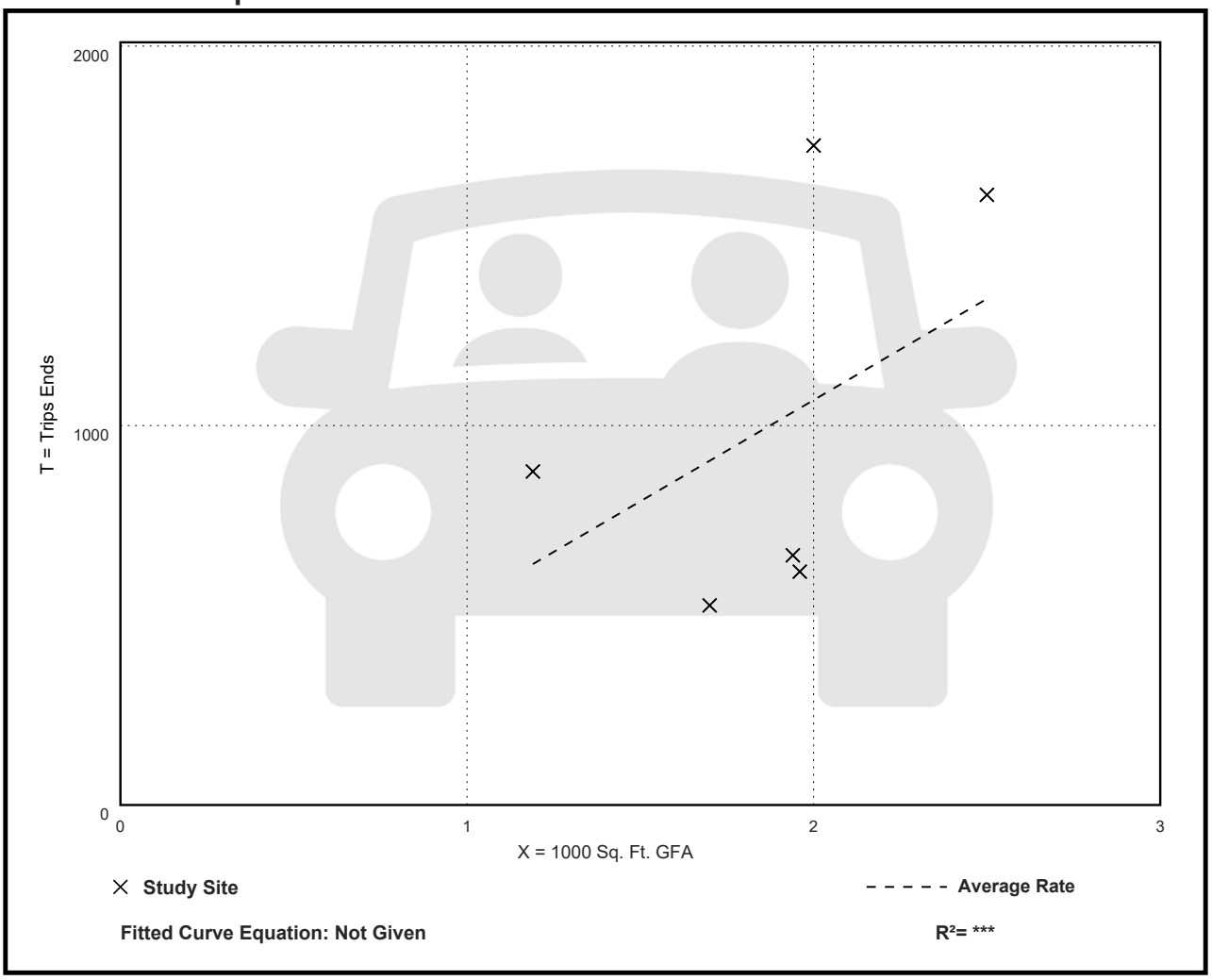
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
533.57	309.41 - 869.00	243.65

Data Plot and Equation



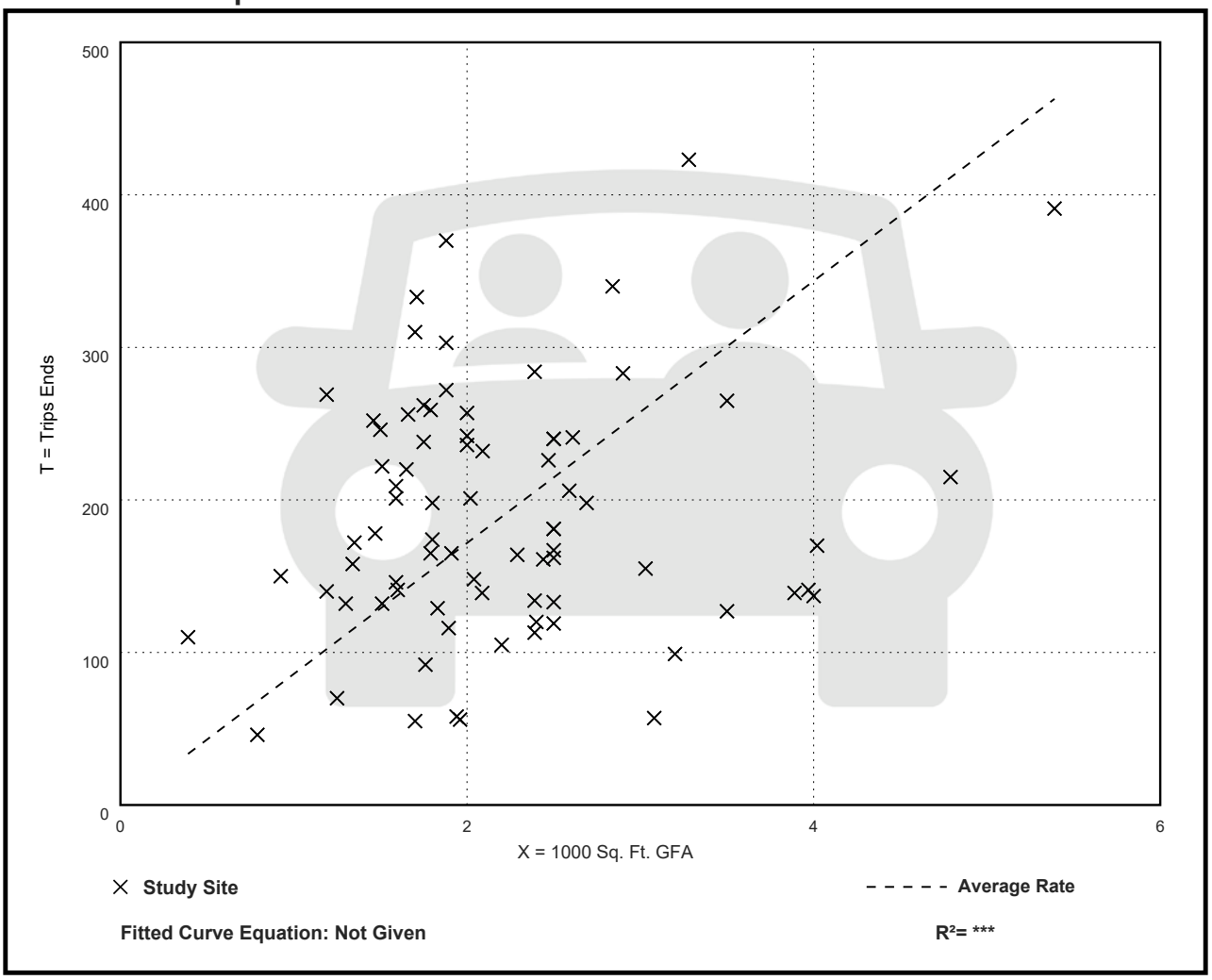
Coffee/Donut Shop with Drive-Through Window (937)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 78
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
85.88	18.51 - 282.05	44.92

Data Plot and Equation



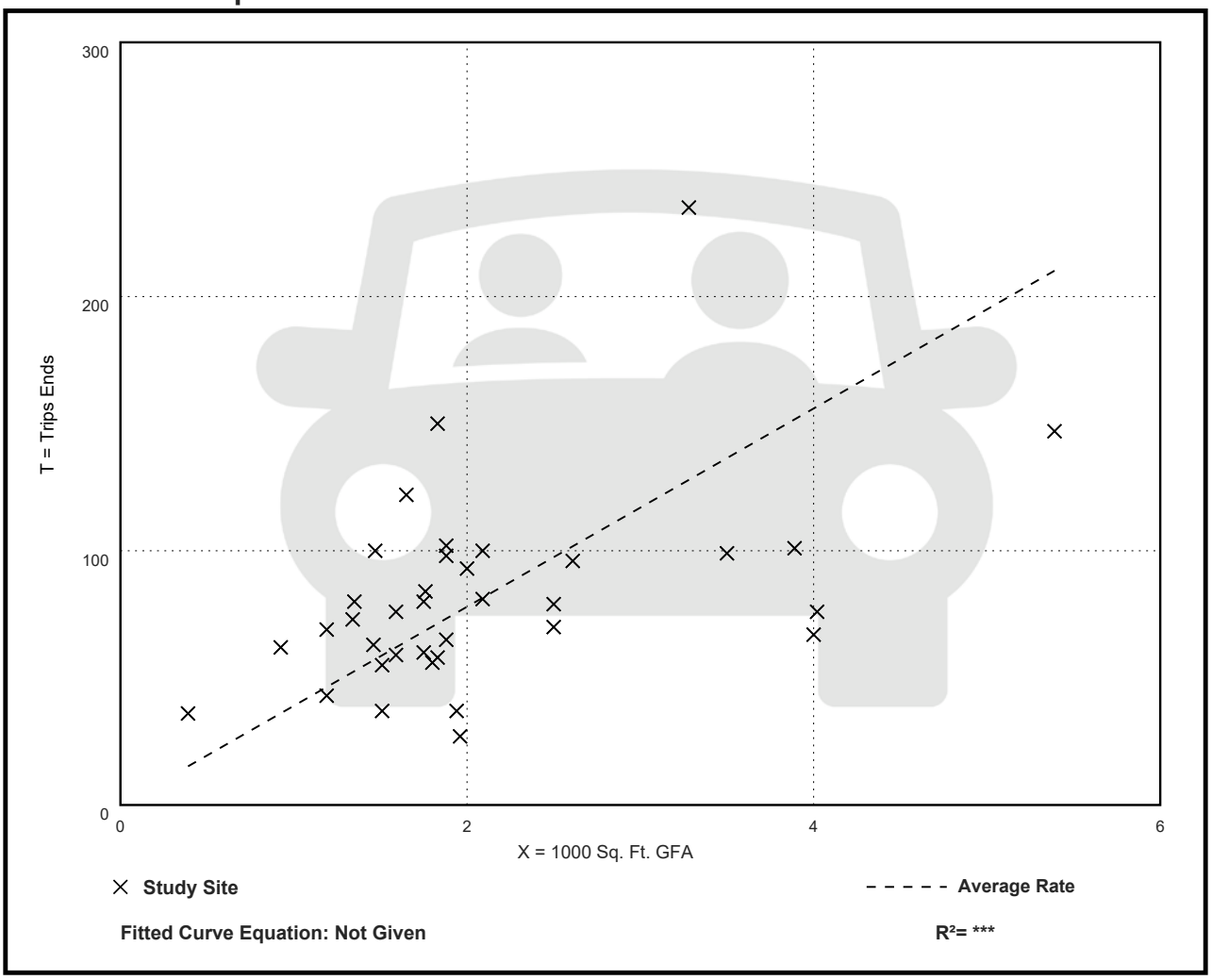
Coffee/Donut Shop with Drive-Through Window (937)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 36
Avg. 1000 Sq. Ft. GFA: 2
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
38.99	13.78 - 92.31	17.79

Data Plot and Equation



Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	938
Land Use	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating
Setting	General Urban/Suburban
Time Period	Weekday AM Peak Period
# Data Sites	3
Average Pass-By Rate	90%

Pass-By Characteristics for Individual Sites

Drive-Through Lanes	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
1	Washington	1997	—	83	—	—	17	—	18
1	Oregon	1998	—	95	—	—	5	—	18
1	Washington	1998	—	92	—	—	8	—	18

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	938
Land Use	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	2
Average Pass-By Rate	98%

Pass-By Characteristics for Individual Sites

Drive-Through Lanes	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
1	Washington	1997	—	100	—	—	0	—	18
1	Oregon	1998	—	95	—	—	5	—	18

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	938
Land Use	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating
Setting	General Urban/Suburban
Time Period	Weekday Midday
# Data Sites	3
Average Pass-By Rate	84%

Pass-By Characteristics for Individual Sites

Drive-Through Lanes	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adj Street Peak Hour Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
1	Washington	1997	—	73	—	—	27	—	18
1	Oregon	1998	—	100	—	—	0	—	18
1	Washington	1998	—	78	—	—	22	—	18

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Exhibit 4: Internal Capture

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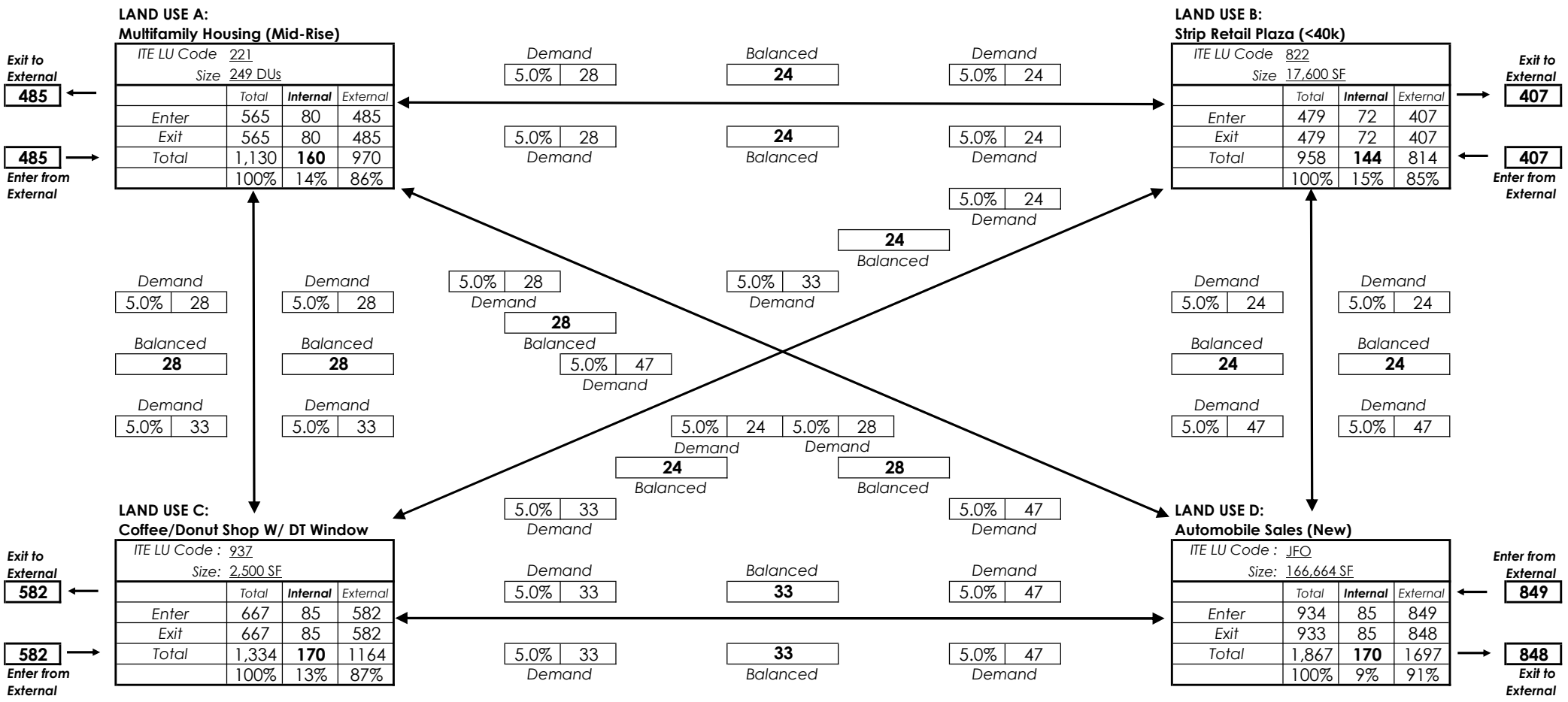
MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst JFO
Date 08/19/24

Project Eden Mar Stuart
Time Period Daily



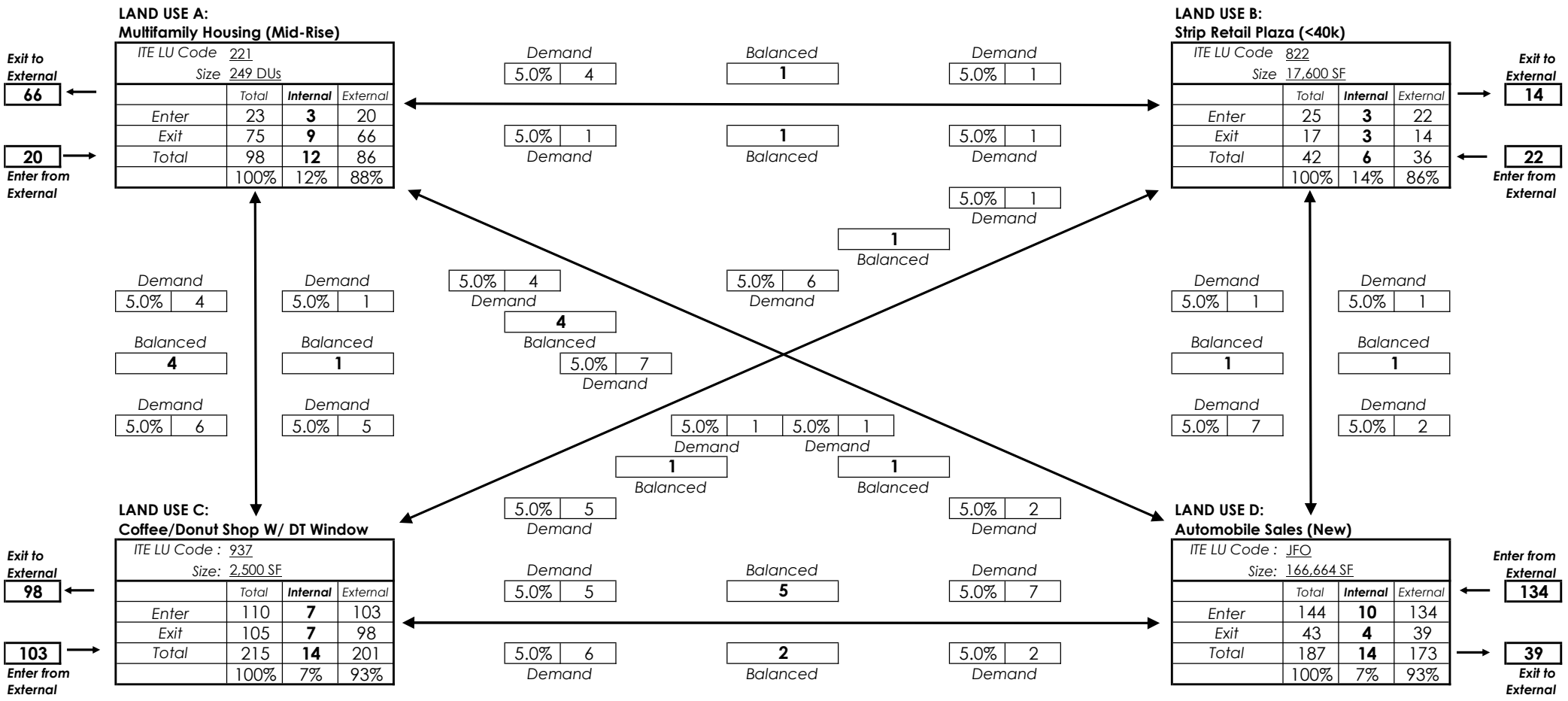
Net External Trips for Multi- Use Development					
	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter	485	407	582	848	2,322
Exit	485	407	582	849	2,323
Total	970	814	1,164	1,697	4,645
Single-Use TG. Est.	1,130	958	1,334	1,867	5,289
	14.16%	15.03%	12.74%	9.11%	12.18%
Internal Capture			12.18%		

Source: Trip Generation Handbook, 2nd Edition Chapter 7

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst JFO
Date 08/19/24

Project Eden Mar Stuart
Time Period AM



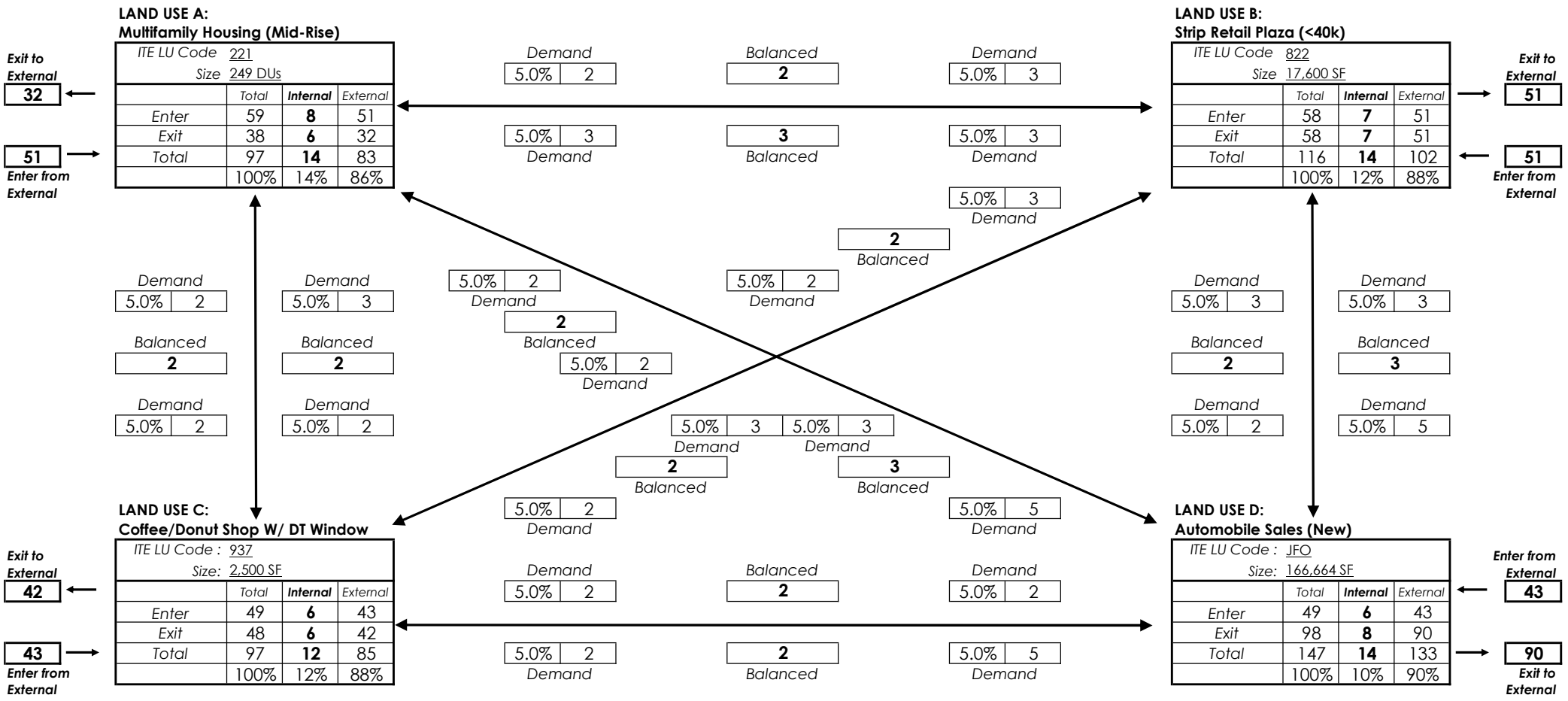
Net External Trips for Multi- Use Development					
	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter	20	22	103	134	279
Exit	66	14	98	39	217
Total	86	36	201	173	496
Single-Use TG. Est.	98	42	215	187	542
	12.24%	14.29%	6.51%	7.49%	8.49%
Internal Capture			8.49%		

Source: Trip Generation Handbook, 2nd Edition Chapter 7

MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst JFO
Date 08/19/24

Project Eden Mar Stuart
Time Period PM



Net External Trips for Multi- Use Development					
	LAND USE A	LAND USE B	LAND USE C	LAND USE D	TOTAL
Enter	51	51	43	43	188
Exit	32	51	42	90	215
Total	83	102	85	133	403
Single-Use TG. Est.	97	116	97	147	457
	14.43%	12.07%	12.37%	9.52%	11.82%
Internal Capture			11.82%		

Source: Trip Generation Handbook, 2nd Edition Chapter 7

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Exhibit 5: Field Data Collection

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KMF Traffic Group, LLC
(772) 924-6993
www.kmftraffic.net

Manual Traffic Count - All Traffic
US1 and Indian St
Stuart, FL

File Name : US1-INDIAN
Site Code : SW2226
Start Date : 9/20/2022
Page No : 1

Groups Printed- All Traffic

	US1 NB				US1 SB				Indian St EB				Indian St WB				
Start Time	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Int. Total
07:00 AM	63	171	31	0	57	326	25	0	27	60	53	2	18	118	27	2	980
07:15 AM	82	201	45	0	67	281	22	4	32	147	80	1	48	114	38	0	1162
07:30 AM	110	184	40	0	85	269	40	5	49	130	78	1	44	123	36	0	1194
07:45 AM	101	234	63	2	91	311	52	0	54	116	65	0	39	141	39	1	1309
Total	356	790	179	2	300	1187	139	9	162	453	276	4	149	496	140	3	4645
08:00 AM	96	239	56	0	73	296	34	5	66	179	54	0	46	115	30	3	1292
08:15 AM	103	244	51	1	91	336	61	2	71	160	67	0	24	96	60	3	1370
08:30 AM	96	261	59	0	66	213	50	5	66	113	54	0	37	128	17	1	1166
08:45 AM	108	211	28	1	64	258	40	5	57	151	65	1	70	129	11	3	1202
Total	403	955	194	2	294	1103	185	17	260	603	240	1	177	468	118	10	5030
*** BREAK ***																	
04:00 PM	110	331	38	1	119	298	50	8	48	114	50	2	78	149	43	2	1441
04:15 PM	113	274	47	3	87	335	44	3	71	121	59	1	69	143	34	5	1409
04:30 PM	147	326	52	1	131	257	50	1	78	108	37	0	72	210	48	3	1521
04:45 PM	136	300	35	1	109	300	58	3	65	123	62	0	62	226	52	3	1535
Total	506	1231	172	6	446	1190	202	15	262	466	208	3	281	728	177	13	5906
05:00 PM	131	305	48	2	87	425	46	3	62	138	71	3	60	199	22	3	1605
05:15 PM	127	344	53	0	123	304	59	2	53	116	47	0	64	173	31	7	1503
05:30 PM	153	315	36	0	98	323	43	3	85	124	47	1	58	145	12	4	1447
05:45 PM	144	281	27	2	108	350	35	1	73	133	51	2	74	148	14	6	1449
Total	555	1245	164	4	416	1402	183	9	273	511	216	6	256	665	79	20	6004
Grand Total	1820	4221	709	14	1456	4882	709	50	957	2033	940	14	863	2357	514	46	21585
Apprch %	26.9	62.4	10.5	0.2	20.5	68.8	10	0.7	24.3	51.5	23.8	0.4	22.8	62.4	13.6	1.2	
Total %	8.4	19.6	3.3	0.1	6.7	22.6	3.3	0.2	4.4	9.4	4.4	0.1	4	10.9	2.4	0.2	

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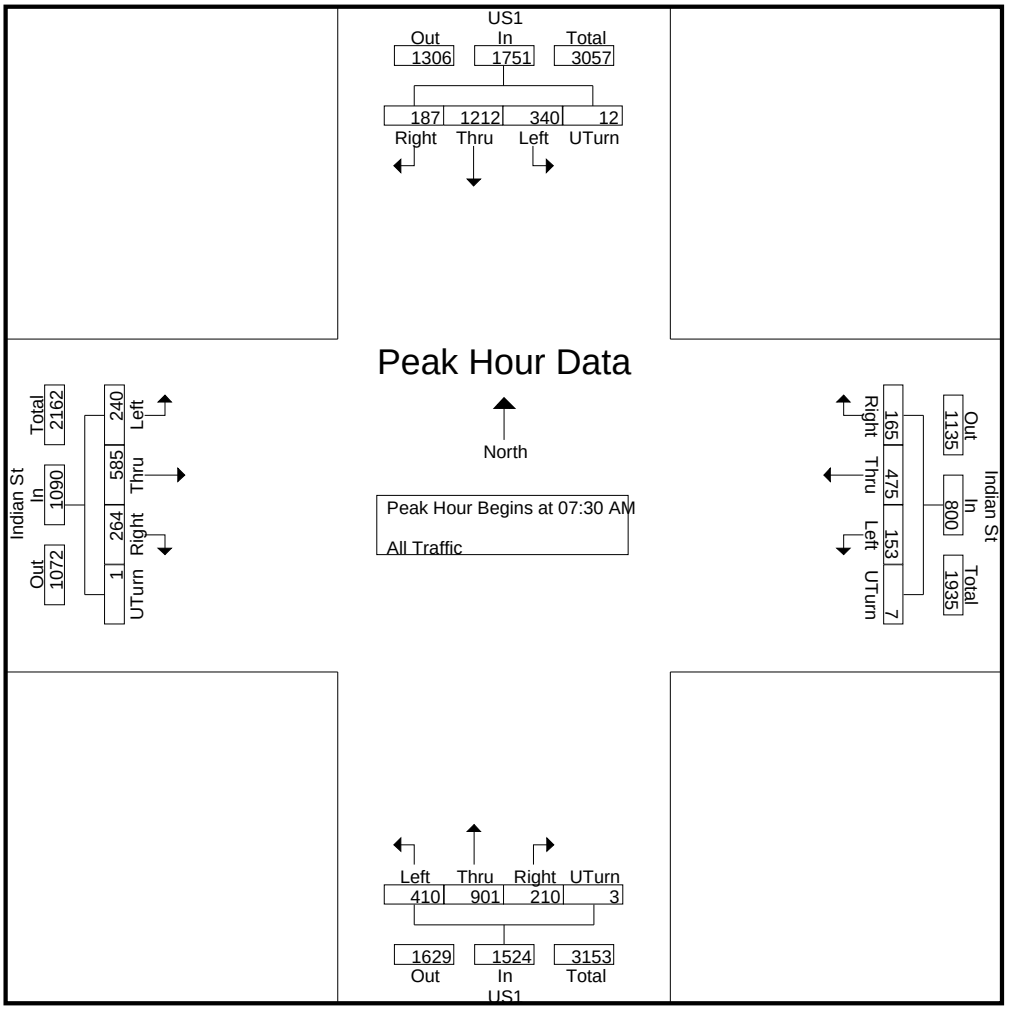
Manual Traffic Count - All Traffic
US1 and Indian St
Stuart, FL

File Name : US1-INDIAN
Site Code : SW2226
Start Date : 9/20/2022

	US1 NB					US1 SB					Indian St EB					Indian St WB					
Start Time	Left	Thru	Right	UTurn	App. Total	Left	Thru	Right	UTurn	App. Total	Left	Thru	Right	UTurn	App. Total	Left	Thru	Right	UTurn	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	110	184	40	0	334	85	269	40	5	399	49	130	78	1	258	44	123	36	0	203	1194
07:45 AM	101	234	63	2	400	91	311	52	0	454	54	116	65	0	235	39	141	39	1	220	1309
08:00 AM	96	239	56	0	391	73	296	34	5	408	66	179	54	0	299	46	115	30	3	194	1292
08:15 AM	103	244	51	1	399	91	336	61	2	490	71	160	67	0	298	24	96	60	3	183	1370
Total Volume	410	901	210	3	1524	340	1212	187	12	1751	240	585	264	1	1090	153	475	165	7	800	5165
% App. Total	26.9	59.1	13.8	0.2		19.4	69.2	10.7	0.7		22	53.7	24.2	0.1		19.1	59.4	20.6	0.9		
PHF	.932	.923	.833	.375	.953	.934	.902	.766	.600	.893	.845	.817	.846	.250	.911	.832	.842	.688	.583	.909	.943



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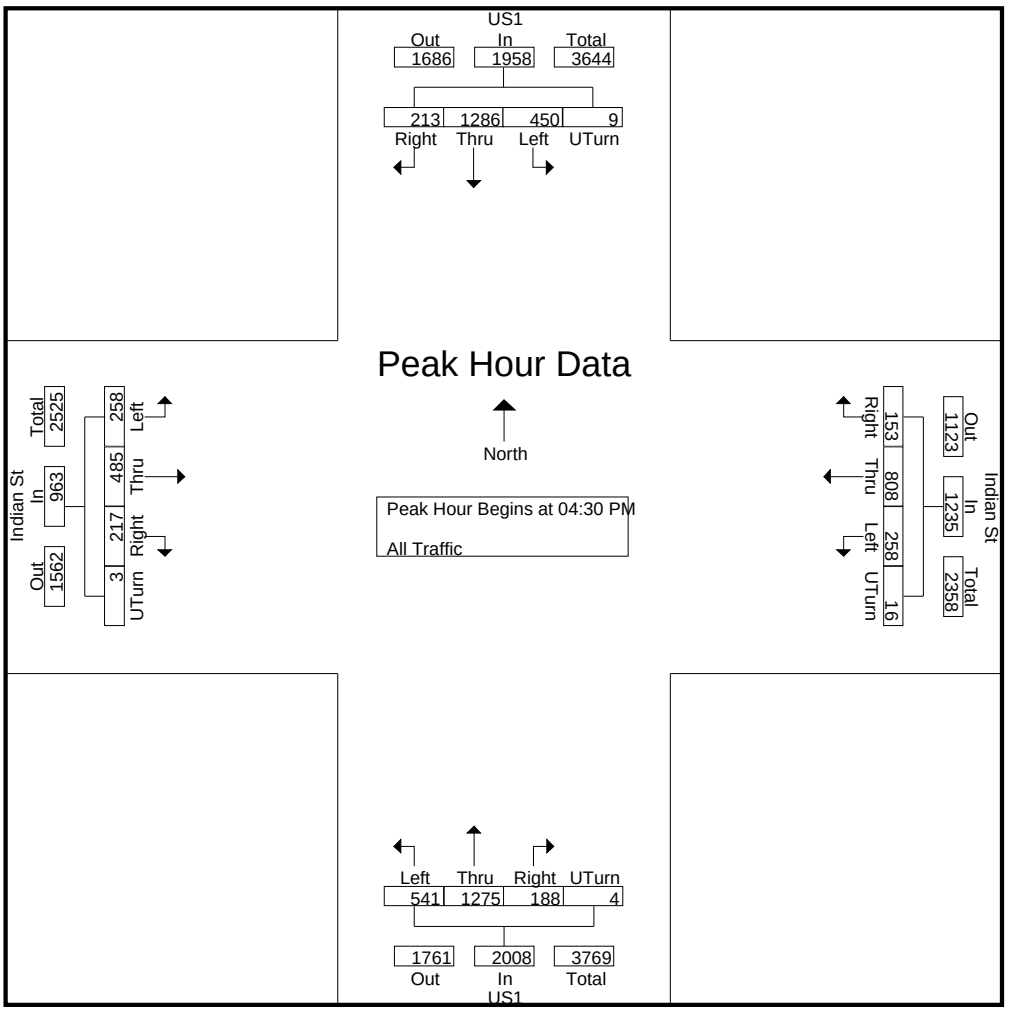
Manual Traffic Count - All Traffic
US1 and Indian St
Stuart, FL

File Name : US1-INDIAN
Site Code : SW2226
Start Date : 9/20/2022
Page No : 3

	US1 NB					US1 SB					Indian St EB					Indian St WB					
Start Time	Left	Thru	Right	UTurn	App. Total	Left	Thru	Right	UTurn	App. Total	Left	Thru	Right	UTurn	App. Total	Left	Thru	Right	UTurn	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	147	326	52	1	526	131	257	50	1	439	78	108	37	0	223	72	210	48	3	333	1521
04:45 PM	136	300	35	1	472	109	300	58	3	470	65	123	62	0	250	62	226	52	3	343	1535
05:00 PM	131	305	48	2	486	87	425	46	3	561	62	138	71	3	274	60	199	22	3	284	1605
05:15 PM	127	344	53	0	524	123	304	59	2	488	53	116	47	0	216	64	173	31	7	275	1503
Total Volume	541	1275	188	4	2008	450	1286	213	9	1958	258	485	217	3	963	258	808	153	16	1235	6164
% App. Total	26.9	63.5	9.4	0.2		23	65.7	10.9	0.5		26.8	50.4	22.5	0.3		20.9	65.4	12.4	1.3		
PHF	.920	.927	.887	.500	.954	.859	.756	.903	.750	.873	.827	.879	.764	.250	.879	.896	.894	.736	.571	.900	.960



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Manual Traffic Count - All Traffic
US1 and Fisher St
Stuart, FL

File Name : US1-FISHER
Site Code : JO2226
Start Date : 9/20/2022
Page No : 1

Groups Printed- All traffic

	US1 NB				US1 SB				Fisher St EB			Fisher St WB			
Start Time	Left	Thru	Right	UTurn	Left	Thru	Right	UTurn	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	17	257	3	1	7	369	1	8	12	1	0	1	0	4	681
07:15 AM	16	310	2	1	9	375	2	11	18	0	0	1	1	8	754
07:30 AM	15	333	2	1	10	425	1	12	23	2	4	1	1	14	844
07:45 AM	20	383	1	4	9	342	2	7	20	1	3	2	3	8	805
Total	68	1283	8	7	35	1511	6	38	73	4	7	5	5	34	3084
08:00 AM	29	290	4	3	7	375	2	7	18	3	6	0	0	12	756
08:15 AM	26	360	4	6	9	378	13	10	22	1	10	1	3	16	859
08:30 AM	34	300	4	2	6	365	5	16	30	3	5	1	2	11	784
08:45 AM	39	312	2	0	5	344	1	8	40	6	15	3	1	15	791
Total	128	1262	14	11	27	1462	21	41	110	13	36	5	6	54	3190
*** BREAK ***															
04:00 PM	26	395	8	3	7	397	9	7	46	5	22	3	1	22	951
04:15 PM	34	364	9	4	10	373	10	20	37	3	22	1	6	16	909
04:30 PM	31	449	7	7	9	455	14	15	33	9	18	4	6	18	1075
04:45 PM	36	414	7	6	7	380	10	17	41	5	23	1	2	19	968
Total	127	1622	31	20	33	1605	43	59	157	22	85	9	15	75	3903
05:00 PM	34	475	6	14	7	454	6	16	40	4	27	4	2	20	1109
05:15 PM	35	467	7	4	5	463	6	15	37	3	30	4	8	10	1094
05:30 PM	33	410	4	6	5	342	16	21	50	2	19	0	3	11	922
05:45 PM	41	380	2	5	7	373	11	37	23	1	12	0	3	5	900
Total	143	1732	19	29	24	1632	39	89	150	10	88	8	16	46	4025
Grand Total	466	5899	72	67	119	6210	109	227	490	49	216	27	42	209	14202
Apprch %	7.2	90.7	1.1	1	1.8	93.2	1.6	3.4	64.9	6.5	28.6	9.7	15.1	75.2	
Total %	3.3	41.5	0.5	0.5	0.8	43.7	0.8	1.6	3.5	0.3	1.5	0.2	0.3	1.5	

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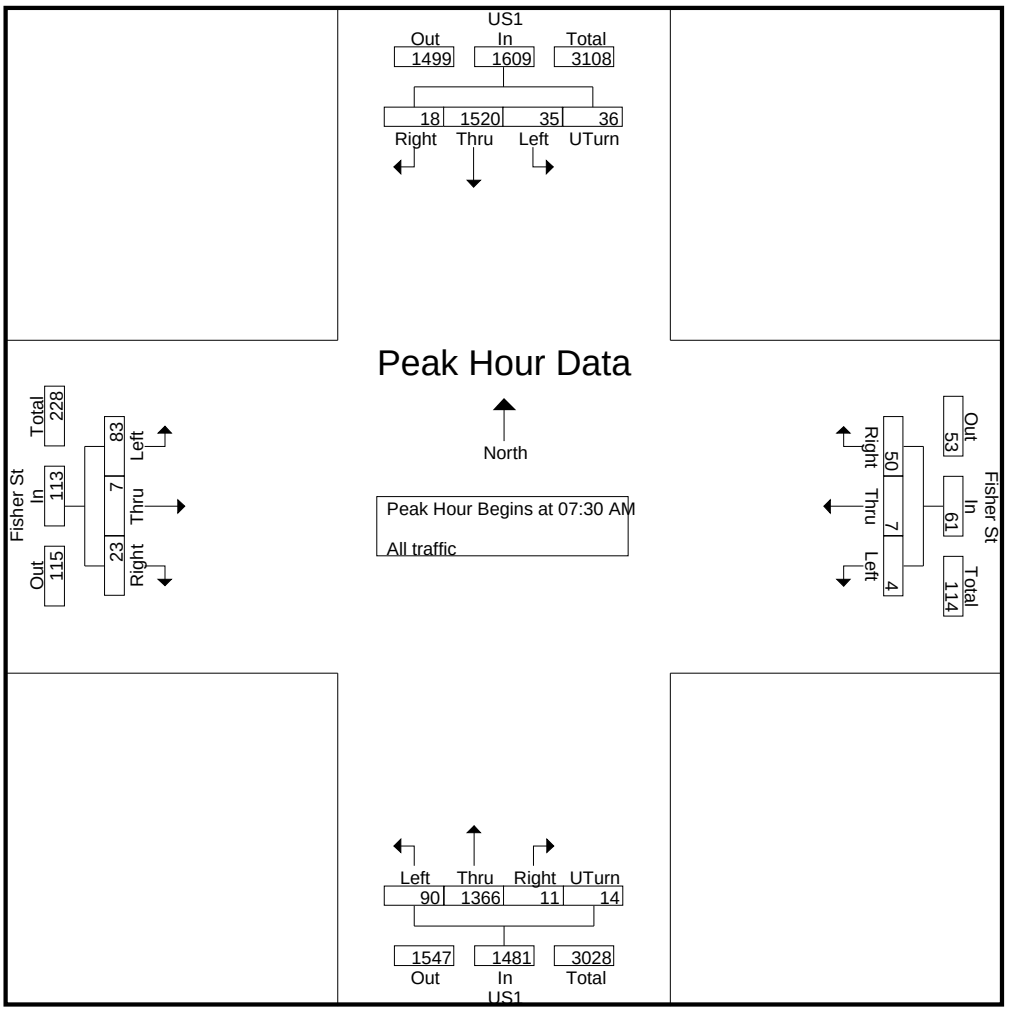
Manual Traffic Count - All Traffic
US1 and Fisher St
Stuart, FL

File Name : US1-FISHER
Site Code : JO2226
Start Date : 9/20/2022
Page No : 2

	US1 NB					US1 SB					Fisher St EB				Fisher St WB				
Start Time	Left	Thru	Right	UTurn	App. Total	Left	Thru	Right	UTurn	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	15	333	2	1	351	10	425	1	12	448	23	2	4	29	1	1	14	16	844
07:45 AM	20	383	1	4	408	9	342	2	7	360	20	1	3	24	2	3	8	13	805
08:00 AM	29	290	4	3	326	7	375	2	7	391	18	3	6	27	0	0	12	12	756
08:15 AM	26	360	4	6	396	9	378	13	10	410	22	1	10	33	1	3	16	20	859
Total Volume	90	1366	11	14	1481	35	1520	18	36	1609	83	7	23	113	4	7	50	61	3264
% App. Total	6.1	92.2	0.7	0.9		2.2	94.5	1.1	2.2		73.5	6.2	20.4		6.6	11.5	82		
PHF	.776	.892	.688	.583	.907	.875	.894	.346	.750	.898	.902	.583	.575	.856	.500	.583	.781	.763	.950



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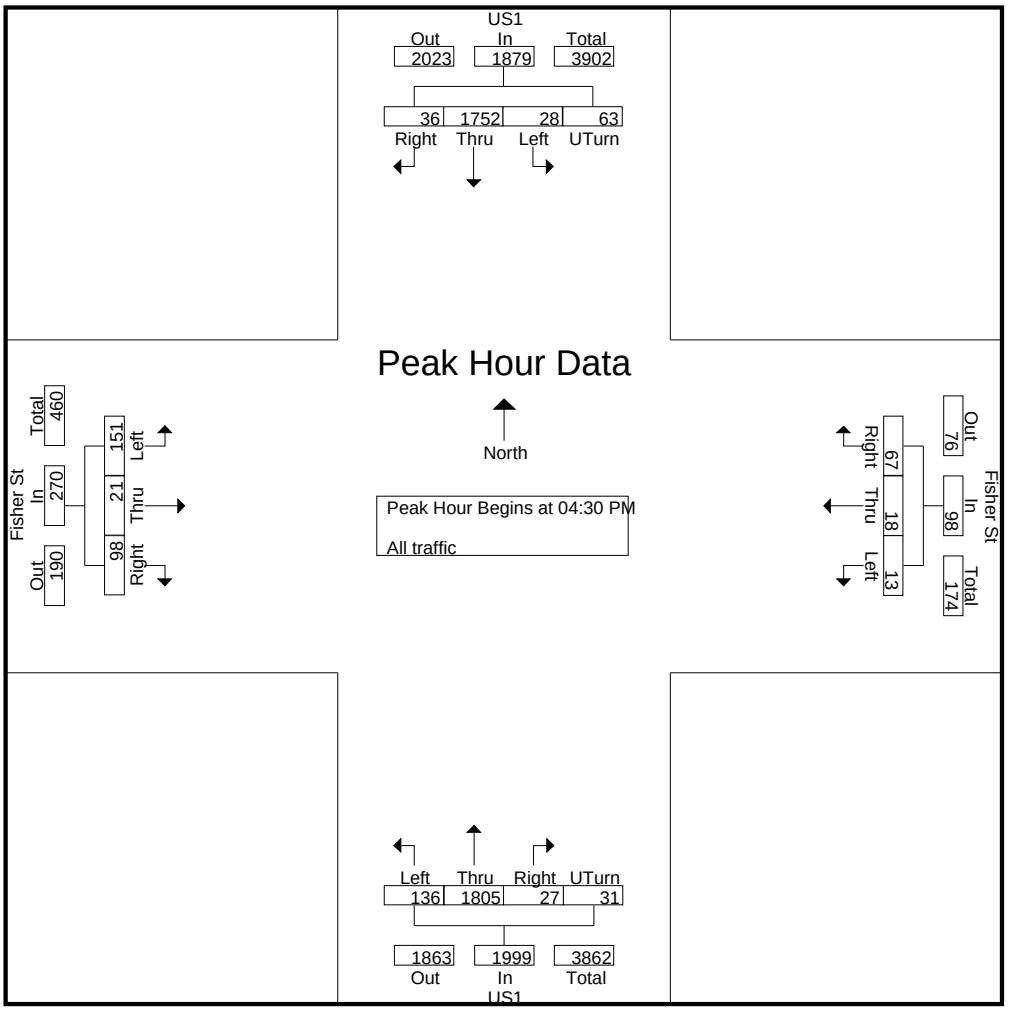
Manual Traffic Count - All Traffic
US1 and Fisher St
Stuart, FL

File Name : US1-FISHER
Site Code : JO2226
Start Date : 9/20/2022
Page No : 3

	US1 NB					US1 SB					Fisher St EB				Fisher St WB				
Start Time	Left	Thru	Right	UTurn	App. Total	Left	Thru	Right	UTurn	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	31	449	7	7	494	9	455	14	15	493	33	9	18	60	4	6	18	28	1075
04:45 PM	36	414	7	6	463	7	380	10	17	414	41	5	23	69	1	2	19	22	968
05:00 PM	34	475	6	14	529	7	454	6	16	483	40	4	27	71	4	2	20	26	1109
05:15 PM	35	467	7	4	513	5	463	6	15	489	37	3	30	70	4	8	10	22	1094
Total Volume	136	1805	27	31	1999	28	1752	36	63	1879	151	21	98	270	13	18	67	98	4246
% App. Total	6.8	90.3	1.4	1.6		1.5	93.2	1.9	3.4		55.9	7.8	36.3		13.3	18.4	68.4		
PHF	.944	.950	.964	.554	.945	.778	.946	.643	.926	.953	.921	.583	.817	.951	.813	.563	.838	.875	.957



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Manual Traffic Count - All Traffic
US1 and Miami Ave
Stuart, FL

File Name : US1-MIAMI AVE
Site Code : JO2226
Start Date : 9/20/2022
Page No : 1

Groups Printed- All traffic

	US1 NB			US1 SB			Miami Ave WB	
Start Time	Thru	Right	Uturn	Left	Thru	Uturn	Right	Int. Total
07:00 AM	292	5	6	39	343	3	11	699
07:15 AM	327	4	4	36	387	6	7	771
07:30 AM	396	11	8	32	351	4	8	810
07:45 AM	386	11	8	32	366	4	10	817
Total	1401	31	26	139	1447	17	36	3097
08:00 AM	421	6	8	24	314	4	8	785
08:15 AM	425	7	12	23	415	10	15	907
08:30 AM	380	12	8	23	355	6	14	798
08:45 AM	435	10	13	44	388	2	11	903
Total	1661	35	41	114	1472	22	48	3393
*** BREAK ***								
04:00 PM	364	1	14	29	326	5	34	773
04:15 PM	481	2	12	46	422	3	16	982
04:30 PM	458	4	13	31	404	3	40	953
04:45 PM	456	6	12	27	417	2	19	939
Total	1759	13	51	133	1569	13	109	3647
05:00 PM	511	5	16	23	553	3	34	1145
05:15 PM	444	7	16	39	466	1	29	1002
05:30 PM	391	2	16	27	418	1	28	883
05:45 PM	403	4	10	35	429	4	15	900
Total	1749	18	58	124	1866	9	106	3930
Grand Total	6570	97	176	510	6354	61	299	14067
Apprch %	96	1.4	2.6	7.4	91.8	0.9	100	
Total %	46.7	0.7	1.3	3.6	45.2	0.4	2.1	

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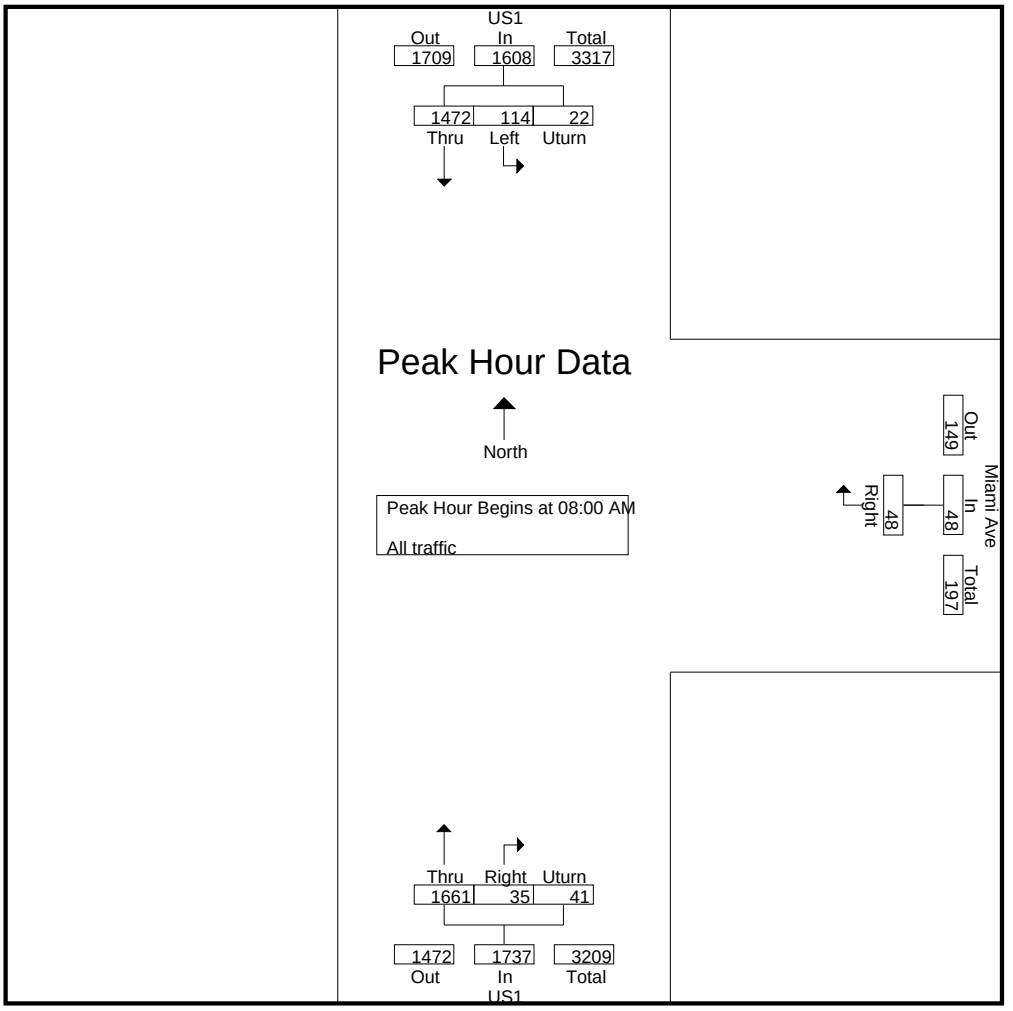
Manual Traffic Count - All Traffic
US1 and Miami Ave
Stuart, FL

File Name : US1-MIAMI AVE
Site Code : JO2226
Start Date : 9/20/2022
Page No : 2

	US1 NB				US1 SB				Miami Ave WB		
Start Time	Thru	Right	Uturn	App. Total	Left	Thru	Uturn	App. Total	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 08:00 AM											
08:00 AM	421	6	8	435	24	314	4	342	8	8	785
08:15 AM	425	7	12	444	23	415	10	448	15	15	907
08:30 AM	380	12	8	400	23	355	6	384	14	14	798
08:45 AM	435	10	13	458	44	388	2	434	11	11	903
Total Volume	1661	35	41	1737	114	1472	22	1608	48	48	3393
% App. Total	95.6	2	2.4		7.1	91.5	1.4		100		
PHF	.955	.729	.788	.948	.648	.887	.550	.897	.800	.800	.935



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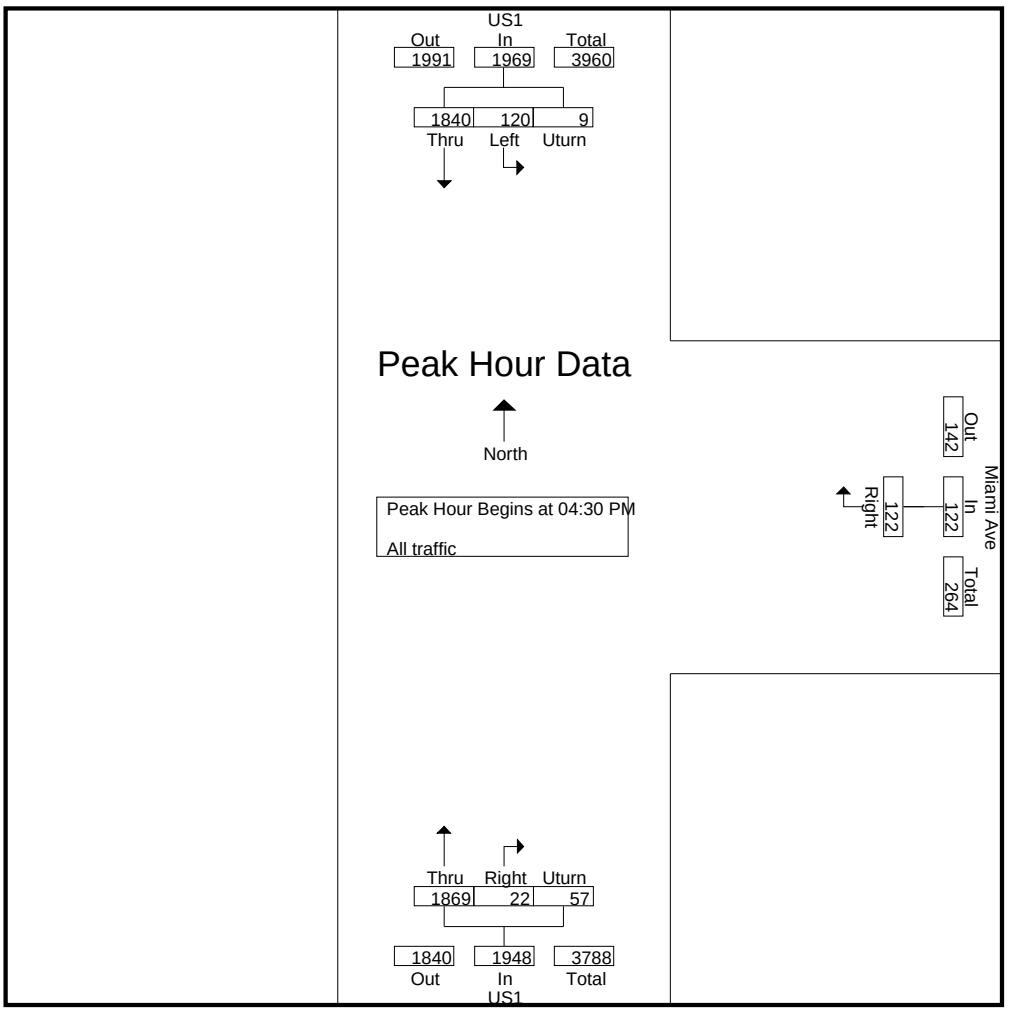
Manual Traffic Count - All Traffic
US1 and Miami Ave
Stuart, FL

File Name : US1-MIAMI AVE
Site Code : JO2226
Start Date : 9/20/2022
Page No : 3

	US1 NB				US1 SB				Miami Ave WB		
Start Time	Thru	Right	Uturn	App. Total	Left	Thru	Uturn	App. Total	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	458	4	13	475	31	404	3	438	40	40	953
04:45 PM	456	6	12	474	27	417	2	446	19	19	939
05:00 PM	511	5	16	532	23	553	3	579	34	34	1145
05:15 PM	444	7	16	467	39	466	1	506	29	29	1002
Total Volume	1869	22	57	1948	120	1840	9	1969	122	122	4039
% App. Total	95.9	1.1	2.9		6.1	93.4	0.5		100		
PHF	.914	.786	.891	.915	.769	.832	.750	.850	.763	.763	.882



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Manual Traffic Count - All Traffic
US1 and Walmart/Car Delearship
Stuart, FL

File Name : AM PM WALMART-DEALER
Site Code : JO2226
Start Date : 9/20/2022
Page No : 1

Groups Printed- All Traffic

	US1 NB		US1 SB		car delear EB	Walmart WB	
Start Time	Thru	Right	Thru	Right	Right	Right	Int. Total
07:00 AM	299	3	342	7	1	5	657
07:15 AM	321	2	388	3	0	11	725
07:30 AM	409	2	351	8	1	7	778
07:45 AM	395	3	360	14	3	10	785
Total	1424	10	1441	32	5	33	2945
08:00 AM	429	0	308	14	5	6	762
08:15 AM	438	5	413	15	4	3	878
08:30 AM	396	2	347	16	3	4	768
08:45 AM	451	6	380	21	8	8	874
Total	1714	13	1448	66	20	21	3282
*** BREAK ***							
04:00 PM	386	12	335	5	12	26	776
04:15 PM	473	3	428	6	9	19	938
04:30 PM	454	2	410	7	8	15	896
04:45 PM	459	2	423	6	11	13	914
Total	1772	19	1596	24	40	73	3524
05:00 PM	513	3	555	4	13	10	1098
05:15 PM	457	6	477	5	13	12	970
05:30 PM	379	7	430	4	12	24	856
05:45 PM	402	5	436	3	10	11	867
Total	1751	21	1898	16	48	57	3791
Grand Total	6661	63	6383	138	113	184	13542
Apprch %	99.1	0.9	97.9	2.1	100	100	
Total %	49.2	0.5	47.1	1	0.8	1.4	

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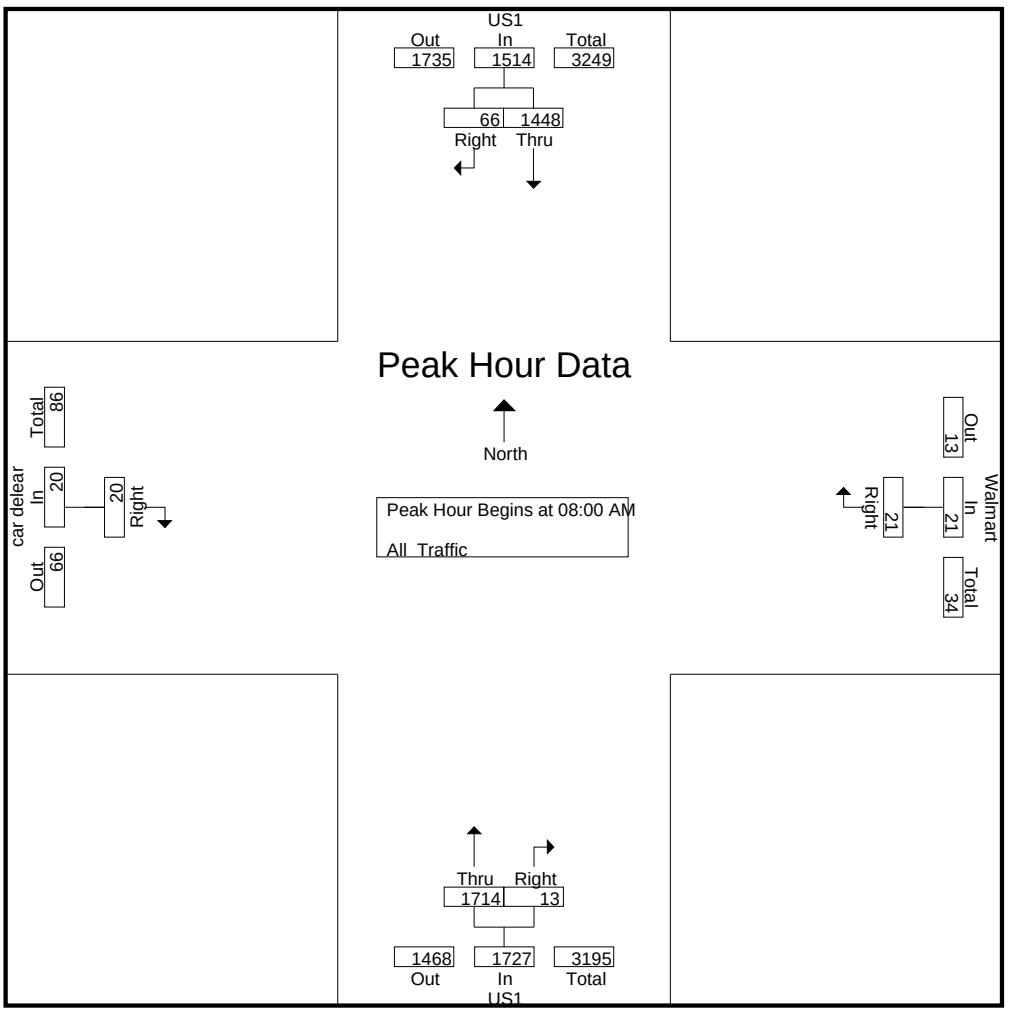
Manual Traffic Count - All Traffic
US1 and Walmart/Car Delearship
Stuart, FL

File Name : AM PM WALMART-DEALER
Site Code : JO2226
Start Date : 9/20/2022
Page No : 2

	US1 NB			US1 SB			car delear EB		Walmart WB		
Start Time	Thru	Right	App. Total	Thru	Right	App. Total	Right	App. Total	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 08:00 AM											
08:00 AM	429	0	429	308	14	322	5	5	6	6	762
08:15 AM	438	5	443	413	15	428	4	4	3	3	878
08:30 AM	396	2	398	347	16	363	3	3	4	4	768
08:45 AM	451	6	457	380	21	401	8	8	8	8	874
Total Volume	1714	13	1727	1448	66	1514	20	20	21	21	3282
% App. Total	99.2	0.8		95.6	4.4		100		100		
PHF	.950	.542	.945	.877	.786	.884	.625	.625	.656	.656	.935



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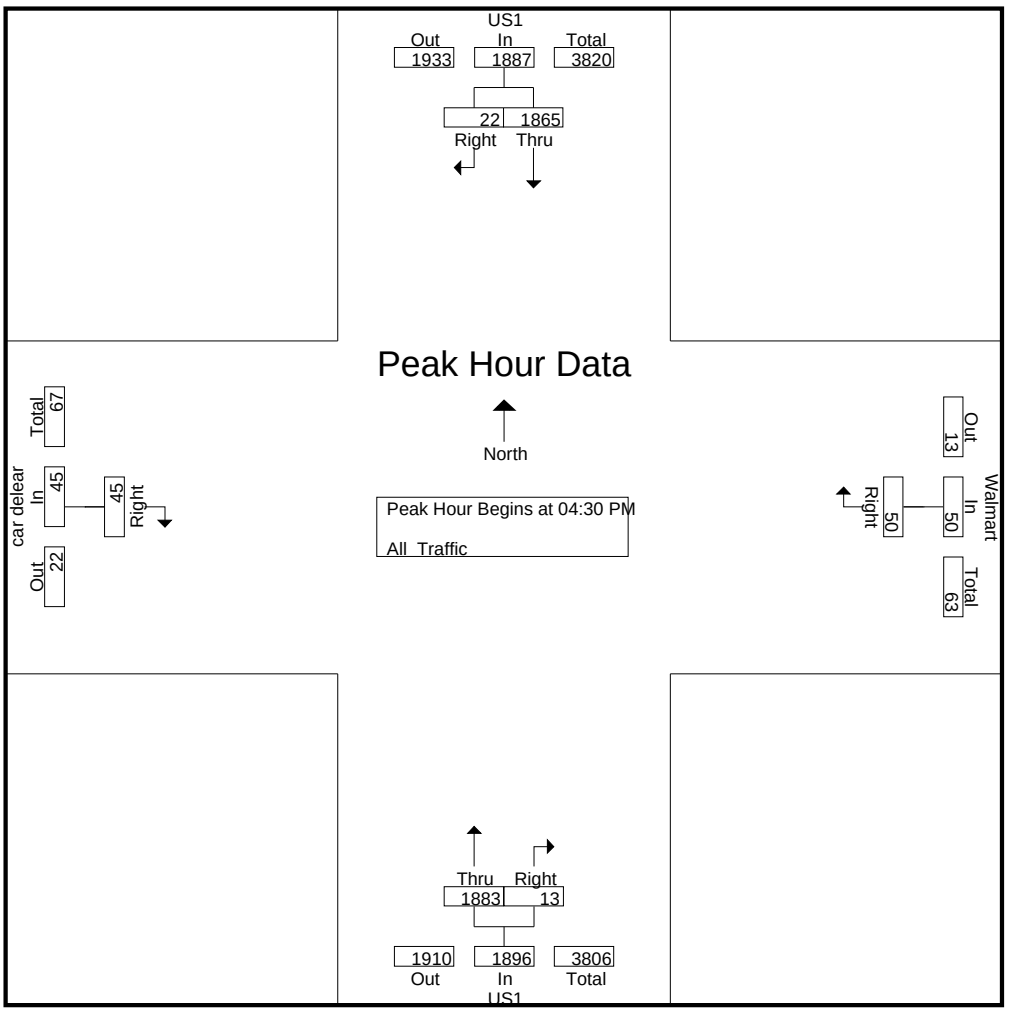
Manual Traffic Count - All Traffic
US1 and Walmart/Car Delearship
Stuart, FL

File Name : AM PM WALMART-DEALER
Site Code : JO2226
Start Date : 9/20/2022
Page No : 3

	US1 NB			US1 SB			car delear EB		Walmart WB		
Start Time	Thru	Right	App. Total	Thru	Right	App. Total	Right	App. Total	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	454	2	456	410	7	417	8	8	15	15	896
04:45 PM	459	2	461	423	6	429	11	11	13	13	914
05:00 PM	513	3	516	555	4	559	13	13	10	10	1098
05:15 PM	457	6	463	477	5	482	13	13	12	12	970
Total Volume	1883	13	1896	1865	22	1887	45	45	50	50	3878
% App. Total	99.3	0.7		98.8	1.2		100		100		
PHF	.918	.542	.919	.840	.786	.844	.865	.865	.833	.833	.883



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Manual Traffic Count - All Traffic
US1 and Pomeroy St
Stuart, FL

File Name : US1-POMERY
Site Code : JO2226
Start Date : 9/20/2022
Page No : 1

Groups Printed- All traffic

	US1 NB				US1 SB				Pomeroy St EB				Pomeroy St WB			
Start Time	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Uturn	Left	Thru	Right	Int. Total
07:00 AM	17	264	10	0	15	318	15	0	26	30	39	0	16	22	12	784
07:15 AM	15	269	10	1	17	362	13	1	33	51	74	0	14	17	20	897
07:30 AM	22	368	13	0	14	330	13	0	26	32	42	1	25	18	17	921
07:45 AM	30	321	26	1	29	313	18	2	58	64	42	0	17	22	17	960
Total	84	1222	59	2	75	1323	59	3	143	177	197	1	72	79	66	3562
08:00 AM	20	348	19	3	27	262	19	2	50	53	35	0	18	19	29	904
08:15 AM	15	374	19	1	36	358	18	3	41	53	43	0	22	24	25	1032
08:30 AM	19	333	18	0	31	299	18	0	50	37	28	2	19	12	15	881
08:45 AM	20	330	23	4	24	335	28	1	52	30	27	0	26	17	24	941
Total	74	1385	79	8	118	1254	83	6	193	173	133	2	85	72	93	3758
*** BREAK ***																
04:00 PM	48	343	25	2	49	283	31	9	31	50	28	2	48	54	15	1018
04:15 PM	44	387	40	3	41	345	42	7	32	30	14	1	52	38	50	1126
04:30 PM	42	398	33	3	33	325	53	5	22	34	28	0	40	62	31	1109
04:45 PM	46	373	40	3	44	327	56	6	43	34	32	2	44	67	39	1156
Total	180	1501	138	11	167	1280	182	27	128	148	102	5	184	221	135	4409
05:00 PM	52	435	31	5	44	441	79	3	36	32	25	5	45	65	42	1340
05:15 PM	33	385	31	0	37	393	50	6	45	30	21	5	36	61	27	1160
05:30 PM	45	325	35	2	36	352	45	7	23	21	25	1	29	50	31	1027
05:45 PM	18	361	36	1	61	335	46	3	24	42	17	1	45	37	19	1046
Total	148	1506	133	8	178	1521	220	19	128	125	88	12	155	213	119	4573
Grand Total	486	5614	409	29	538	5378	544	55	592	623	520	20	496	585	413	16302
Apprch %	7.4	85.9	6.3	0.4	8.3	82.5	8.3	0.8	33.7	35.5	29.6	1.1	33.2	39.2	27.6	
Total %	3	34.4	2.5	0.2	3.3	33	3.3	0.3	3.6	3.8	3.2	0.1	3	3.6	2.5	

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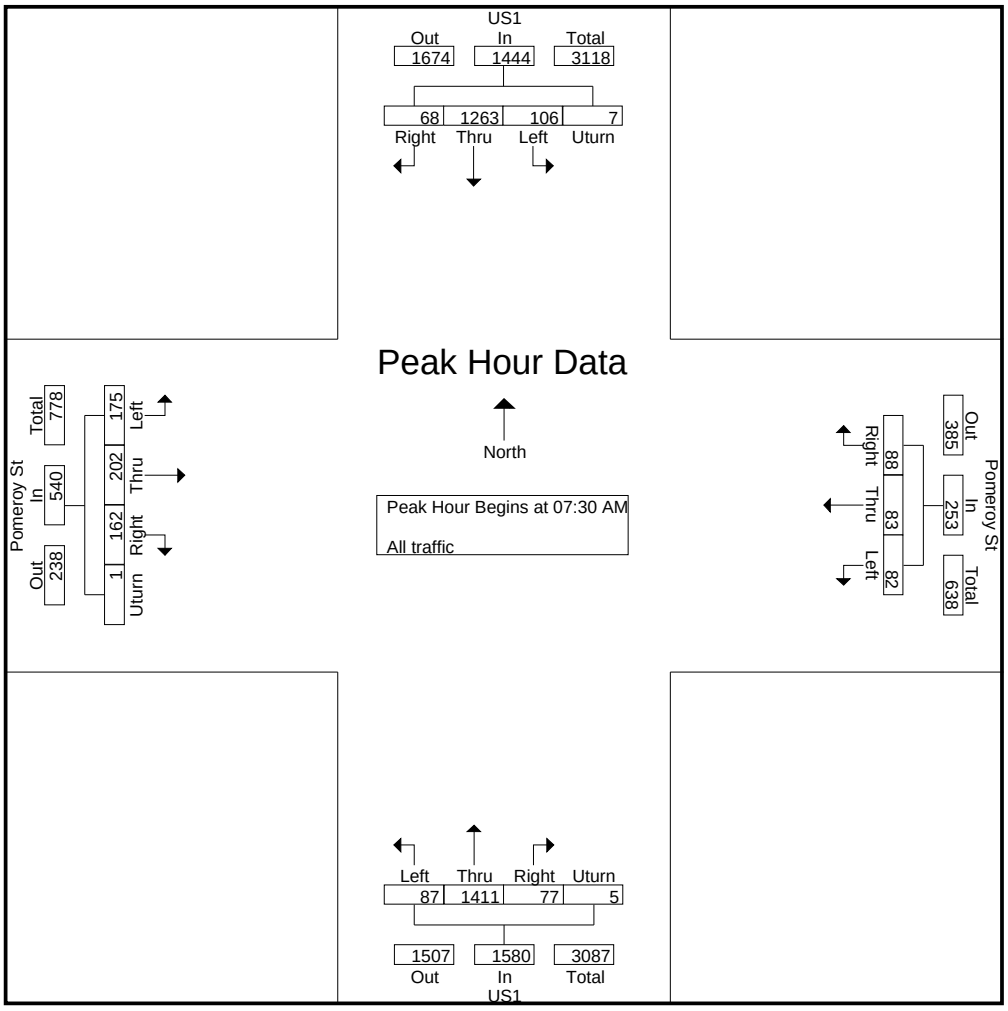
Manual Traffic Count - All Traffic
US1 and Pomeroy St
Stuart, FL

File Name : US1-POMERY
Site Code : JO2226
Start Date : 9/20/2022
Page No : 2

	US1 NB					US1 SB					Pomeroy St EB					Pomeroy St WB				
Start Time	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	Uturn	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	22	368	13	0	403	14	330	13	0	357	26	32	42	1	101	25	18	17	60	921
07:45 AM	30	321	26	1	378	29	313	18	2	362	58	64	42	0	164	17	22	17	56	960
08:00 AM	20	348	19	3	390	27	262	19	2	310	50	53	35	0	138	18	19	29	66	904
08:15 AM	15	374	19	1	409	36	358	18	3	415	41	53	43	0	137	22	24	25	71	1032
Total Volume	87	1411	77	5	1580	106	1263	68	7	1444	175	202	162	1	540	82	83	88	253	3817
% App. Total	5.5	89.3	4.9	0.3		7.3	87.5	4.7	0.5		32.4	37.4	30	0.2		32.4	32.8	34.8		
PHF	.725	.943	.740	.417	.966	.736	.882	.895	.583	.870	.754	.789	.942	.250	.823	.820	.865	.759	.891	.925



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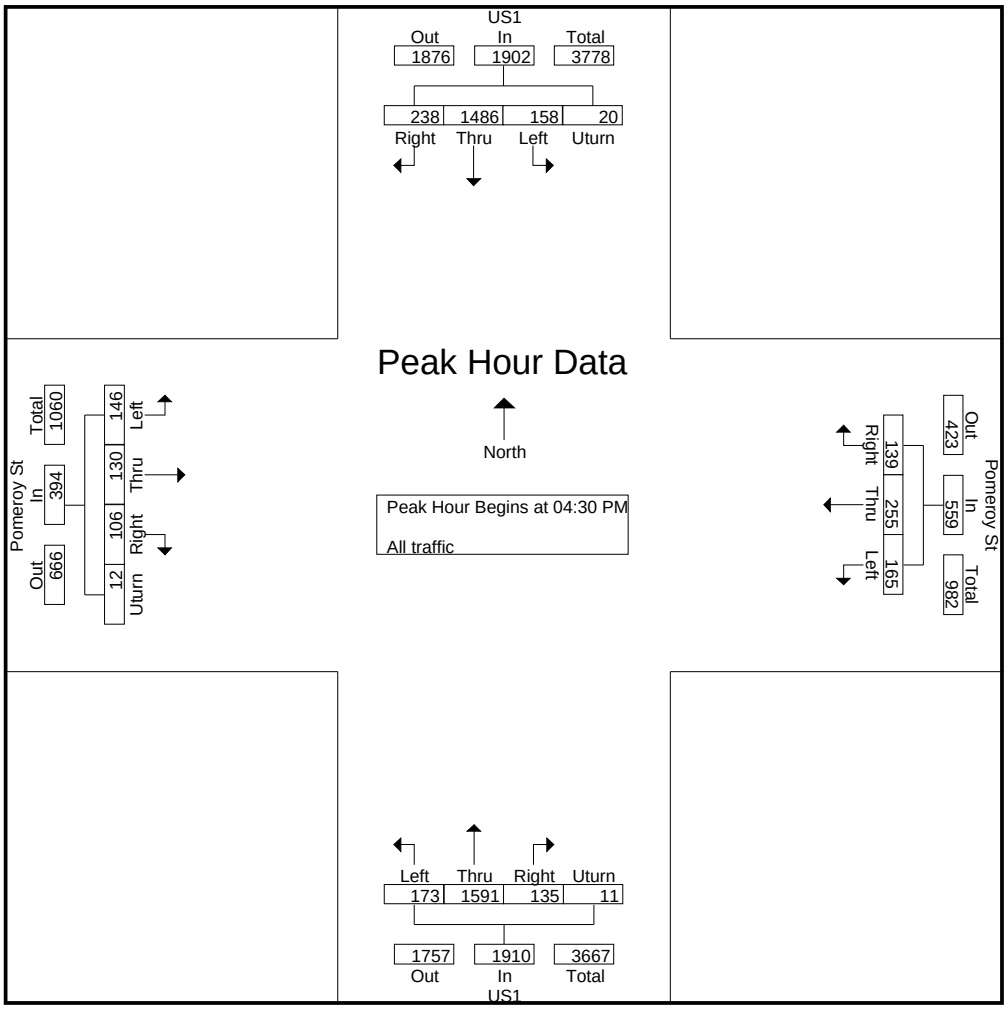
Manual Traffic Count - All Traffic
US1 and Pomeroy St
Stuart, FL

File Name : US1-POMERY
Site Code : JO2226
Start Date : 9/20/2022
Page No : 3

	US1 NB					US1 SB					Pomeroy St EB					Pomeroy St WB				
Start Time	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	Uturn	App. Total	Left	Thru	Right	Uturn	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	42	398	33	3	476	33	325	53	5	416	22	34	28	0	84	40	62	31	133	1109
04:45 PM	46	373	40	3	462	44	327	56	6	433	43	34	32	2	111	44	67	39	150	1156
05:00 PM	52	435	31	5	523	44	441	79	3	567	36	32	25	5	98	45	65	42	152	1340
05:15 PM	33	385	31	0	449	37	393	50	6	486	45	30	21	5	101	36	61	27	124	1160
Total Volume	173	1591	135	11	1910	158	1486	238	20	1902	146	130	106	12	394	165	255	139	559	4765
% App. Total	9.1	83.3	7.1	0.6		8.3	78.1	12.5	1.1		37.1	33	26.9	3		29.5	45.6	24.9		
PHF	.832	.914	.844	.550	.913	.898	.842	.753	.833	.839	.811	.956	.828	.600	.887	.917	.951	.827	.919	.889



2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8901 CEN.-W OF US1 TO I95

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2019 - 01/05/2019	0.96	1.01
2	01/06/2019 - 01/12/2019	0.97	1.02
3	01/13/2019 - 01/19/2019	0.98	1.03
* 4	01/20/2019 - 01/26/2019	0.97	1.02
* 5	01/27/2019 - 02/02/2019	0.96	1.01
* 6	02/03/2019 - 02/09/2019	0.95	1.00
* 7	02/10/2019 - 02/16/2019	0.95	1.00
* 8	02/17/2019 - 02/23/2019	0.94	0.99
* 9	02/24/2019 - 03/02/2019	0.94	0.99
*10	03/03/2019 - 03/09/2019	0.93	0.98
*11	03/10/2019 - 03/16/2019	0.93	0.98
*12	03/17/2019 - 03/23/2019	0.94	0.99
*13	03/24/2019 - 03/30/2019	0.95	1.00
*14	03/31/2019 - 04/06/2019	0.96	1.01
*15	04/07/2019 - 04/13/2019	0.97	1.02
*16	04/14/2019 - 04/20/2019	0.98	1.03
17	04/21/2019 - 04/27/2019	0.99	1.04
18	04/28/2019 - 05/04/2019	1.01	1.06
19	05/05/2019 - 05/11/2019	1.02	1.07
20	05/12/2019 - 05/18/2019	1.04	1.09
21	05/19/2019 - 05/25/2019	1.04	1.09
22	05/26/2019 - 06/01/2019	1.05	1.11
23	06/02/2019 - 06/08/2019	1.06	1.12
24	06/09/2019 - 06/15/2019	1.07	1.13
25	06/16/2019 - 06/22/2019	1.06	1.12
26	06/23/2019 - 06/29/2019	1.06	1.12
27	06/30/2019 - 07/06/2019	1.06	1.12
28	07/07/2019 - 07/13/2019	1.06	1.12
29	07/14/2019 - 07/20/2019	1.06	1.12
30	07/21/2019 - 07/27/2019	1.05	1.11
31	07/28/2019 - 08/03/2019	1.04	1.09
32	08/04/2019 - 08/10/2019	1.03	1.08
33	08/11/2019 - 08/17/2019	1.03	1.08
34	08/18/2019 - 08/24/2019	1.04	1.09
35	08/25/2019 - 08/31/2019	1.05	1.11
36	09/01/2019 - 09/07/2019	1.06	1.12
37	09/08/2019 - 09/14/2019	1.07	1.13
38	09/15/2019 - 09/21/2019	1.09	1.15
39	09/22/2019 - 09/28/2019	1.06	1.12
40	09/29/2019 - 10/05/2019	1.04	1.09
41	10/06/2019 - 10/12/2019	1.01	1.06
42	10/13/2019 - 10/19/2019	0.99	1.04
43	10/20/2019 - 10/26/2019	0.99	1.04
44	10/27/2019 - 11/02/2019	0.99	1.04
45	11/03/2019 - 11/09/2019	0.98	1.03
46	11/10/2019 - 11/16/2019	0.98	1.03
47	11/17/2019 - 11/23/2019	0.98	1.03
48	11/24/2019 - 11/30/2019	0.97	1.02
49	12/01/2019 - 12/07/2019	0.97	1.02
50	12/08/2019 - 12/14/2019	0.96	1.01
51	12/15/2019 - 12/21/2019	0.96	1.01
52	12/22/2019 - 12/28/2019	0.97	1.02
53	12/29/2019 - 12/31/2019	0.98	1.03

* PEAK SEASON

14-FEB-2020 15:39:27 830UPD 4_8901_PKSEASON.TXT

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8901 CEN.-W OF US1 TO I95

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.98	1.02
2	01/02/2022 - 01/08/2022	0.99	1.03
3	01/09/2022 - 01/15/2022	1.00	1.04
4	01/16/2022 - 01/22/2022	0.99	1.03
5	01/23/2022 - 01/29/2022	0.98	1.02
* 6	01/30/2022 - 02/05/2022	0.97	1.01
* 7	02/06/2022 - 02/12/2022	0.96	1.00
* 8	02/13/2022 - 02/19/2022	0.95	0.99
* 9	02/20/2022 - 02/26/2022	0.95	0.99
*10	02/27/2022 - 03/05/2022	0.95	0.99
*11	03/06/2022 - 03/12/2022	0.95	0.99
*12	03/13/2022 - 03/19/2022	0.95	0.99
*13	03/20/2022 - 03/26/2022	0.95	0.99
*14	03/27/2022 - 04/02/2022	0.96	1.00
*15	04/03/2022 - 04/09/2022	0.96	1.00
*16	04/10/2022 - 04/16/2022	0.97	1.01
*17	04/17/2022 - 04/23/2022	0.97	1.01
*18	04/24/2022 - 04/30/2022	0.98	1.02
19	05/01/2022 - 05/07/2022	0.98	1.02
20	05/08/2022 - 05/14/2022	0.99	1.03
21	05/15/2022 - 05/21/2022	1.00	1.04
22	05/22/2022 - 05/28/2022	1.01	1.05
23	05/29/2022 - 06/04/2022	1.02	1.06
24	06/05/2022 - 06/11/2022	1.03	1.07
25	06/12/2022 - 06/18/2022	1.05	1.09
26	06/19/2022 - 06/25/2022	1.05	1.09
27	06/26/2022 - 07/02/2022	1.05	1.09
28	07/03/2022 - 07/09/2022	1.05	1.09
29	07/10/2022 - 07/16/2022	1.06	1.10
30	07/17/2022 - 07/23/2022	1.05	1.09
31	07/24/2022 - 07/30/2022	1.05	1.09
32	07/31/2022 - 08/06/2022	1.04	1.08
33	08/07/2022 - 08/13/2022	1.04	1.08
34	08/14/2022 - 08/20/2022	1.04	1.08
35	08/21/2022 - 08/27/2022	1.05	1.09
36	08/28/2022 - 09/03/2022	1.06	1.10
37	09/04/2022 - 09/10/2022	1.08	1.13
38	09/11/2022 - 09/17/2022	1.09	1.14
39	09/18/2022 - 09/24/2022	1.07	1.11
40	09/25/2022 - 10/01/2022	1.04	1.08
41	10/02/2022 - 10/08/2022	1.02	1.06
42	10/09/2022 - 10/15/2022	1.00	1.04
43	10/16/2022 - 10/22/2022	1.00	1.04
44	10/23/2022 - 10/29/2022	1.00	1.04
45	10/30/2022 - 11/05/2022	1.00	1.04
46	11/06/2022 - 11/12/2022	1.00	1.04
47	11/13/2022 - 11/19/2022	1.01	1.05
48	11/20/2022 - 11/26/2022	1.00	1.04
49	11/27/2022 - 12/03/2022	0.99	1.03
50	12/04/2022 - 12/10/2022	0.98	1.02
51	12/11/2022 - 12/17/2022	0.98	1.02
52	12/18/2022 - 12/24/2022	0.99	1.03
53	12/25/2022 - 12/31/2022	1.00	1.04

* PEAK SEASON

23-FEB-2023 09:11:22 830UPD 4_8901_PKSEASON.TXT

2022 PSF was not available at the time the original traffic analysis was prepared. Included for reference only. A PHF of 1.12 was used to determine peak hour, as that was the factor available at the time the original traffic analysis was prepared.

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Exhibit 6: Areawide Growth Rate

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Eden Mar Stuart Areawide Growth Rate

Roadway	From	To	AADT	Growth Rate	AADT X GR
Indian St	Willoughby Blvd	SR-5	27,852	2.8%	780
Indian St	SR-5	Commerce Ave	22,368	0.5%	112
Indian St	Commerce Ave	CR-A1A	25,515	2.5%	638
Market Pl	SR-5	Commerce Ave	4,589	0.6%	28
Pomeroy St	Willoughby Blvd	SR-5	8,687	2.3%	200
SR-5 (US-1)	Salerno Rd	Monroe St	40,491	0.5%	202
SR-5 (US-1)	Monroe St	Indian St	37,491	0.5%	187
SR-5 (US-1)	Indian St	SR-714	45,498	0.5%	227
		Σ	212,491	10.20%	2,374

Areawide Growth	**1.12%**

Martin County 2019 Roadway Level of Service Inventory Report

Road Name	From	To	Type	Generalized Service Capacity	2019 Average Annual Daily Traffic	2019 Peak Hour Directional Volume	2019 Generalized LOS	Avg. Annual Growth Rate
Goldenrod Rd	SR-732	SR-5	Class II: 2-Ln Undivided	750	6,877	402	D	1.9%
Goldenrod Rd	SR-5	Westmoreland Blvd	Class II: 2-Ln Undivided	750	4,635	295	C	3.0%
Gomez Ave	CR-708	Crossrip St	Class II: 2-Ln Undivided	750	3,732	199	C	1.4%
Gomez Ave	Crossrip St	Osprey St	Class II: 2-Ln Undivided	750	1,065	61	C	0.5%
Green River Parkway	Dixie Hwy	Baker Rd	Class II: 2-Ln Undivided	750	6,833	351	C	3.1%
Green River Parkway	Baker Rd	SR-732	Class I: 2-Ln Undivided	880	8,341	596	C	4.3%
Green River Parkway	SR-732	St. Lucie County	2-Ln Uninter /Undivided Flow	1190	8,667	576	C	1.8%
Horseshoe Point Rd	CR-A1A	Kubin Ave	2-Ln Undivided Non-State	675	5,647	285	C	0.5%
Indian St	SR-76	Willoughby Blvd	Class I: 4-Ln Divided	2000	29,306	1,729	C	4.7%
Indian St	Willoughby Blvd	SR-5	Class I: 4-Ln Divided	2000	27,852	1,236	C	2.8%
Indian St	SR-5	Commerce Ave	Class I: 4-Ln Divided	2000	22,368	995	C	0.5%
Indian St	Commerce Ave	CR-A1A	Class I: 4-Ln Divided	2000	25,515	1,199	C	2.5%
Indian St	CR-A1A	St Lucie Blvd	2-Ln Undivided Non-State	675	7,051	346	D	1.1%
Indian River Dr	Palmer St	CR-707	Class II: 2-Ln Undivided	750	7,509	374	D	3.7%
Island Way	Palm Beach County	Jupiter Road	Transitional 2-Ln Uninter /Undivided Flow	1200	4,493	302	A/B	3.4%
Island Way	Jupiter Road	Country Club Dr	Class II: 2-Ln Undivided	750	4,855	213	C	0.5%
Jack James Rd	SR-76	Blue Water Wy	Class II: 2-Ln Undivided	750	3,132	294	C	0.5%
Lares St	CR-708	CR-A1A	2-Ln Undivided Non-State	675	3,349	235	C	0.6%
Little Club Wy	Country Club Dr	Wooden Bridge Wy	2-Ln Undivided Non-State	675	2,273	103	C	0.5%
Locks Rd	Canal St	SR-76	2-Ln Undivided Non-State	675	3,667	232	C	2.0%
MacArthur Blvd	Sailfish Point	SR-A1A	2-Ln Undivided Non-State	675	5,989	368	D	6.8%

Segments with shaded LOS require additional analysis.
The peaks are: CR-A1A (PM/SB) and Murphy Rd (PM/NB).

Martin County 2019 Roadway Level of Service Inventory Report

Road Name	From	To	Type	Generalized Service Capacity	2019 Average Annual Daily Traffic	2019 Peak Hour Directional Volume	2019 Generalized LOS	Avg. Annual Growth Rate
Mapp Rd	South End	CR-714	Class II: 2-Ln Undivided	750	5,236	249	C	0.5%
Mapp Rd	CR-714	SR-714	Class II: 2-Ln Undivided	750	11,668	557	D	0.5%
Mapp Rd	SR-714	Matheson Ave	Class II: 2-Ln Undivided	750	5,278	301	C	0.5%
Mapp Rd	Matheson Ave	North End	Class II: 2-Ln Undivided	750	7,320	314	C	0.7%
Market Pl	SR-5	Commerce Ave	Class II: 2-Ln Divided	790	4,589	254	C	0.6%
Matheson Ave	SR-714	Mapp Rd	Class II: 2-Ln Undivided	750	5,845	324	C	0.5%
Monroe St	SR-5	Commerce Ave	Class II: 2-Ln Undivided	750	1,874	161	C	3.0%
Murphy Rd	Mapp Rd	High Meadow Ave	Class II: 2-Ln Undivided	750	6,712	375	D	4.5%
Murphy Rd	High Meadow Ave	St Lucie County	Class II: 2-Ln Undivided	750	9,721	908	F	3.3%
Ocean Blvd	Flagler Ave	Palm Beach Rd	Class II: 2-Ln Divided	790	10,107	565	D	0.5%
Ocean Blvd	Palm Beach Rd	SR-714	4-Ln Divided Non-State	1465	12,415	652	C	0.5%
Osprey St	SR-5	CR-A1A	Class II: 2-Ln Undivided	750	5,203	216	C	2.3%
Osprey St	CR-A1A	Gomez Ave	Class II: 2-Ln Undivided	750	1,926	118	C	0.5%
Palm Beach Rd	SR-714	Ocean Blvd	2-Ln Divided Non-State	710	8,894	426	D	0.5%
Palm City Rd	SR-714	SR-5	Class II: 2-Ln Undivided	750	7,832	419	D	3.8%
Palmer St	CR-707	Indian River Dr	Class II: 2-Ln Undivided	750	3,111	213	C	3.8%
Pineapple Wy	CR-707A(Jensen Beach Blvd.)	SR-732	Class II: 2-Ln Undivided	750	11,820	614	D	3.9%
Pomeroy St	SR-76	Willoughby Blvd	Class II: 2-Ln Divided	790	8,781	479	D	0.5%
Pomeroy St	Willoughby Blvd	SR-5	Class II: 2-Ln Divided	790	8,687	466	D	2.3%
Salerno Rd	SR-76	Willoughby Blvd	Class I: 2-Ln Undivided	880	7,831	429	C	1.5%
Salerno Rd	Willoughby Blvd	SR-5	Class II: 2-Ln Divided	790	9,509	524	D	1.1%

Segments with shaded LOS require additional analysis.
The peaks are: CR-A1A (PM/SB) and Murphy Rd (PM/NB).

Martin County 2019 Roadway Level of Service Inventory Report

Road Name	From	To	Type	Generalized Service Capacity	2019 Average Annual Daily Traffic	2019 Peak Hour Directional Volume	2019 Generalized LOS	Avg. Annual Growth Rate
Salerno Rd	SR-5	Commerce Ave	Class II: 2-Ln Undivided	750	9,794	440	D	8.0%
Salerno Rd	Commerce Ave	CR-A1A	Class II: 2-Ln Undivided	750	7,955	346	C	0.5%
Seabranch Blvd	Doubletree Dr	SR-5	Class I: 4-Ln Divided	2000	6,693	335	C	0.5%
Sewalls Pt Rd	SR-A1A	Palmer St	2-Ln Undivided Non-State	675	9,496	470	D	3.0%
Skyline Dr	CR-707A	CR-707	2-Ln Undivided Non-State	675	1,634	84	C	0.5%
SR-5 (US-1)	Palm Beach County	CR-A1A	Transitional 4-Ln Uninter /Divided Flow	3110	20,848	1,062	A/B	1.9%
SR-5 (US-1)	CR-A1A	CR-708	Class I: 4-Ln Divided	2000	17,201	1,001	C	3.1%
SR-5 (US-1)	CR-708	Osprey St	Class I: 4-Ln Divided	2000	24,807	1,670	C	2.2%
SR-5 (US-1)	Osprey St	Seabranch Blvd	Class I: 4-Ln Divided	2000	23,579	1,046	C	0.6%
SR-5 (US-1)	Seabranch Blvd	Cove Rd	Class I: 6-Ln Divided	3020	30,507	1,426	C	0.5%
SR-5 (US-1)	Cove Rd	Salerno Rd	Class I: 6-Ln Divided	3020	32,412	1,433	C	0.5%
SR-5 (US-1)	Salerno Rd	Monroe St	Class I: 6-Ln Divided	3020	40,491	1,673	C	0.5%
SR-5 (US-1)	Monroe St	Indian St	Class I: 6-Ln Divided	3020	37,491	1,859	C	0.5%
SR-5 (US-1)	Indian St	SR-714	Class I: 6-Ln Divided	3020	45,498	2,267	C	0.5%
SR-5 (US-1)	SR-714	SR-5A	Class I: 6-Ln Divided	3020	37,271	1,822	C	0.5%
SR-5 (US-1)	SR-5A(Cut-off Rd)	SR-76	Class I: 6-Ln Divided	3020	32,616	1,625	C	0.5%
SR-5 (US-1)	SR-76	Palm City Rd	Class II: 6-Ln Divided	2520	47,483	1,986	D	0.5%
SR-5 (US-1)	Palm City Rd	Joan Jefferson Wy	Class II: 6-Ln Divided	2520	54,897	2,473	D	0.5%
SR-5 (US-1)	Joan Jefferson Wy	Wright Blvd	Class I: 6-Ln Divided	3020	59,873	2,874	C	0.5%
SR-5 (US-1)	Wright Blvd	Baker Rd	Class I: 6-Ln Divided	3020	52,644	2,491	C	0.5%
SR-5 (US-1)	Baker Rd	Britt Rd	Class I: 6-Ln Divided	3020	51,826	2,481	C	0.5%

Segments with shaded LOS require additional analysis.
The peaks are: CR-A1A (PM/SB) and Murphy Rd (PM/NB).

Exhibit 7: Synchro Analyses

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Critical Movement Analysis

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Traffic Engineering • Transportation Planning
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US 1 & Indian Street

Eden Mar Stuart

Input Data

GR	=	1.12%
Peak Season	=	1.12
Traffic Count Year	=	2022
Buildout Year	=	2026
Years	=	4

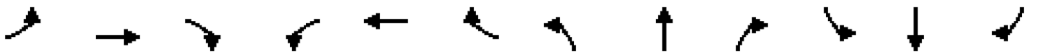
AM Peak Hour		PM Peak Hour	
In	Out	In	Out
103	102	101	103

AM Peak Hour

AM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 20-Sep-22	241	585	264	160	475	165	413	901	210	352	1212	187
Peak Season Volume	270	655	296	179	532	185	463	1009	235	394	1357	209
2026 Historic Growth	**282**	**685**	**309**	**187**	**556**	**193**	**484**	**1055**	**246**	**412**	**1419**	**218**
% Project Traffic	-	-	25%	10%	-	-	25%	25%	10%	-	25%	-
Project Traffic Direction	-	-	IN	IN	-	-	OUT	OUT	OUT	-	IN	-
Project Traffic	-	-	26	10	-	-	26	26	10	-	26	-
2026 Total Traffic[1]	**282**	**685**	**335**	**197**	**556**	**193**	**510**	**1081**	**256**	**412**	**1445**	**218**

PM Peak Hour

PM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 20-Sep-22	261	485	217	274	808	153	545	1275	188	459	1286	213
Peak Season Volume	292	543	243	307	905	171	610	1428	211	514	1440	239
2026 Historic Growth	**305**	**568**	**254**	**321**	**946**	**179**	**638**	**1493**	**221**	**537**	**1505**	**250**
% Project Traffic	-	-	25%	10%	-	-	25%	25%	10%	-	25%	-
Project Traffic Direction	-	-	IN	IN	-	-	OUT	OUT	OUT	-	IN	-
Project Traffic	-	-	25	10	-	-	26	26	10	-	25	-
2026 Total Traffic [1]	**305**	**568**	**279**	**331**	**946**	**179**	**664**	**1519**	**231**	**537**	**1530**	**250**

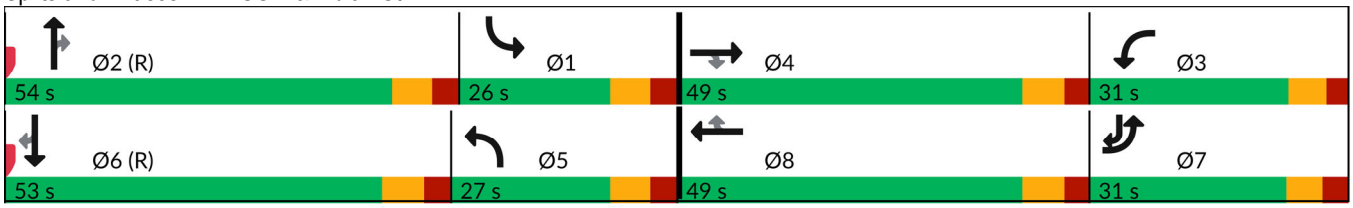


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	282	685	309	187	556	193	484	1055	246	412	1419	218
Future Volume (vph)	282	685	309	187	556	193	484	1055	246	412	1419	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		235	215		260	375		870	400		490
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	240			220			100			100		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			270			205			262			86
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		667			714			1552			750	
Travel Time (s)		10.1			10.8			23.5			11.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	300	729	329	199	591	205	515	1122	262	438	1510	232
Shared Lane Traffic (%)												
Lane Group Flow (vph)	300	729	329	199	591	205	515	1122	262	438	1510	232
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	15.0	15.0	7.0	15.0	7.0
Minimum Split (s)	14.4	25.7	25.7	14.1	25.7	25.7	14.9	25.9	25.9	14.9	25.9	14.4
Total Split (s)	31.0	49.0	49.0	31.0	49.0	49.0	27.0	54.0	54.0	26.0	53.0	31.0
Total Split (%)	19.4%	30.6%	30.6%	19.4%	30.6%	30.6%	16.9%	33.8%	33.8%	16.3%	33.1%	19.4%
Maximum Green (s)	23.6	41.3	41.3	23.9	41.3	41.3	19.1	46.1	46.1	18.1	45.1	23.6
Yellow Time (s)	4.4	4.8	4.8	4.4	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.4
All-Red Time (s)	3.0	2.9	2.9	2.7	2.9	2.9	3.1	3.1	3.1	3.1	3.1	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.7	7.7	7.1	7.7	7.7	7.9	7.9	7.9	7.9	7.9	7.4
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	4.0	5.0	5.0	4.0	5.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	None
Act Effct Green (s)	20.5	38.6	38.6	15.7	33.4	33.4	19.1	55.4	55.4	19.8	56.1	84.5
Actuated g/C Ratio	0.13	0.24	0.24	0.10	0.21	0.21	0.12	0.35	0.35	0.12	0.35	0.53
v/c Ratio	0.68	0.85	0.56	0.59	0.79	0.41	1.25	0.63	0.36	1.03	0.84	0.26
Control Delay (s/veh)	74.7	68.6	14.1	75.8	68.4	8.3	169.6	30.3	7.3	117.9	53.7	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	74.7	68.6	14.1	75.8	68.4	8.3	169.6	30.3	7.3	117.9	53.7	14.2
LOS	E	E	B	E	E	A	F	C	A	F	D	B
Approach Delay (s/veh)		56.8			57.6			65.0			62.4	
Approach LOS		E			E			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 140 (88%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.26			
Intersection Signal Delay (s/veh): 61.2		Intersection LOS: E	
Intersection Capacity Utilization 91.5%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 1: US 1 & Indian St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	685	309	187	556	193	484	1055	246	412	1419	218
Future Volume (veh/h)	282	685	309	187	556	193	484	1055	246	412	1419	218
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	300	729	329	199	591	205	515	1122	262	438	1510	232
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	381	830	370	249	695	310	757	1374	427	801	1439	621
Arrive On Green	0.11	0.23	0.23	0.07	0.20	0.20	0.29	0.36	0.36	0.23	0.28	0.28
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	300	729	329	199	591	205	515	1122	262	438	1510	232
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	13.5	31.6	32.1	9.1	25.7	19.1	21.1	31.9	21.8	17.8	45.1	0.0
Cycle Q Clear(g_c), s	13.5	31.6	32.1	9.1	25.7	19.1	21.1	31.9	21.8	17.8	45.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	381	830	370	249	695	310	757	1374	427	801	1439	621
V/C Ratio(X)	0.79	0.88	0.89	0.80	0.85	0.66	0.68	0.82	0.61	0.55	1.05	0.37
Avail Cap(c_a), veh/h	510	917	409	516	917	409	757	1471	457	801	1439	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	0.81	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.4	59.1	59.3	73.1	62.1	59.4	51.7	47.8	44.5	54.1	57.4	34.6
Incr Delay (d2), s/veh	5.9	9.1	19.3	5.8	6.0	2.4	2.2	4.5	5.3	1.0	37.8	1.7
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	10.3	21.4	20.9	7.5	17.7	12.4	13.2	18.5	12.9	12.4	33.0	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	75.2	68.2	78.6	78.9	68.0	61.9	54.0	52.3	49.8	55.1	95.2	36.4
LnGrp LOS	E	E	E	E	E	E	D	D	D	E	F	D
Approach Vol, veh/h		1358			995			1899			2180	
Approach Delay, s/veh		72.3			68.9			52.4			80.9	
Approach LOS		E			E			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	45.0	51.0	18.9	45.1	43.0	53.0	25.0	39.0
Change Period (Y+Rc), s	7.9	7.9	* 7.4	* 7.7	7.9	7.9	* 7.4	7.7
Max Green Setting (Gmax), s	18.1	46.1	* 24	* 41	19.1	45.1	* 24	41.3
Max Q Clear Time (g_c+I1), s	19.8	33.9	11.1	34.1	23.1	47.1	15.5	27.7
Green Ext Time (p_c), s	0.0	9.2	0.5	3.3	0.0	0.0	0.6	3.6

Intersection Summary	
HCM 7th Control Delay, s/veh	68.8
HCM 7th LOS	E

Notes

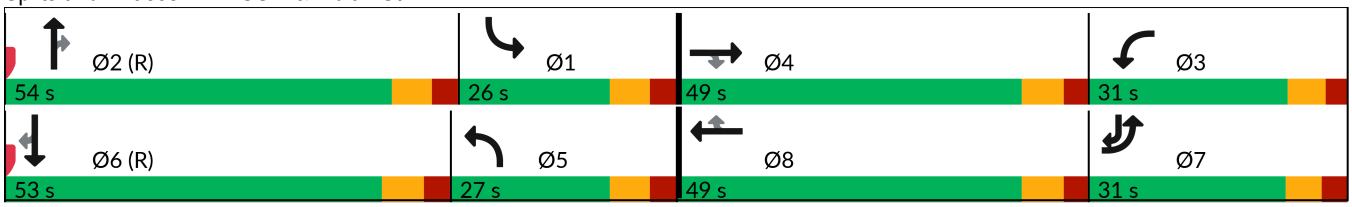
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

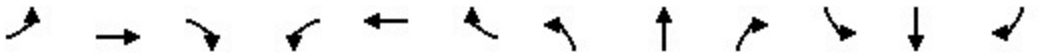
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	282	685	335	197	556	193	510	1081	256	412	1445	218
Future Volume (vph)	282	685	335	197	556	193	510	1081	256	412	1445	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		235	215		260	375		870	400		490
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	240			220			100			100		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			274			205			272			86
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		667			714			1552			750	
Travel Time (s)		10.1			10.8			23.5			11.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	300	729	356	210	591	205	543	1150	272	438	1537	232
Shared Lane Traffic (%)												
Lane Group Flow (vph)	300	729	356	210	591	205	543	1150	272	438	1537	232
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	15.0	15.0	7.0	15.0	7.0
Minimum Split (s)	14.4	25.7	25.7	14.1	25.7	25.7	14.9	25.9	25.9	14.9	25.9	14.4
Total Split (s)	31.0	49.0	49.0	31.0	49.0	49.0	27.0	54.0	54.0	26.0	53.0	31.0
Total Split (%)	19.4%	30.6%	30.6%	19.4%	30.6%	30.6%	16.9%	33.8%	33.8%	16.3%	33.1%	19.4%
Maximum Green (s)	23.6	41.3	41.3	23.9	41.3	41.3	19.1	46.1	46.1	18.1	45.1	23.6
Yellow Time (s)	4.4	4.8	4.8	4.4	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.4
All-Red Time (s)	3.0	2.9	2.9	2.7	2.9	2.9	3.1	3.1	3.1	3.1	3.1	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.7	7.7	7.1	7.7	7.7	7.9	7.9	7.9	7.9	7.9	7.4
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	4.0	5.0	5.0	4.0	5.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	None
Act Effct Green (s)	21.0	38.7	38.7	16.0	33.4	33.4	19.1	55.2	55.2	19.5	55.6	84.5
Actuated g/C Ratio	0.13	0.24	0.24	0.10	0.21	0.21	0.12	0.35	0.35	0.12	0.35	0.53
v/c Ratio	0.67	0.85	0.60	0.61	0.80	0.42	1.33	0.66	0.38	1.05	0.87	0.26
Control Delay (s/veh)	73.7	68.3	16.9	76.2	68.5	8.3	198.4	35.0	8.1	121.8	55.4	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.7	68.3	16.9	76.2	68.5	8.3	198.4	35.0	8.1	121.8	55.4	14.3
LOS	E	E	B	E	E	A	F	D	A	F	E	B
Approach Delay (s/veh)		56.2			57.8			76.5			64.2	
Approach LOS		E			E			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 140 (88%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.33			
Intersection Signal Delay (s/veh): 65.2		Intersection LOS: E	
Intersection Capacity Utilization 92.7%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 1: US 1 & Indian St





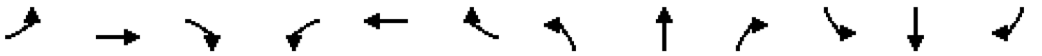
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	685	335	197	556	193	510	1081	256	412	1445	218
Future Volume (veh/h)	282	685	335	197	556	193	510	1081	256	412	1445	218
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	300	729	356	210	591	205	543	1150	272	438	1537	232
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	432	872	389	261	695	310	706	1389	431	740	1439	645
Arrive On Green	0.13	0.25	0.25	0.08	0.20	0.20	0.27	0.36	0.36	0.21	0.28	0.28
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	300	729	356	210	591	205	543	1150	272	438	1537	232
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	13.3	31.2	35.0	9.6	25.7	19.1	23.1	32.8	22.7	18.3	45.1	0.0
Cycle Q Clear(g_c), s	13.3	31.2	35.0	9.6	25.7	19.1	23.1	32.8	22.7	18.3	45.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	432	872	389	261	695	310	706	1389	431	740	1439	645
V/C Ratio(X)	0.69	0.84	0.92	0.81	0.85	0.66	0.77	0.83	0.63	0.59	1.07	0.36
Avail Cap(c_a), veh/h	510	917	409	516	917	409	706	1471	457	740	1439	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.1	57.3	58.8	72.8	62.1	59.4	54.8	47.6	44.4	56.6	57.4	33.0
Incr Delay (d2), s/veh	3.3	6.6	24.4	5.8	6.0	2.4	4.4	4.7	5.5	1.5	44.2	1.6
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	10.0	20.8	23.0	7.8	17.7	12.4	14.5	18.9	13.4	12.7	34.4	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	70.4	63.9	83.2	78.6	68.0	61.9	59.2	52.3	49.9	58.1	101.6	34.5
LnGrp LOS	E	E	F	E	E	E	E	D	D	E	F	C
Approach Vol, veh/h		1385			1006			1965			2207	
Approach Delay, s/veh		70.3			69.0			53.9			85.9	
Approach LOS		E			E			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	42.1	51.4	19.5	46.9	40.6	53.0	27.4	39.0
Change Period (Y+Rc), s	7.9	7.9	* 7.4	* 7.7	7.9	7.9	* 7.4	7.7
Max Green Setting (Gmax), s	18.1	46.1	* 24	* 41	19.1	45.1	* 24	41.3
Max Q Clear Time (g_c+I1), s	20.3	34.8	11.6	37.0	25.1	47.1	15.3	27.7
Green Ext Time (p_c), s	0.0	8.7	0.5	2.3	0.0	0.0	0.6	3.6

Intersection Summary	
HCM 7th Control Delay, s/veh	70.4
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

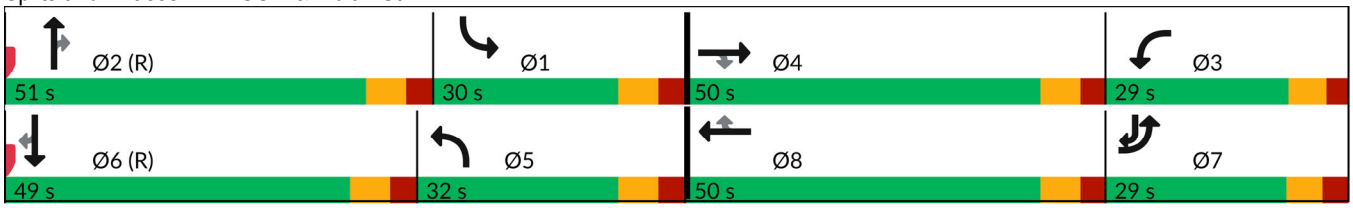


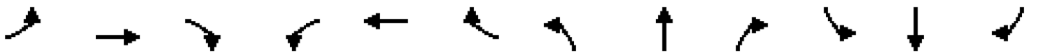
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	305	568	254	321	946	179	638	1493	221	537	1505	250
Future Volume (vph)	305	568	254	321	946	179	638	1493	221	537	1505	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		235	215		260	375		870	400		490
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	240			220			100			100		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			265			138			230			86
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		667			714			1552			750	
Travel Time (s)		10.1			10.8			23.5			11.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	318	592	265	334	985	186	665	1555	230	559	1568	260
Shared Lane Traffic (%)												
Lane Group Flow (vph)	318	592	265	334	985	186	665	1555	230	559	1568	260
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	15.0	15.0	7.0	15.0	7.0
Minimum Split (s)	14.4	25.7	25.7	14.1	25.7	25.7	14.9	25.9	25.9	14.9	25.9	14.4
Total Split (s)	29.0	50.0	50.0	29.0	50.0	50.0	32.0	51.0	51.0	30.0	49.0	29.0
Total Split (%)	18.1%	31.3%	31.3%	18.1%	31.3%	31.3%	20.0%	31.9%	31.9%	18.8%	30.6%	18.1%
Maximum Green (s)	21.6	42.3	42.3	21.9	42.3	42.3	24.1	43.1	43.1	22.1	41.1	21.6
Yellow Time (s)	4.4	4.8	4.8	4.4	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.4
All-Red Time (s)	3.0	2.9	2.9	2.7	2.9	2.9	3.1	3.1	3.1	3.1	3.1	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.7	7.7	7.1	7.7	7.7	7.9	7.9	7.9	7.9	7.9	7.4
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	4.0	5.0	5.0	4.0	5.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	None
Act Effct Green (s)	19.3	34.0	34.0	27.9	42.3	42.3	24.1	45.4	45.4	22.1	43.4	70.6
Actuated g/C Ratio	0.12	0.21	0.21	0.17	0.26	0.26	0.15	0.28	0.28	0.14	0.27	0.44
v/c Ratio	0.76	0.78	0.48	0.55	1.05	0.35	1.28	1.07	0.37	1.17	1.13	0.34
Control Delay (s/veh)	81.0	67.3	8.1	65.2	99.9	15.6	184.1	88.8	9.0	157.6	121.7	20.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	81.0	67.3	8.1	65.2	99.9	15.6	184.1	88.8	9.0	157.6	121.7	20.6
LOS	F	E	A	E	F	B	F	F	A	F	F	C
Approach Delay (s/veh)		57.7			81.8			107.2			119.1	
Approach LOS		E			F			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 121 (76%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.29			
Intersection Signal Delay (s/veh): 98.2		Intersection LOS: F	
Intersection Capacity Utilization 107.9%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 1: US 1 & Indian St





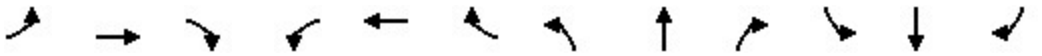
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	568	254	321	946	179	638	1493	221	537	1505	250
Future Volume (veh/h)	305	568	254	321	946	179	638	1493	221	537	1505	250
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	318	592	265	334	985	186	665	1555	230	559	1568	260
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	367	704	314	596	940	419	620	1375	427	577	1312	575
Arrive On Green	0.11	0.20	0.20	0.17	0.26	0.26	0.18	0.27	0.27	0.17	0.26	0.26
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	318	592	265	334	985	186	665	1555	230	559	1568	260
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	14.5	25.6	25.8	14.2	42.3	15.6	28.7	43.1	19.8	25.7	41.1	3.0
Cycle Q Clear(g_c), s	14.5	25.6	25.8	14.2	42.3	15.6	28.7	43.1	19.8	25.7	41.1	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	367	704	314	596	940	419	620	1375	427	577	1312	575
V/C Ratio(X)	0.87	0.84	0.84	0.56	1.05	0.44	1.07	1.13	0.54	0.97	1.20	0.45
Avail Cap(c_a), veh/h	467	940	419	596	940	419	620	1375	427	577	1312	575
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.58	0.58	0.58	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.4	61.7	61.8	60.7	58.8	49.0	65.6	58.5	50.0	66.2	59.5	38.8
Incr Delay (d2), s/veh	13.1	5.3	11.3	1.2	42.9	0.7	49.1	64.7	2.8	29.8	95.7	2.6
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	11.3	17.6	16.7	10.3	33.2	10.3	22.6	35.4	11.7	19.6	41.8	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	83.5	67.0	73.0	61.9	101.7	49.8	114.8	123.2	52.8	96.0	155.1	41.4
LnGrp LOS	F	E	E	E	F	D	F	F	D	F	F	D
Approach Vol, veh/h		1175			1505			2450			2387	
Approach Delay, s/veh		72.8			86.5			114.3			128.9	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.6	51.0	35.0	39.4	36.6	49.0	24.4	50.0
Change Period (Y+Rc), s	7.9	7.9	* 7.4	* 7.7	7.9	7.9	* 7.4	7.7
Max Green Setting (Gmax), s	22.1	43.1	* 22	* 42	24.1	41.1	* 22	42.3
Max Q Clear Time (g_c+I1), s	27.7	45.1	16.2	27.8	30.7	43.1	16.5	44.3
Green Ext Time (p_c), s	0.0	0.0	0.6	4.0	0.0	0.0	0.5	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	106.9
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

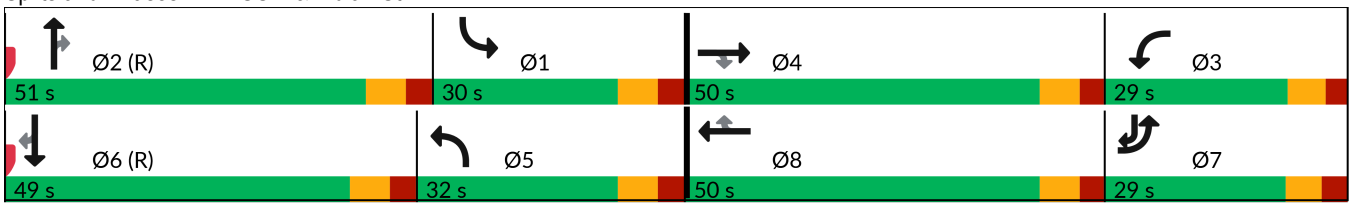


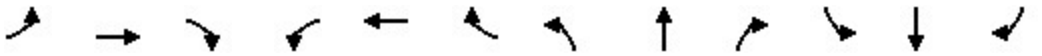
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	305	568	279	331	946	179	664	1519	231	537	1530	250
Future Volume (vph)	305	568	279	331	946	179	664	1519	231	537	1530	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		235	215		260	375		870	400		490
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	240			220			100			100		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			291			138			241			86
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		667			714			1552			750	
Travel Time (s)		10.1			10.8			23.5			11.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	318	592	291	345	985	186	692	1582	241	559	1594	260
Shared Lane Traffic (%)												
Lane Group Flow (vph)	318	592	291	345	985	186	692	1582	241	559	1594	260
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4			8			2			6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	7
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	15.0	15.0	7.0	15.0	7.0
Minimum Split (s)	14.4	25.7	25.7	14.1	25.7	25.7	14.9	25.9	25.9	14.9	25.9	14.4
Total Split (s)	29.0	50.0	50.0	29.0	50.0	50.0	32.0	51.0	51.0	30.0	49.0	29.0
Total Split (%)	18.1%	31.3%	31.3%	18.1%	31.3%	31.3%	20.0%	31.9%	31.9%	18.8%	30.6%	18.1%
Maximum Green (s)	21.6	42.3	42.3	21.9	42.3	42.3	24.1	43.1	43.1	22.1	41.1	21.6
Yellow Time (s)	4.4	4.8	4.8	4.4	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.4
All-Red Time (s)	3.0	2.9	2.9	2.7	2.9	2.9	3.1	3.1	3.1	3.1	3.1	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.7	7.7	7.1	7.7	7.7	7.9	7.9	7.9	7.9	7.9	7.4
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	4.0	5.0	5.0	4.0	5.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	None
Act Effct Green (s)	19.3	34.0	34.0	27.9	42.3	42.3	24.1	45.4	45.4	22.1	43.4	70.6
Actuated g/C Ratio	0.12	0.21	0.21	0.17	0.26	0.26	0.15	0.28	0.28	0.14	0.27	0.44
v/c Ratio	0.77	0.79	0.52	0.58	1.05	0.36	1.34	1.10	0.39	1.18	1.16	0.35
Control Delay (s/veh)	81.1	67.3	8.1	65.7	99.9	15.6	195.1	93.1	10.2	157.7	128.7	20.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	81.1	67.3	8.1	65.7	99.9	15.6	195.1	93.1	10.2	157.7	128.7	20.6
LOS	F	E	A	E	F	B	F	F	B	F	F	C
Approach Delay (s/veh)		56.6			81.8			113.3			123.7	
Approach LOS		E			F			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 121 (76%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.34			
Intersection Signal Delay (s/veh): 101.4		Intersection LOS: F	
Intersection Capacity Utilization 109.1%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 1: US 1 & Indian St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	568	279	331	946	179	664	1519	231	537	1530	250
Future Volume (veh/h)	305	568	279	331	946	179	664	1519	231	537	1530	250
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	318	592	291	345	985	186	692	1582	241	559	1594	260
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	367	756	337	546	940	419	620	1375	427	577	1312	575
Arrive On Green	0.11	0.21	0.21	0.16	0.26	0.26	0.18	0.27	0.27	0.17	0.26	0.26
Sat Flow, veh/h	3456	3554	1585	3456	3554	1585	3456	5106	1585	3456	5106	1585
Grp Volume(v), veh/h	318	592	291	345	985	186	692	1582	241	559	1594	260
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1585	1728	1702	1585	1728	1702	1585
Q Serve(g_s), s	14.5	25.2	28.3	14.9	42.3	15.6	28.7	43.1	21.0	25.7	41.1	3.0
Cycle Q Clear(g_c), s	14.5	25.2	28.3	14.9	42.3	15.6	28.7	43.1	21.0	25.7	41.1	3.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	367	756	337	546	940	419	620	1375	427	577	1312	575
V/C Ratio(X)	0.87	0.78	0.86	0.63	1.05	0.44	1.12	1.15	0.56	0.97	1.22	0.45
Avail Cap(c_a), veh/h	467	940	419	546	940	419	620	1375	427	577	1312	575
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.55	0.55	0.55	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.4	59.5	60.8	63.0	58.8	49.0	65.6	58.5	50.4	66.2	59.5	38.8
Incr Delay (d2), s/veh	13.1	3.5	14.3	2.4	42.9	0.7	64.6	72.7	3.0	29.8	104.1	2.6
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	11.3	17.1	18.3	10.9	33.2	10.3	24.6	36.9	12.1	19.6	43.5	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	83.5	63.0	75.0	65.4	101.7	49.8	130.2	131.1	53.3	96.0	163.5	41.4
LnGrp LOS	F	E	E	E	F	D	F	F	D	F	F	D
Approach Vol, veh/h		1201			1516			2515			2413	
Approach Delay, s/veh		71.3			87.1			123.4			134.7	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.6	51.0	32.7	41.7	36.6	49.0	24.4	50.0
Change Period (Y+Rc), s	7.9	7.9	* 7.4	* 7.7	7.9	7.9	* 7.4	7.7
Max Green Setting (Gmax), s	22.1	43.1	* 22	* 42	24.1	41.1	* 22	42.3
Max Q Clear Time (g_c+I1), s	27.7	45.1	16.9	30.3	30.7	43.1	16.5	44.3
Green Ext Time (p_c), s	0.0	0.0	0.5	3.7	0.0	0.0	0.5	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	111.6
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

MARTIN COUNTY TRAFFIC

Intersection: 75 SR-5 (US1) @ INDIAN STREET

	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB
PHASE	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Min green	7	15	7	10	7	15	7	10
Vehicle Ext	4	5	3	3	4	5	3	3
Max 1	30	55	25	45	35	55	25	45
Max 2								
Yellow	4.8	4.8	4.4	4.8	4.8	4.8	4.4	4.8
Red Clear	3.1	3.1	3	2.9	3.1	3.1	2.7	2.9
Delay Green								4
Walk	0	7	0	5	0	7	0	5
Ped Clear	0	32	0	36	0	32	0	36
Start Up		Green				Green		
Locking Detector		X				X		
Veh. Recalls		Min				Min		
Assigned ph.								
Cross Switch Ph								

September 12, 2022

MARTIN COUNTY TRAFFIC

LOCATION: **75** **SR-5 (US1) @ INDIAN STREET**

Day Plan

Day 2 = Weekdays Day 1 = Weekends

DAY	START	COBALT plan			
1	9:00	1			
1	21:00	99	Free		
2	6:00	3			
2	9:30	5			
2	15:00	7			
2	18:30	9			
2	20:30	99	Free		

Plan		1		3	5	7	9	
OFFSET		10		140	9	121	72	
CYCLE LENGTH		160		160	160	160	140	
Cobalt sequence		16		16	16	16	16	
PHASE		SPLITS (SECONDS)						
1	NBLT	**28**		**27**	**35**	**32**	**22**	
2	SB	57		53	47	49	50	
3	EBLT	**26**		**31**	**29**	**29**	**19**	
4	WB	49		49	49	50	49	
5	SBLT	**24**		**26**	**33**	**30**	**22**	
6	NB	61		54	49	51	50	
7	WBLT	**26**		**31**	**29**	**29**	**19**	
8	EB	49		49	49	50	49	

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

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Critical Movement Analysis

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Traffic Engineering • Transportation Planning
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US 1 and Fischer Street

Eden Mar Stuart

Input Data

GR	=	1.12%
Peak Season	=	1.12
Traffic Count Year	=	2022
Buildout Year	=	2026
Years	=	4

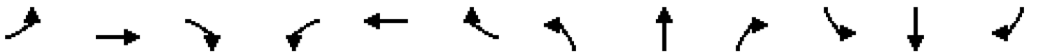
AM Peak Hour		PM Peak Hour	
In	Out	In	Out
103	102	101	103

AM Peak Hour

AM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 20-Sep-22	83	7	23	4	7	50	104	1366	11	71	1520	18
Peak Season Volume	93	8	26	4	8	56	116	1530	12	80	1702	20
2026 Historic Growth	**97**	**8**	**27**	**4**	**8**	**59**	**121**	**1600**	**13**	**84**	**1779**	**21**
% Project Traffic	-	-	-	-	-	-	-	60%	-	-	60%	-
Project Traffic Direction	-	-	-	-	-	-	-	OUT	-	-	IN	-
Project Traffic	-	-	-	-	-	-	-	61	-	-	62	-
2026 Total Traffic[1]	**97**	**8**	**27**	**4**	**8**	**59**	**121**	**1661**	**13**	**84**	**1841**	**21**

PM Peak Hour

PM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 20-Sep-22	151	21	98	13	18	67	167	1805	27	91	1752	36
Peak Season Volume	169	24	110	15	20	75	187	2022	30	102	1962	40
2026 Historic Growth	**177**	**25**	**115**	**16**	**21**	**78**	**195**	**2114**	**31**	**107**	**2051**	**42**
% Project Traffic	-	-	-	-	-	-	-	60%	-	-	60%	-
Project Traffic Direction	-	-	-	-	-	-	-	OUT	-	-	IN	-
Project Traffic	-	-	-	-	-	-	-	62	-	-	61	-
2026 Total Traffic [1]	**177**	**25**	**115**	**16**	**21**	**78**	**195**	**2176**	**31**	**107**	**2112**	**42**

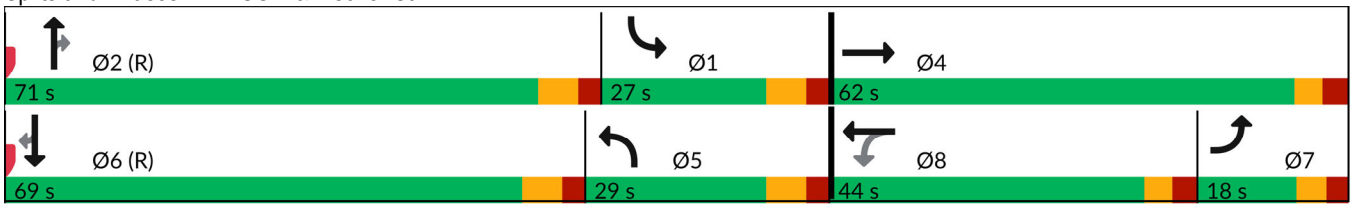


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	8	27	4	8	59	121	1600	13	84	1779	21
Future Volume (vph)	97	8	27	4	8	59	121	1600	13	84	1779	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	225		0	425		1000	375		500
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	100			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.883			0.867				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1645	0	1770	1615	0	1770	5085	1583	1770	5085	1583
Flt Permitted	0.950			0.734			0.950			0.950		
Satd. Flow (perm)	3433	1645	0	1367	1615	0	1770	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			62				117			117
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		336			396			1519			1552	
Travel Time (s)		7.6			9.0			23.0			23.5	
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
Adj. Flow (vph)	102	8	28	4	8	62	127	1684	14	88	1873	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	102	36	0	4	70	0	127	1684	14	88	1873	22
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases				8					2			6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0	8.0		6.0	20.0	20.0	6.0	20.0	20.0
Minimum Split (s)	16.1	24.4		24.3	24.3		13.4	27.4	27.4	13.4	27.4	27.4
Total Split (s)	18.0	62.0		44.0	44.0		29.0	71.0	71.0	27.0	69.0	69.0
Total Split (%)	11.3%	38.8%		27.5%	27.5%		18.1%	44.4%	44.4%	16.9%	43.1%	43.1%
Maximum Green (s)	11.9	55.6		37.7	37.7		21.6	63.6	63.6	19.6	61.6	61.6
Yellow Time (s)	3.4	3.4		3.4	3.4		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.7	3.0		2.9	2.9		2.6	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.4		6.3	6.3		7.4	7.4	7.4	7.4	7.4	7.4
Lead/Lag	Lag			Lead	Lead		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	10.9	25.6		8.8	8.8		16.5	94.6	94.6	18.6	96.7	96.7
Actuated g/C Ratio	0.07	0.16		0.06	0.06		0.10	0.59	0.59	0.12	0.60	0.60
v/c Ratio	0.43	0.12		0.05	0.47		0.69	0.56	0.01	0.42	0.60	0.02
Control Delay (s/veh)	77.5	23.9		72.2	30.5		103.7	21.2	0.0	65.3	4.2	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	77.5	23.9		72.2	30.5		103.7	21.2	0.0	65.3	4.2	0.0
LOS	E	C		E	C		F	C	A	E	A	A
Approach Delay (s/veh)		63.5			32.8			26.9			6.9	
Approach LOS		E			C			C			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 159 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 18.4		Intersection LOS: B	
Intersection Capacity Utilization 68.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: US 1 & Fischer St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	8	27	4	8	59	121	1600	13	84	1779	21
Future Volume (veh/h)	97	8	27	4	8	59	121	1600	13	84	1779	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	8	28	4	8	62	127	1684	14	88	1873	22
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	214	58	202	98	11	82	583	1972	612	575	1949	605
Arrive On Green	0.06	0.16	0.16	0.06	0.06	0.06	0.33	0.39	0.39	0.65	0.76	0.76
Sat Flow, veh/h	3456	365	1276	1372	184	1429	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	102	0	36	4	0	70	127	1684	14	88	1873	22
Grp Sat Flow(s),veh/h/ln	1728	0	1641	1372	0	1613	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	4.6	0.0	3.0	0.4	0.0	6.8	8.3	48.3	0.9	3.1	52.1	0.5
Cycle Q Clear(g_c), s	4.6	0.0	3.0	3.5	0.0	6.8	8.3	48.3	0.9	3.1	52.1	0.5
Prop In Lane	1.00		0.78	1.00		0.89	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	214	0	260	98	0	92	583	1972	612	575	1949	605
V/C Ratio(X)	0.48	0.00	0.14	0.04	0.00	0.76	0.22	0.85	0.02	0.15	0.96	0.04
Avail Cap(c_a), veh/h	257	0	570	342	0	380	583	2030	630	575	1966	610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.54	0.54	0.54
Uniform Delay (d), s/veh	72.6	0.0	57.9	74.2	0.0	74.3	39.0	45.0	30.4	19.7	17.9	11.8
Incr Delay (d2), s/veh	1.7	0.0	0.2	0.2	0.0	12.0	0.2	5.0	0.1	0.1	8.3	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.8	0.0	2.3	0.3	0.0	5.7	6.5	28.2	0.6	2.3	13.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.2	0.0	58.2	74.4	0.0	86.3	39.2	50.0	30.5	19.8	26.2	11.8
LnGrp LOS	E		E	E		F	D	D	C	B	C	B
Approach Vol, veh/h		138			74			1825			1983	
Approach Delay, s/veh		70.0			85.7			49.1			25.7	
Approach LOS		E			F			D			C	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	59.1	69.2		31.7	59.8	68.5	16.3	15.4				
Change Period (Y+Rc), s	7.4	7.4		6.4	7.4	7.4	6.4	* 6.3				
Max Green Setting (Gmax), s	19.6	63.6		55.6	21.6	61.6	11.9	* 38				
Max Q Clear Time (g_c+I1), s	5.1	50.3		5.0	10.3	54.1	6.6	8.8				
Green Ext Time (p_c), s	0.1	11.4		0.2	0.2	7.0	0.1	0.4				

Intersection Summary			
HCM 7th Control Delay, s/veh		38.9	
HCM 7th LOS		D	

Notes

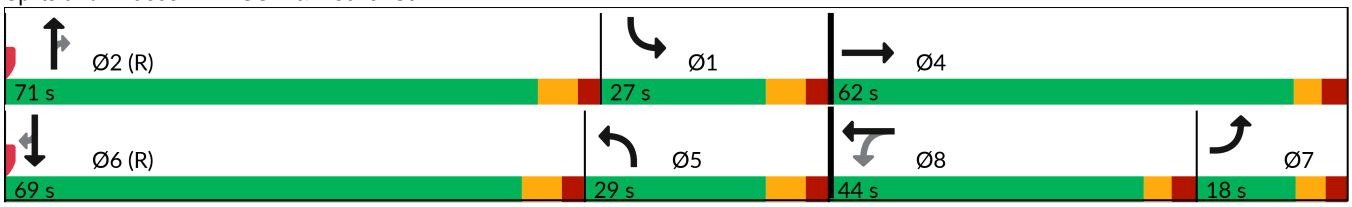
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

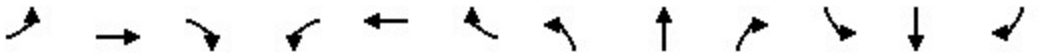
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	8	27	4	8	59	121	1661	13	84	1841	21
Future Volume (vph)	97	8	27	4	8	59	121	1661	13	84	1841	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	225		0	425		1000	375		500
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	100			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.883			0.867				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1645	0	1770	1615	0	1770	5085	1583	1770	5085	1583
Flt Permitted	0.950			0.734			0.950			0.950		
Satd. Flow (perm)	3433	1645	0	1367	1615	0	1770	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			62				117			117
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		336			396			1519			1552	
Travel Time (s)		7.6			9.0			23.0			23.5	
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
Adj. Flow (vph)	102	8	28	4	8	62	127	1748	14	88	1938	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	102	36	0	4	70	0	127	1748	14	88	1938	22
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases				8					2			6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0	8.0		6.0	20.0	20.0	6.0	20.0	20.0
Minimum Split (s)	16.1	24.4		24.3	24.3		13.4	27.4	27.4	13.4	27.4	27.4
Total Split (s)	18.0	62.0		44.0	44.0		29.0	71.0	71.0	27.0	69.0	69.0
Total Split (%)	11.3%	38.8%		27.5%	27.5%		18.1%	44.4%	44.4%	16.9%	43.1%	43.1%
Maximum Green (s)	11.9	55.6		37.7	37.7		21.6	63.6	63.6	19.6	61.6	61.6
Yellow Time (s)	3.4	3.4		3.4	3.4		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.7	3.0		2.9	2.9		2.6	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.4		6.3	6.3		7.4	7.4	7.4	7.4	7.4	7.4
Lead/Lag	Lag			Lead	Lead		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	10.9	25.6		8.8	8.8		16.5	95.3	95.3	17.9	96.7	96.7
Actuated g/C Ratio	0.07	0.16		0.06	0.06		0.10	0.60	0.60	0.11	0.60	0.60
v/c Ratio	0.44	0.13		0.05	0.48		0.70	0.58	0.01	0.45	0.63	0.02
Control Delay (s/veh)	77.5	24.0		72.3	30.5		89.5	42.9	0.0	66.8	4.6	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	77.5	24.0		72.3	30.5		89.5	42.9	0.0	66.8	4.6	0.0
LOS	E	C		E	C		F	D	A	E	A	A
Approach Delay (s/veh)		63.5			32.8			45.8			7.3	
Approach LOS		E			C			D			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 159 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 27.1		Intersection LOS: C	
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: US 1 & Fischer St





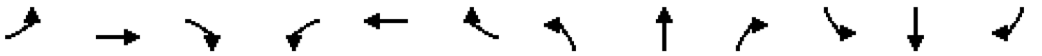
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	8	27	4	8	59	121	1661	13	84	1841	21
Future Volume (veh/h)	97	8	27	4	8	59	121	1661	13	84	1841	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	8	28	4	8	62	127	1748	14	88	1938	22
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	214	58	202	98	11	82	578	1992	618	568	1964	610
Arrive On Green	0.06	0.16	0.16	0.06	0.06	0.06	0.32	0.39	0.39	0.64	0.77	0.77
Sat Flow, veh/h	3456	365	1276	1372	184	1429	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	102	0	36	4	0	70	127	1748	14	88	1938	22
Grp Sat Flow(s),veh/h/ln	1728	0	1641	1372	0	1613	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	4.6	0.0	3.0	0.4	0.0	6.8	8.3	50.8	0.9	3.2	58.1	0.5
Cycle Q Clear(g_c), s	4.6	0.0	3.0	3.5	0.0	6.8	8.3	50.8	0.9	3.2	58.1	0.5
Prop In Lane	1.00		0.78	1.00		0.89	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	214	0	260	98	0	92	578	1992	618	568	1964	610
V/C Ratio(X)	0.48	0.00	0.14	0.04	0.00	0.76	0.22	0.88	0.02	0.15	0.99	0.04
Avail Cap(c_a), veh/h	257	0	570	342	0	380	578	2030	630	568	1966	610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.50	0.50	0.50
Uniform Delay (d), s/veh	72.6	0.0	57.9	74.2	0.0	74.3	39.3	45.2	30.0	20.3	18.1	11.4
Incr Delay (d2), s/veh	1.7	0.0	0.2	0.2	0.0	12.0	0.2	5.8	0.1	0.1	11.6	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.8	0.0	2.3	0.3	0.0	5.7	6.6	29.6	0.6	2.3	14.3	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	74.2	0.0	58.2	74.4	0.0	86.3	39.5	51.1	30.1	20.4	29.6	11.5
LnGrp LOS	E		E	E		F	D	D	C	C	C	B
Approach Vol, veh/h		138			74			1889			2048	
Approach Delay, s/veh		70.0			85.7			50.1			29.0	
Approach LOS		E			F			D			C	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	58.4	69.8		31.7	59.3	69.0	16.3	15.4				
Change Period (Y+Rc), s	7.4	7.4		6.4	7.4	7.4	6.4	* 6.3				
Max Green Setting (Gmax), s	19.6	63.6		55.6	21.6	61.6	11.9	* 38				
Max Q Clear Time (g_c+I1), s	5.2	52.8		5.0	10.3	60.1	6.6	8.8				
Green Ext Time (p_c), s	0.1	9.6		0.2	0.2	1.4	0.1	0.4				

Intersection Summary		
HCM 7th Control Delay, s/veh		41.0
HCM 7th LOS		D

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

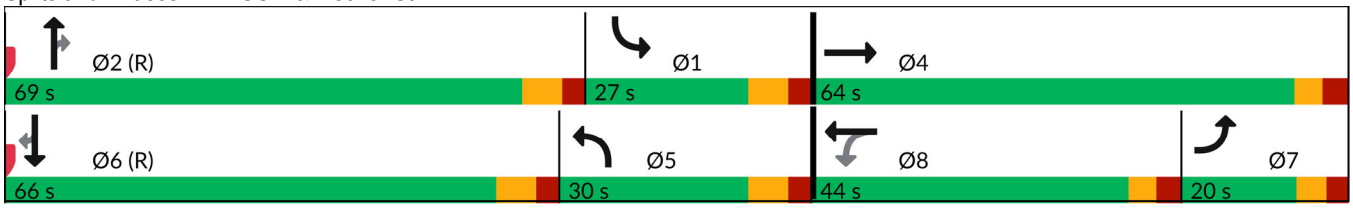


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	25	115	16	21	78	195	2114	31	107	2051	42
Future Volume (vph)	177	25	115	16	21	78	195	2114	31	107	2051	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	225		0	425		1000	375		500
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	100			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.877			0.882				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1634	0	1770	1643	0	1770	5085	1583	1770	5085	1583
Flt Permitted	0.950			0.417			0.950			0.950		
Satd. Flow (perm)	3433	1634	0	777	1643	0	1770	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		120			81				117			117
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		336			396			1519			1552	
Travel Time (s)		7.6			9.0			23.0			23.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	184	26	120	17	22	81	203	2202	32	111	2136	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	146	0	17	103	0	203	2202	32	111	2136	44
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases				8					2			6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0	8.0		6.0	20.0	20.0	6.0	20.0	20.0
Minimum Split (s)	16.1	24.4		24.3	24.3		13.4	27.4	27.4	13.4	27.4	27.4
Total Split (s)	20.0	64.0		44.0	44.0		30.0	69.0	69.0	27.0	66.0	66.0
Total Split (%)	12.5%	40.0%		27.5%	27.5%		18.8%	43.1%	43.1%	16.9%	41.3%	41.3%
Maximum Green (s)	13.9	57.6		37.7	37.7		22.6	61.6	61.6	19.6	58.6	58.6
Yellow Time (s)	3.4	3.4		3.4	3.4		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.7	3.0		2.9	2.9		2.6	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.4		6.3	6.3		7.4	7.4	7.4	7.4	7.4	7.4
Lead/Lag	Lag			Lead	Lead		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	13.9	29.5		9.6	9.6		21.2	91.1	91.1	18.2	88.1	88.1
Actuated g/C Ratio	0.09	0.18		0.06	0.06		0.13	0.57	0.57	0.11	0.55	0.55
v/c Ratio	0.61	0.36		0.36	0.58		0.86	0.76	0.03	0.55	0.76	0.04
Control Delay (s/veh)	79.4	15.4		93.1	34.9		57.9	43.7	1.6	54.7	15.1	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	79.4	15.4		93.1	34.9		57.9	43.7	1.6	54.7	15.1	0.0
LOS	E	B		F	C		E	D	A	D	B	A
Approach Delay (s/veh)		51.2			43.2			44.4			16.8	
Approach LOS		D			D			D			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 127 (79%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 32.6		Intersection LOS: C	
Intersection Capacity Utilization 81.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 2: US 1 & Fischer St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	25	115	16	21	78	195	2114	31	107	2051	42
Future Volume (veh/h)	177	25	115	16	21	78	195	2114	31	107	2051	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	184	26	120	17	22	81	203	2202	32	111	2136	44
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	229	62	285	82	37	138	514	1966	610	481	1870	581
Arrive On Green	0.07	0.21	0.21	0.11	0.11	0.11	0.29	0.38	0.38	0.54	0.73	0.73
Sat Flow, veh/h	3456	290	1339	1242	350	1288	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	184	0	146	17	0	103	203	2202	32	111	2136	44
Grp Sat Flow(s),veh/h/ln	1728	0	1629	1242	0	1638	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	8.4	0.0	12.4	2.2	0.0	9.6	14.6	61.6	2.0	5.2	58.6	1.3
Cycle Q Clear(g_c), s	8.4	0.0	12.4	14.6	0.0	9.6	14.6	61.6	2.0	5.2	58.6	1.3
Prop In Lane	1.00		0.82	1.00		0.79	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	229	0	346	82	0	175	514	1966	610	481	1870	581
V/C Ratio(X)	0.81	0.00	0.42	0.21	0.00	0.59	0.39	1.12	0.05	0.23	1.14	0.08
Avail Cap(c_a), veh/h	300	0	587	241	0	386	514	1966	610	481	1870	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.17	0.17	0.17
Uniform Delay (d), s/veh	73.7	0.0	54.5	76.4	0.0	68.1	45.7	49.2	30.9	28.1	21.4	13.7
Incr Delay (d2), s/veh	11.3	0.0	0.8	1.2	0.0	3.1	0.5	61.6	0.2	0.0	65.3	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	7.4	0.0	9.0	1.3	0.0	7.5	10.7	50.3	1.4	3.1	28.3	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	85.0	0.0	55.3	77.6	0.0	71.2	46.2	110.8	31.0	28.1	86.7	13.8
LnGrp LOS	F		E	E		E	D	F	C	C	F	B
Approach Vol, veh/h		330			120			2437			2291	
Approach Delay, s/veh		71.9			72.1			104.3			82.4	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	50.6	69.0		40.4	53.6	66.0	17.0	23.4				
Change Period (Y+Rc), s	7.4	7.4		6.4	7.4	7.4	6.4	* 6.3				
Max Green Setting (Gmax), s	19.6	61.6		57.6	22.6	58.6	13.9	* 38				
Max Q Clear Time (g_c+I1), s	7.2	63.6		14.4	16.6	60.6	10.4	16.6				
Green Ext Time (p_c), s	0.2	0.0		1.0	0.3	0.0	0.2	0.6				

Intersection Summary		
HCM 7th Control Delay, s/veh		91.8
HCM 7th LOS		F

Notes

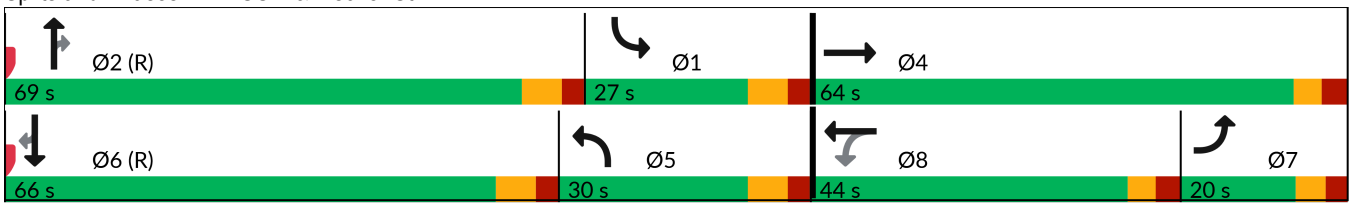
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

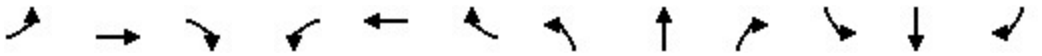
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	25	115	16	21	78	195	2176	31	107	2112	42
Future Volume (vph)	177	25	115	16	21	78	195	2176	31	107	2112	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		0	225		0	425		1000	375		500
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (ft)	100			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.877			0.882				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1634	0	1770	1643	0	1770	5085	1583	1770	5085	1583
Flt Permitted	0.950			0.417			0.950			0.950		
Satd. Flow (perm)	3433	1634	0	777	1643	0	1770	5085	1583	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		120			81				117			117
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		336			396			1519			1552	
Travel Time (s)		7.6			9.0			23.0			23.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	184	26	120	17	22	81	203	2267	32	111	2200	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	146	0	17	103	0	203	2267	32	111	2200	44
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases				8					2			6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	8.0		8.0	8.0		6.0	20.0	20.0	6.0	20.0	20.0
Minimum Split (s)	16.1	24.4		24.3	24.3		13.4	27.4	27.4	13.4	27.4	27.4
Total Split (s)	20.0	64.0		44.0	44.0		30.0	69.0	69.0	27.0	66.0	66.0
Total Split (%)	12.5%	40.0%		27.5%	27.5%		18.8%	43.1%	43.1%	16.9%	41.3%	41.3%
Maximum Green (s)	13.9	57.6		37.7	37.7		22.6	61.6	61.6	19.6	58.6	58.6
Yellow Time (s)	3.4	3.4		3.4	3.4		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.7	3.0		2.9	2.9		2.6	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.1	6.4		6.3	6.3		7.4	7.4	7.4	7.4	7.4	7.4
Lead/Lag	Lag			Lead	Lead		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Act Effct Green (s)	13.9	29.5		9.6	9.6		21.2	91.1	91.1	18.2	88.1	88.1
Actuated g/C Ratio	0.09	0.18		0.06	0.06		0.13	0.57	0.57	0.11	0.55	0.55
v/c Ratio	0.62	0.37		0.37	0.59		0.87	0.78	0.03	0.56	0.79	0.05
Control Delay (s/veh)	79.5	15.5		93.2	34.9		98.3	52.6	2.8	54.9	16.6	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	79.5	15.5		93.2	34.9		98.3	52.6	2.8	54.9	16.6	0.0
LOS	E	B		F	C		F	D	A	D	B	A
Approach Delay (s/veh)		51.2			43.2			55.7			18.1	
Approach LOS		D			D			E			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 127 (79%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 38.4		Intersection LOS: D	
Intersection Capacity Utilization 82.5%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 2: US 1 & Fischer St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	25	115	16	21	78	195	2176	31	107	2112	42
Future Volume (veh/h)	177	25	115	16	21	78	195	2176	31	107	2112	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	184	26	120	17	22	81	203	2267	32	111	2200	44
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	229	62	285	82	37	138	514	1966	610	481	1870	581
Arrive On Green	0.07	0.21	0.21	0.11	0.11	0.11	0.29	0.38	0.38	0.54	0.73	0.73
Sat Flow, veh/h	3456	290	1339	1242	350	1288	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	184	0	146	17	0	103	203	2267	32	111	2200	44
Grp Sat Flow(s),veh/h/ln	1728	0	1629	1242	0	1638	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	8.4	0.0	12.4	2.2	0.0	9.6	14.6	61.6	2.0	5.2	58.6	1.3
Cycle Q Clear(g_c), s	8.4	0.0	12.4	14.6	0.0	9.6	14.6	61.6	2.0	5.2	58.6	1.3
Prop In Lane	1.00		0.82	1.00		0.79	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	229	0	346	82	0	175	514	1966	610	481	1870	581
V/C Ratio(X)	0.81	0.00	0.42	0.21	0.00	0.59	0.39	1.15	0.05	0.23	1.18	0.08
Avail Cap(c_a), veh/h	300	0	587	241	0	386	514	1966	610	481	1870	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.13	0.13	0.13
Uniform Delay (d), s/veh	73.7	0.0	54.5	76.4	0.0	68.1	45.7	49.2	30.9	28.1	21.4	13.7
Incr Delay (d2), s/veh	11.3	0.0	0.8	1.2	0.0	3.1	0.5	75.3	0.2	0.0	80.2	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	7.4	0.0	9.0	1.3	0.0	7.5	10.7	54.3	1.4	3.0	31.6	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	85.0	0.0	55.3	77.6	0.0	71.2	46.2	124.5	31.0	28.1	101.6	13.8
LnGrp LOS	F		E	E		E	D	F	C	C	F	B
Approach Vol, veh/h		330			120			2502			2355	
Approach Delay, s/veh		71.9			72.1			116.9			96.5	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	50.6	69.0		40.4	53.6	66.0	17.0	23.4				
Change Period (Y+Rc), s	7.4	7.4		6.4	7.4	7.4	6.4	* 6.3				
Max Green Setting (Gmax), s	19.6	61.6		57.6	22.6	58.6	13.9	* 38				
Max Q Clear Time (g_c+I1), s	7.2	63.6		14.4	16.6	60.6	10.4	16.6				
Green Ext Time (p_c), s	0.2	0.0		1.0	0.3	0.0	0.2	0.6				

Intersection Summary		
HCM 7th Control Delay, s/veh		104.0
HCM 7th LOS		F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

MARTIN COUNTY TRAFFIC

Intersection: 80 SR-5 (US1) @ FISCHER STREET

	NBLT	SB	EBLT	WB	SBLT	NB		EB
PHASE	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Min green	6	20	10	8	6	20	0	8
Vehicle Ext	3	5	3	3	3	5	0	3
Max 1	20	60	20	30	20	60	0	30
Max 2								
Yellow	4.8	4.8	3.4	3.4	4.8	4.8	3	3.4
Red Clear	2.6	2.6	2.7	2.9	2.6	2.6	0	3
Walk	0	7	0	5	0	7	0	5
Ped Clear	0	24	0	31	0	21	0	31
Start Up		Green				Green		
Locking Detector		X				X		
Veh. Recalls		Min				Min		
Assigned ph.								
Cross Switch Ph								

September 12, 2022

LOCATION: **80** **SR-5 (US1) @ FISCHER STREET**

Day Plan

Day 2 = Weekdays Day 1 = Weekends

DAY	START	COBALT plan
1	9:00	1
1	21:00	99
2	6:00	3
2	9:30	5
2	15:00	7
2	18:30	9
2	20:30	99

Plan		1		3	5	7	9	
OFFSET		27		159	14	127	110	
CYCLE LENGTH		160		160	160	160	140	
Cobalt Sequence		5		5	5	5	5	
PHASE		SPLITS (SECONDS)						
1	NBLT	33		29	35	30	25	
2	SB	63		69	62	66	53	
3	EBLT	21		18	20	20	19	
4	WB	43		44	43	44	43	
5	SBLT	**31**		**27**	**29**	**27**	**23**	
6	NB	65		71	68	69	55	
7		0		0	0	0	0	
8	EB	64		62	63	64	62	

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

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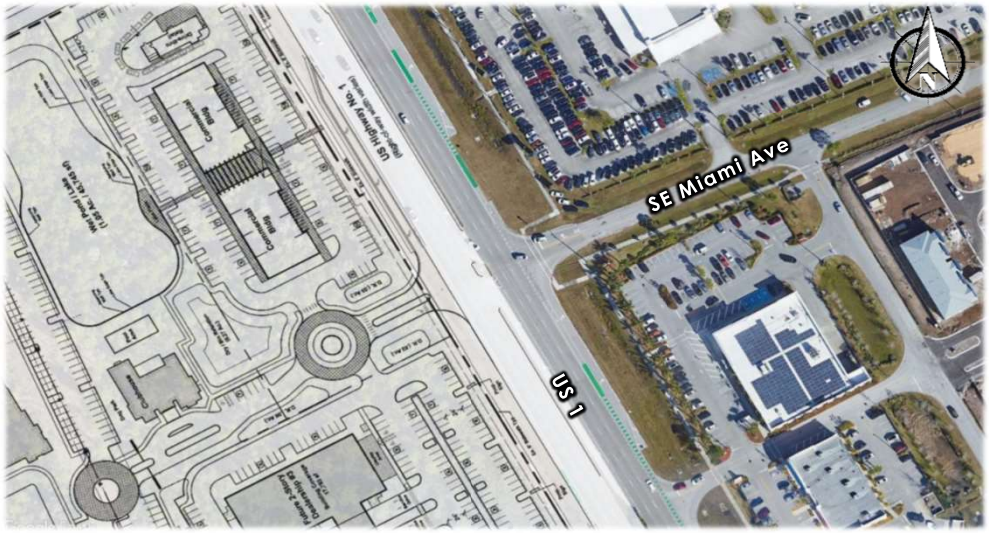

US 1 & Miami Ave/Project Driveway

Eden Mar Stuart

Input Data

GR	=	1.12%
Peak Season	=	1.12
Traffic Count Year	=	2022
Buildout Year	=	2026
Years	=	4

AM Peak Hour		PM Peak Hour		
In	Out	In	Out	
205	195	163	165	Gross Trips
103	102	101	103	Net Trips

AM Peak Hour

AM	Eastbound			Westbound			Northbound				Southbound		
	LT	Thru	RT	LT	Thru	RT	U	LT	Thru	RT	LT	Thru	RT
Volume 20-Sep-22	-	-	0	-	-	48	41	-	1661	35	136	1472	0
Peak Season Volume	-	-	0	-	-	54	46	-	1860	39	152	1649	0
2026 Historic Growth	**-**	**-**	**0**	**-**	**-**	**56**	**48**		**1945**	**41**	**159**	**1724**	**0**
% Background Traffic	-	-	-	-	-	-	75%	25%	-	-	-	-	-
Background Traffic	-	-	-	-	-	-	36	12	-	-	-	-	-
% Project Traffic	-	-	40%	-	-	-	-	40%	60%	-	-	35%	25%
Project Traffic Direction	-	-	OUT	-	-	-	-	IN	OUT	-	-	IN	IN
Project Traffic	-	-	78	-	-	-	-	82	61	-	-	36	51
2026 Total Traffic[1]	**-**	**-**	**78**	**-**	**-**	**56**	**36**	**94**	**2006**	**41**	**159**	**1760**	**51**

PM Peak Hour

PM	Eastbound			Westbound			Northbound				Southbound		
	LT	Thru	RT	LT	Thru	RT	U	LT	Thru	RT	LT	Thru	RT
Volume 20-Sep-22	-	-	0	-	-	122	57	-	1869	22	129	1840	0
Peak Season Volume	-	-	0	-	-	137	64	-	2093	25	144	2061	0
2026 Historic Growth	**-**	**-**	**0**	**-**	**-**	**143**	**67**		**2188**	**26**	**151**	**2155**	**0**
% Background Traffic	-	-	-	-	-	-	75%	25%	-	-	-	-	-
Background Traffic	-	-	-	-	-	-	50	17	-	-	-	-	-
% Project Traffic	-	-	40%	-	-	-	-	40%	60%	-	-	35%	25%
Project Traffic Direction	-	-	OUT	-	-	-	-	IN	OUT	-	-	IN	IN
Project Traffic	-	-	66	-	-	-	-	65	62	-	-	35	41
2026 Total Traffic [1]	**-**	**-**	**66**	**-**	**-**	**143**	**50**	**82**	**2250**	**26**	**151**	**2190**	**41**

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	56	48	0	1945	41	159	1724
Future Volume (vph)	0	0	0	0	0	56	48	0	1945	41	159	1724
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	12	12	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0		300		200	340	
Storage Lanes	0		1	0		1		1		1	1	
Taper Length (ft)	25			25				50			50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91
Frt						0.865				0.850		
Flt Protected							0.950				0.950	
Satd. Flow (prot)	0	0	2111	0	0	1611	1770	0	5085	1583	1770	5085
Flt Permitted							0.950				0.950	
Satd. Flow (perm)	0	0	2111	0	0	1611	1770	0	5085	1583	1770	5085
Link Speed (mph)		30			30				45			45
Link Distance (ft)		264			317				712			1519
Travel Time (s)		6.0			7.2				10.8			23.0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.95	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	0	0	60	51	0	2069	44	169	1834
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	60	51	0	2069	44	169	1834
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		10			0				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Sign Control		Stop			Stop				Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.1%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	240
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	1863
Flt Permitted	
Satd. Flow (perm)	1863
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.94
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	0	0	0	56	48	0	1945	41	159	1724	0
Future Vol, veh/h	0	0	0	0	0	56	48	0	1945	41	159	1724	0
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	300	-	200	340	-	240
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	95	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	60	51	0	2069	44	169	1834	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	-	-	917	-	-	1035	1339	-	0	0	2113	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.64	-	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	2.32	-	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	*650	0	0	*617	1050	0	-	-	279	-	-
Stage 1	0	0	-	0	0	-	-	0	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	0	-	-	-	-	-
Platoon blocked, %			0			0	0		-	-	0	-	-
Mov Cap-1 Maneuver	-	-	*650	-	-	*617	1050	-	-	-	279	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	11.45	0.2	3.04
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBU	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1050	-	-	-	617	279	-	-
HCM Lane V/C Ratio	0.048	-	-	-	0.097	0.607	-	-
HCM Control Delay (s/veh)	8.6	-	-	0	11.5	36	-	-
HCM Lane LOS	A	-	-	A	B	E	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-	0.3	3.7	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	78	0	0	56	36	94	2006	41	159	1760
Future Volume (vph)	0	0	78	0	0	56	36	94	2006	41	159	1760
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	12	12	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0		300		200	340	
Storage Lanes	0		1	0		1		1		1	1	
Taper Length (ft)	25			25				50			50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	1.00	0.91
Frt			0.865			0.865				0.850		
Flt Protected								0.950			0.950	
Satd. Flow (prot)	0	0	1826	0	0	1611	0	1770	5085	1583	1770	5085
Flt Permitted								0.950			0.950	
Satd. Flow (perm)	0	0	1826	0	0	1611	0	1770	5085	1583	1770	5085
Link Speed (mph)		30			30				45			45
Link Distance (ft)		264			317				712			1519
Travel Time (s)		6.0			7.2				10.8			23.0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.95	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	0	83	0	0	60	38	100	2134	44	169	1872
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	83	0	0	60	0	138	2134	44	169	1872
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		10			0				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Sign Control		Stop			Stop				Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.0%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	51
Future Volume (vph)	51
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	240
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.94
Adj. Flow (vph)	54
Shared Lane Traffic (%)	
Lane Group Flow (vph)	54
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	78	0	0	56	36	94	2006	41	159	1760	51
Future Vol, veh/h	0	0	78	0	0	56	36	94	2006	41	159	1760	51
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	300	-	200	340	-	240
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	95	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	83	0	0	60	38	100	2134	44	169	1872	54

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	-	-	936	-	-	1067	1367	1927	0	0	2178	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.64	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	2.32	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	*639	0	0	*606	*1080	338	-	-	264	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %			0			0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	-	-	*639	-	-	*606	*411	411	-	-	264	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.47	11.58	1.08	3.25
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	411	-	-	639	606	264	-	-
HCM Lane V/C Ratio	0.336	-	-	0.13	0.098	0.642	-	-
HCM Control Delay (s/veh)	18.1	-	-	11.5	11.6	40.2	-	-
HCM Lane LOS	C	-	-	B	B	E	-	-
HCM 95th %tile Q(veh)	1.5	-	-	0.4	0.3	4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	0	143	67	0	2188	26	151	2155
Future Volume (vph)	0	0	0	0	0	143	67	0	2188	26	151	2155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	12	12	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0		300		200	340	
Storage Lanes	0		1	0		1		1		1	1	
Taper Length (ft)	25			25				50			50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91
Frt						0.865				0.850		
Flt Protected							0.950				0.950	
Satd. Flow (prot)	0	0	2111	0	0	1611	1770	0	5085	1583	1770	5085
Flt Permitted							0.950				0.950	
Satd. Flow (perm)	0	0	2111	0	0	1611	1770	0	5085	1583	1770	5085
Link Speed (mph)		30			30				45			45
Link Distance (ft)		264			317				712			1519
Travel Time (s)		6.0			7.2				10.8			23.0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.95	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	0	0	0	0	163	71	0	2486	30	172	2449
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	163	71	0	2486	30	172	2449
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		10			0				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Sign Control		Stop			Stop				Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.8%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	240
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	1863
Flt Permitted	
Satd. Flow (perm)	1863
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.88
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	0	0	0	143	67	0	2188	26	151	2155	0
Future Vol, veh/h	0	0	0	0	0	143	67	0	2188	26	151	2155	0
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	300	-	200	340	-	240
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	95	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	163	71	0	2486	30	172	2449	0

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	-	-	1224	-	-	1243	1788	-	0	0	2516	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.64	-	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	2.32	-	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	*584	0	0	*573	736	0	-	-	~ 171	-	-
Stage 1	0	0	-	0	0	-	-	0	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	0	-	-	-	-	-
Platoon blocked, %			0			0	0		-	-	0	-	-
Mov Cap-1 Maneuver	-	-	*584	-	-	*573	736	-	-	-	~ 171	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	13.75	0.28	8.2
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBU	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	736	-	-	-	573	~ 171	-	-
HCM Lane V/C Ratio	0.096	-	-	-	0.284	1.006	-	-
HCM Control Delay (s/veh)	10.4	-	-	0	13.8	125.2	-	-
HCM Lane LOS	B	-	-	A	B	F	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-	1.2	8.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	0	66	0	0	143	50	82	2250	26	151	2190
Future Volume (vph)	0	0	66	0	0	143	50	82	2250	26	151	2190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	16	12	12	12	12	12	12	12	12	12
Storage Length (ft)	0		0	0		0		300		200	340	
Storage Lanes	0		1	0		1		1		1	1	
Taper Length (ft)	25			25				50			50	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	1.00	0.91
Frt			0.865			0.865				0.850		
Flt Protected								0.950			0.950	
Satd. Flow (prot)	0	0	1826	0	0	1611	0	1770	5085	1583	1770	5085
Flt Permitted								0.950			0.950	
Satd. Flow (perm)	0	0	1826	0	0	1611	0	1770	5085	1583	1770	5085
Link Speed (mph)		30			30				45			45
Link Distance (ft)		264			317				712			1519
Travel Time (s)		6.0			7.2				10.8			23.0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.95	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	0	75	0	0	163	53	93	2557	30	172	2489
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	75	0	0	163	0	146	2557	30	172	2489
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		10			0				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Sign Control		Stop			Stop				Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.7%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	41
Future Volume (vph)	41
Ideal Flow (vphpl)	1900
Lane Width (ft)	12
Storage Length (ft)	240
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.88
Adj. Flow (vph)	47
Shared Lane Traffic (%)	
Lane Group Flow (vph)	47
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Sign Control	

Intersection Summary

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	66	0	0	143	50	82	2250	26	151	2190	41
Future Vol, veh/h	0	0	66	0	0	143	50	82	2250	26	151	2190	41
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	300	-	200	340	-	240
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	95	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	75	0	0	163	53	93	2557	30	172	2489	47

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	-	-	1244	-	-	1278	1817	2535	0	0	2586	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.64	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	2.32	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	*573	0	0	*562	755	165	-	-	~ 158	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %			0			0	0	0	-	-	0	-	-
Mov Cap-1 Maneuver	-	-	*573	-	-	*562	226	226	-	-	~ 158	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	12.23	13.99	2.46	9.85
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	226	-	-	573	562	~ 158	-	-
HCM Lane V/C Ratio	0.646	-	-	0.131	0.289	1.089	-	-
HCM Control Delay (s/veh)	46.1	-	-	12.2	14	155.4	-	-
HCM Lane LOS	E	-	-	B	B	F	-	-
HCM 95th %tile Q(veh)	3.9	-	-	0.4	1.2	8.9	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

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Critical Movement Analysis

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US 1 and Walmart/Maserati Driveway

Eden Mar Stuart

Input Data

GR	=	1.12%
Peak Season	=	1.12
Traffic Count Year	=	2022
Buildout Year	=	2026
Years	=	4

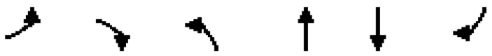
AM Peak Hour		PM Peak Hour		
In	Out	In	Out	
205	195	163	165	Gross Trips
103	102	101	103	Net Trips

AM Peak Hour

AM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 20-Sep-22	-	-	20	-	-	21	-	1714	13	-	1448	66
Peak Season Volume	-	-	22	-	-	24	-	1920	15	-	1622	74
2026 Historic Growth	**-**	**-**	**23**	**-**	**-**	**25**	**-**	**2007**	**16**	**-**	**1696**	**77**
% Project Traffic	-	-	60%	-	-	-	-	60%	-	-	-	35%
Project Traffic Direction	-	-	OUT	-	-	-	-	OUT	-	-	-	IN
Project Traffic	-	-	117	-	-	-	-	61	-	-	-	72
2026 Total Traffic[1]	**-**	**-**	**140**	**-**	**-**	**25**	**-**	**2068**	**16**	**-**	**1696**	**149**

PM Peak Hour

PM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 20-Sep-22	-	-	45	-	-	50	-	1883	13	-	1865	22
Peak Season Volume	-	-	50	-	-	56	-	2109	15	-	2089	25
2026 Historic Growth	**-**	**-**	**52**	**-**	**-**	**59**	**-**	**2205**	**16**	**-**	**2184**	**26**
% Project Traffic	-	-	60%	-	-	-	-	60%	-	-	-	35%
Project Traffic Direction	-	-	OUT	-	-	-	-	OUT	-	-	-	IN
Project Traffic	-	-	99	-	-	-	-	62	-	-	-	57
2026 Total Traffic [1]	**-**	**-**	**151**	**-**	**-**	**59**	**-**	**2267**	**16**	**-**	**2184**	**83**



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	23	0	2007	1696	77
Future Volume (vph)	0	23	0	2007	1696	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			240
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1611	0	5085	5085	1583
Flt Permitted						
Satd. Flow (perm)	0	1611	0	5085	5085	1583
Link Speed (mph)	30			45	45	
Link Distance (ft)	194			95	712	
Travel Time (s)	4.4			1.4	10.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	24	0	2135	1804	82
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	24	0	2135	1804	82
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	42.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	23	0	2007	1696	77
Future Vol, veh/h	0	23	0	2007	1696	77
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	-	-	-	240
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	24	0	2135	1804	82

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	902	-	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	*650	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		0		-	-	-
Mov Cap-1 Maneuver	-	*650	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.75	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	650	-	-
HCM Lane V/C Ratio	-	0.038	-	-
HCM Control Delay (s/veh)	-	10.8	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	25	2007	16	0	1696
Future Volume (vph)	0	25	2007	16	0	1696
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.999			
Flt Protected						
Satd. Flow (prot)	0	1611	5080	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	5080	0	0	5085
Link Speed (mph)	30		45			45
Link Distance (ft)	409		779			95
Travel Time (s)	9.3		17.7			2.2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	27	2135	17	0	1804
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	27	2152	0	0	1804
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	25	2007	16	0	1696
Future Vol, veh/h	0	25	2007	16	0	1696
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	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	2135	17	0	1804

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1076	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	*606	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		0	-	-		-
Mov Cap-1 Maneuver	-	*606	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.21	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	606	-
HCM Lane V/C Ratio	-	-	0.044	-
HCM Control Delay (s/veh)	-	-	11.2	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	140	0	2068	1696	149
Future Volume (vph)	0	140	0	2068	1696	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			240
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1611	0	5085	5085	1583
Flt Permitted						
Satd. Flow (perm)	0	1611	0	5085	5085	1583
Link Speed (mph)	30			45	45	
Link Distance (ft)	194			95	712	
Travel Time (s)	4.4			1.4	10.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	149	0	2200	1804	159
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	149	0	2200	1804	159
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	140	0	2068	1696	149
Future Vol, veh/h	0	140	0	2068	1696	149
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	-	-	-	240
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	149	0	2200	1804	159

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	902	-	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	*650	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		0		-	-	-
Mov Cap-1 Maneuver	-	*650	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.17	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	650	-	-
HCM Lane V/C Ratio	-	0.229	-	-
HCM Control Delay (s/veh)	-	12.2	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.9	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	25	2068	16	0	1696
Future Volume (vph)	0	25	2068	16	0	1696
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.999			
Flt Protected						
Satd. Flow (prot)	0	1611	5080	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	5080	0	0	5085
Link Speed (mph)	30		45			45
Link Distance (ft)	409		779			95
Travel Time (s)	9.3		11.8			1.4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	27	2200	17	0	1804
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	27	2217	0	0	1804
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

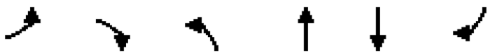
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	25	2068	16	0	1696
Future Vol, veh/h	0	25	2068	16	0	1696
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	27	2200	17	0	1804

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1109	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	*595	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		0	-	-		-
Mov Cap-1 Maneuver	-	*595	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.33	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	595	-
HCM Lane V/C Ratio	-	-	0.045	-
HCM Control Delay (s/veh)	-	-	11.3	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	52	0	2205	2184	26
Future Volume (vph)	0	52	0	2205	2184	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			240
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1611	0	5085	5085	1583
Flt Permitted						
Satd. Flow (perm)	0	1611	0	5085	5085	1583
Link Speed (mph)	30			45	45	
Link Distance (ft)	194			95	712	
Travel Time (s)	4.4			1.4	10.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	59	0	2506	2482	30
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	59	0	2506	2482	30
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	52.2%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	52	0	2205	2184	26
Future Vol, veh/h	0	52	0	2205	2184	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	-	-	-	240
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	59	0	2506	2482	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1241	-	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	*573	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		0		-	-	-
Mov Cap-1 Maneuver	-	*573	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	573	-	-
HCM Lane V/C Ratio	-	0.103	-	-
HCM Control Delay (s/veh)	-	12	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	59	2205	16	0	2184
Future Volume (vph)	0	59	2205	16	0	2184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.999			
Flt Protected						
Satd. Flow (prot)	0	1611	5080	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	5080	0	0	5085
Link Speed (mph)	30		45			45
Link Distance (ft)	409		779			95
Travel Time (s)	9.3		17.7			2.2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	67	2506	18	0	2482
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	67	2524	0	0	2482
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	59	2205	16	0	2184
Future Vol, veh/h	0	59	2205	16	0	2184
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	67	2506	18	0	2482

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1262	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	*573	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		0	-	-		-
Mov Cap-1 Maneuver	-	*573	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	573	-
HCM Lane V/C Ratio	-	-	0.117	-
HCM Control Delay (s/veh)	-	-	12.1	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	151	0	2267	2184	83
Future Volume (vph)	0	151	0	2267	2184	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0			240
Storage Lanes	0	1	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	1.00
Frt		0.865				0.850
Flt Protected						
Satd. Flow (prot)	0	1611	0	5085	5085	1583
Flt Permitted						
Satd. Flow (perm)	0	1611	0	5085	5085	1583
Link Speed (mph)	30			45	45	
Link Distance (ft)	194			95	712	
Travel Time (s)	4.4			1.4	10.8	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	172	0	2576	2482	94
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	172	0	2576	2482	94
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	151	0	2267	2184	83
Future Vol, veh/h	0	151	0	2267	2184	83
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	-	-	-	240
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	172	0	2576	2482	94

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1241	-	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	*573	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		0		-	-	-
Mov Cap-1 Maneuver	-	*573	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.95	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	573	-	-
HCM Lane V/C Ratio	-	0.299	-	-
HCM Control Delay (s/veh)	-	13.9	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	1.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	59	2267	16	0	2184
Future Volume (vph)	0	59	2267	16	0	2184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.999			
Flt Protected						
Satd. Flow (prot)	0	1611	5080	0	0	5085
Flt Permitted						
Satd. Flow (perm)	0	1611	5080	0	0	5085
Link Speed (mph)	30		45			45
Link Distance (ft)	409		779			95
Travel Time (s)	9.3		11.8			1.4
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	0	67	2576	18	0	2482
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	67	2594	0	0	2482
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	10		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	59	2267	16	0	2184
Future Vol, veh/h	0	59	2267	16	0	2184
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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	67	2576	18	0	2482

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1297	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	*562	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		0	-	-		-
Mov Cap-1 Maneuver	-	*562	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.27	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	562	-
HCM Lane V/C Ratio	-	-	0.119	-
HCM Control Delay (s/veh)	-	-	12.3	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.4	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

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Critical Movement Analysis

JFO GROUP INC
Traffic Engineering • Transportation Planning
www.jfogroupinc.com

US 1 & Pomeroy Street

Eden Mar Stuart

Input Data

GR	=	1.12%
Peak Season	=	1.12
Traffic Count Year	=	2022
Buildout Year	=	2026
Years	=	4

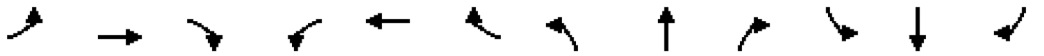
AM Peak Hour		PM Peak Hour		
In	Out	In	Out	
103	102	101	103	Net Traffic
102	93	62	62	Pass-By Traffic

AM Peak Hour

AM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 20-Sep-22	176	202	162	82	83	88	92	1411	77	113	1263	68
Peak Season Volume	197	226	181	92	93	99	103	1580	86	127	1415	76
2026 Historic Growth	**206**	**236**	**189**	**96**	**97**	**103**	**108**	**1652**	**90**	**133**	**1479**	**79**
% Project Traffic (Net)	10%	-	-	-	-	-	-	30%	-	-	30%	10%
Project Traffic Direction (Net)	IN	-	-	-	-	-	-	IN	-	-	OUT	OUT
Project Traffic (Net)	10	-	-	-	-	-	-	31	-	-	31	10
% Project Traffic (Pass-By)	-	-	-	-	-	-	-	-	-	40%	-	-
Project Traffic Direction (Pass-By)	-	-	-	-	-	-	-	-	-	OUT	-	-
Project Traffic (Pass-By)	-	-	-	-	-	-	-	-	-	37	-	-
2026 Total Traffic	**216**	**236**	**189**	**96**	**97**	**103**	**108**	**1683**	**90**	**170**	**1510**	**89**

PM Peak Hour

PM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 20-Sep-22	158	130	106	165	255	139	184	1591	135	178	1486	238
Peak Season Volume	177	146	119	185	286	156	206	1782	151	199	1664	267
2026 Historic Growth	**185**	**153**	**124**	**193**	**299**	**163**	**215**	**1863**	**158**	**208**	**1740**	**279**
% Project Traffic (Net)	10%	-	-	-	-	-	-	30%	-	-	30%	10%
Project Traffic Direction (Net)	IN	-	-	-	-	-	-	IN	-	-	OUT	OUT
Project Traffic (Net)	10	-	-	-	-	-	-	30	-	-	31	10
% Project Traffic (Pass-By)	-	-	-	-	-	-	-	-	-	40%	-	-
Project Traffic Direction (Pass-By)	-	-	-	-	-	-	-	-	-	OUT	-	-
Project Traffic (Pass-By)	-	-	-	-	-	-	-	-	-	25	-	-
2026 Total Traffic	**195**	**153**	**124**	**193**	**299**	**163**	**215**	**1893**	**158**	**233**	**1771**	**289**

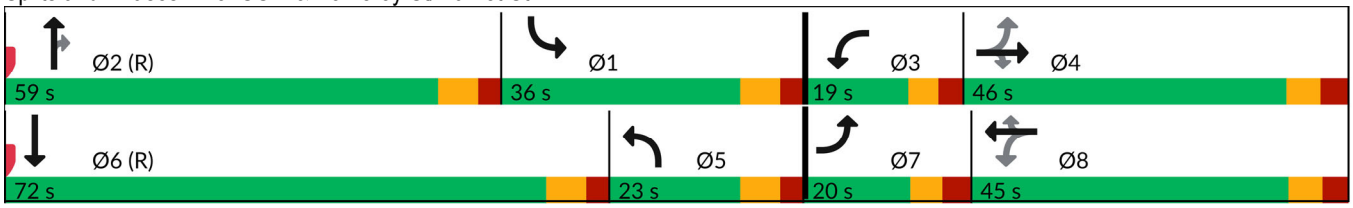


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	236	189	96	97	103	108	1652	90	133	1479	79
Future Volume (vph)	206	236	189	96	97	103	108	1652	90	133	1479	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	365		380	700		415	500		650	615		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Frt			0.850			0.850			0.850		0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	5085	1583	1770	5045	0
Flt Permitted	0.557			0.338			0.950			0.950		
Satd. Flow (perm)	1038	1863	1583	630	1863	1583	1770	5085	1583	1770	5045	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			203			175			175		6	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		552			804			859			779	
Travel Time (s)		10.8			15.7			13.0			11.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	222	254	203	103	104	111	116	1776	97	143	1590	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	222	254	203	103	104	111	116	1776	97	143	1675	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	10.0	25.0	25.0	10.0	25.0	
Minimum Split (s)	12.1	25.4	25.4	11.4	25.1	25.1	17.4	32.4	32.4	17.4	32.4	
Total Split (s)	20.0	46.0	46.0	19.0	45.0	45.0	23.0	59.0	59.0	36.0	72.0	
Total Split (%)	12.5%	28.8%	28.8%	11.9%	28.1%	28.1%	14.4%	36.9%	36.9%	22.5%	45.0%	
Maximum Green (s)	12.9	38.6	38.6	12.6	37.9	37.9	15.6	51.6	51.6	28.6	64.6	
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.4	3.4	3.4	2.7	3.1	3.1	2.6	2.6	2.6	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.1	7.4	7.4	6.4	7.1	7.1	7.4	7.4	7.4	7.4	7.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	41.8	27.4	27.4	35.7	23.7	23.7	16.1	69.4	69.4	23.2	76.6	
Actuated g/C Ratio	0.26	0.17	0.17	0.22	0.15	0.15	0.10	0.43	0.43	0.15	0.48	
v/c Ratio	0.65	0.79	0.46	0.46	0.37	0.28	0.65	0.80	0.12	0.55	0.69	
Control Delay (s/veh)	57.3	81.3	9.7	48.4	62.8	1.9	87.4	44.6	0.3	78.2	22.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	57.3	81.3	9.7	48.4	62.8	1.9	87.4	44.6	0.3	78.2	22.4	
LOS	E	F	A	D	E	A	F	D	A	E	C	
Approach Delay (s/veh)		52.1			36.9			44.9			26.8	
Approach LOS		D			D			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 65 (41%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 38.5		Intersection LOS: D	
Intersection Capacity Utilization 84.2%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 5: US 1 & Pomeroy St/Market St



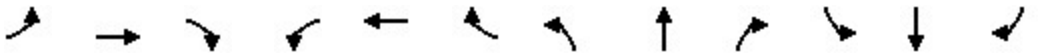
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	236	189	96	97	103	108	1652	90	133	1479	79
Future Volume (veh/h)	206	236	189	96	97	103	108	1652	90	133	1479	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	222	254	203	103	104	111	116	1776	97	143	1590	85
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	293	248	177	249	211	400	1647	511	500	1876	100
Arrive On Green	0.08	0.16	0.16	0.06	0.13	0.13	0.22	0.32	0.32	0.28	0.38	0.38
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	4962	265
Grp Volume(v), veh/h	222	254	203	103	104	111	116	1776	97	143	1091	584
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1823
Q Serve(g_s), s	12.9	21.2	12.4	7.9	8.2	5.9	8.6	51.6	5.5	10.0	46.9	46.9
Cycle Q Clear(g_c), s	12.9	21.2	12.4	7.9	8.2	5.9	8.6	51.6	5.5	10.0	46.9	46.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	285	293	248	177	249	211	400	1647	511	500	1287	689
V/C Ratio(X)	0.78	0.87	0.82	0.58	0.42	0.53	0.29	1.08	0.19	0.29	0.85	0.85
Avail Cap(c_a), veh/h	285	451	382	208	443	375	400	1647	511	500	1374	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.3	65.8	25.4	56.1	63.6	21.0	51.4	54.2	23.9	45.0	45.5	45.5
Incr Delay (d2), s/veh	13.0	10.7	7.8	3.0	1.1	2.0	0.4	46.7	0.8	0.4	7.0	12.3
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	6.3	16.4	9.0	6.7	7.2	7.6	7.0	39.3	5.2	7.9	28.0	30.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	72.3	76.5	33.2	59.1	64.8	23.0	51.8	100.9	24.7	45.5	52.6	57.9
LnGrp LOS	E	E	C	E	E	C	D	F	C	D	D	E
Approach Vol, veh/h		679			318			1989			1818	
Approach Delay, s/veh		62.2			48.3			94.3			53.7	
Approach LOS		E			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	52.3	59.0	16.3	32.5	43.4	67.9	20.0	28.7
Change Period (Y+Rc), s	7.4	7.4	6.4	7.4	7.4	7.4	* 7.1	* 7.4
Max Green Setting (Gmax), s	28.6	51.6	12.6	38.6	15.6	64.6	* 13	* 38
Max Q Clear Time (g_c+I1), s	12.0	53.6	9.9	23.2	10.6	48.9	14.9	10.2
Green Ext Time (p_c), s	0.5	0.0	0.1	1.9	0.1	11.6	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	71.4
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

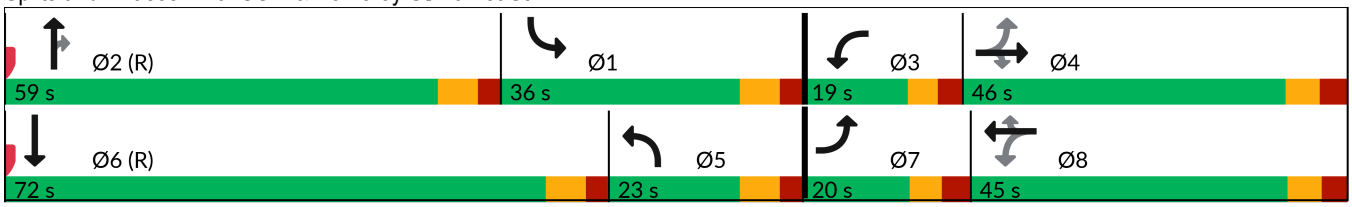


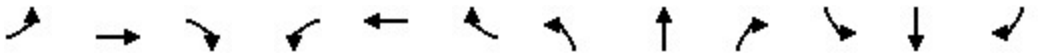
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	236	189	96	97	103	108	1683	90	170	1510	89
Future Volume (vph)	216	236	189	96	97	103	108	1683	90	170	1510	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	365		380	700		415	500		650	615		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Frt			0.850			0.850			0.850		0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	5085	1583	1770	5045	0
Flt Permitted	0.549			0.342			0.950			0.950		
Satd. Flow (perm)	1023	1863	1583	637	1863	1583	1770	5085	1583	1770	5045	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			203			175			175		7	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		552			804			859			779	
Travel Time (s)		10.8			15.7			13.0			11.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	232	254	203	103	104	111	116	1810	97	183	1624	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	232	254	203	103	104	111	116	1810	97	183	1720	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	10.0	25.0	25.0	10.0	25.0	
Minimum Split (s)	14.1	25.4	25.4	13.4	25.1	25.1	17.4	32.4	32.4	17.4	32.4	
Total Split (s)	20.0	46.0	46.0	19.0	45.0	45.0	23.0	59.0	59.0	36.0	72.0	
Total Split (%)	12.5%	28.8%	28.8%	11.9%	28.1%	28.1%	14.4%	36.9%	36.9%	22.5%	45.0%	
Maximum Green (s)	12.9	38.6	38.6	12.6	37.9	37.9	15.6	51.6	51.6	28.6	64.6	
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.4	3.4	3.4	2.7	3.1	3.1	2.6	2.6	2.6	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.1	7.4	7.4	6.4	7.1	7.1	7.4	7.4	7.4	7.4	7.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	41.8	27.4	27.4	35.5	23.4	23.4	16.2	68.4	68.4	24.2	76.4	
Actuated g/C Ratio	0.26	0.17	0.17	0.22	0.15	0.15	0.10	0.43	0.43	0.15	0.48	
v/c Ratio	0.69	0.80	0.46	0.47	0.38	0.29	0.65	0.83	0.13	0.68	0.71	
Control Delay (s/veh)	59.3	81.3	9.7	48.4	63.1	1.9	86.9	46.1	0.3	56.9	14.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	59.3	81.3	9.7	48.4	63.1	1.9	86.9	46.1	0.3	56.9	14.5	
LOS	E	F	A	D	E	A	F	D	A	E	B	
Approach Delay (s/veh)		52.8			37.0			46.3			18.6	
Approach LOS		D			D			D			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 29 (18%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 35.9		Intersection LOS: D	
Intersection Capacity Utilization 86.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 5: US 1 & Pomeroy St/Market St





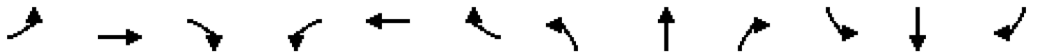
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	236	189	96	97	103	108	1683	90	170	1510	89
Future Volume (veh/h)	216	236	189	96	97	103	108	1683	90	170	1510	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	232	254	203	103	104	111	116	1810	97	183	1624	96
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	285	293	248	177	249	211	391	1647	511	500	1890	112
Arrive On Green	0.08	0.16	0.16	0.06	0.13	0.13	0.22	0.32	0.32	0.28	0.38	0.38
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	4931	291
Grp Volume(v), veh/h	232	254	203	103	104	111	116	1810	97	183	1121	599
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1818
Q Serve(g_s), s	12.9	21.2	12.5	7.9	8.2	5.9	8.7	51.6	5.5	13.2	48.4	48.5
Cycle Q Clear(g_c), s	12.9	21.2	12.5	7.9	8.2	5.9	8.7	51.6	5.5	13.2	48.4	48.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	285	293	248	177	249	211	391	1647	511	500	1305	697
V/C Ratio(X)	0.82	0.87	0.82	0.58	0.42	0.53	0.30	1.10	0.19	0.37	0.86	0.86
Avail Cap(c_a), veh/h	285	451	382	208	443	375	391	1647	511	500	1374	734
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.1	65.8	25.9	56.1	63.6	21.0	52.1	54.2	23.9	46.2	45.4	45.4
Incr Delay (d2), s/veh	16.6	10.7	7.8	3.0	1.1	2.0	0.4	54.5	0.8	0.6	7.5	13.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.6	16.4	9.1	6.7	7.2	7.6	7.0	41.3	5.2	9.9	28.9	31.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.7	76.5	33.7	59.1	64.8	23.0	52.5	108.7	24.7	46.8	52.9	58.5
LnGrp LOS	E	E	C	E	E	C	D	F	C	D	D	E
Approach Vol, veh/h		689			318			2023			1903	
Approach Delay, s/veh		64.0			48.3			101.5			54.1	
Approach LOS		E			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	52.3	59.0	16.3	32.5	42.5	68.7	20.0	28.7
Change Period (Y+Rc), s	7.4	7.4	6.4	7.4	7.4	7.4	* 7.1	* 7.4
Max Green Setting (Gmax), s	28.6	51.6	12.6	38.6	15.6	64.6	* 13	* 38
Max Q Clear Time (g_c+I1), s	15.2	53.6	9.9	23.2	10.7	50.5	14.9	10.2
Green Ext Time (p_c), s	0.6	0.0	0.1	1.9	0.1	10.8	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	74.5
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

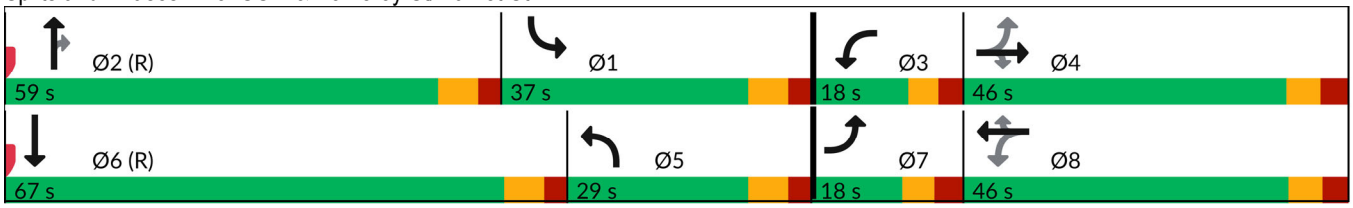


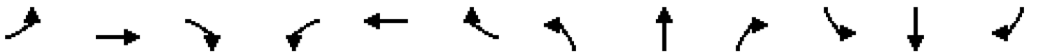
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	153	124	193	299	163	215	1863	158	208	1740	279
Future Volume (vph)	185	153	124	193	299	163	215	1863	158	208	1740	279
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	365		380	700		415	500		650	615		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Frt			0.850			0.850			0.850		0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	5085	1583	1770	4979	0
Flt Permitted	0.188			0.532			0.950			0.950		
Satd. Flow (perm)	350	1863	1583	991	1863	1583	1770	5085	1583	1770	4979	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179			183			179		22	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		552			804			859			779	
Travel Time (s)		10.8			15.7			13.0			11.8	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	208	172	139	217	336	183	242	2093	178	234	1955	313
Shared Lane Traffic (%)												
Lane Group Flow (vph)	208	172	139	217	336	183	242	2093	178	234	2268	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	10.0	25.0	25.0	10.0	25.0	
Minimum Split (s)	14.1	25.4	25.4	13.4	25.1	25.1	17.4	32.4	32.4	17.4	32.4	
Total Split (s)	18.0	46.0	46.0	18.0	46.0	46.0	29.0	59.0	59.0	37.0	67.0	
Total Split (%)	11.3%	28.8%	28.8%	11.3%	28.8%	28.8%	18.1%	36.9%	36.9%	23.1%	41.9%	
Maximum Green (s)	10.9	38.6	38.6	11.6	38.9	38.9	21.6	51.6	51.6	29.6	59.6	
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.4	3.4	3.4	2.7	3.1	3.1	2.6	2.6	2.6	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.1	7.4	7.4	6.4	7.1	7.1	7.4	7.4	7.4	7.4	7.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	44.3	33.1	33.1	45.7	33.4	33.4	21.6	57.1	57.1	29.6	65.1	
Actuated g/C Ratio	0.28	0.21	0.21	0.29	0.21	0.21	0.14	0.36	0.36	0.19	0.41	
v/c Ratio	1.07	0.44	0.29	0.64	0.86	0.38	1.01	1.15	0.26	0.71	1.11	
Control Delay (s/veh)	129.4	58.2	3.7	52.0	82.4	8.4	128.9	121.1	5.7	65.0	109.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	129.4	58.2	3.7	52.0	82.4	8.4	128.9	121.1	5.7	65.0	109.2	
LOS	F	E	A	D	F	A	F	F	A	E	F	
Approach Delay (s/veh)		72.2			55.1			113.7			105.1	
Approach LOS		E			E			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 121 (76%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.15			
Intersection Signal Delay (s/veh): 100.0		Intersection LOS: F	
Intersection Capacity Utilization 101.9%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 5: US 1 & Pomeroy St/Market St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	153	124	193	299	163	215	1863	158	208	1740	279
Future Volume (veh/h)	185	153	124	193	299	163	215	1863	158	208	1740	279
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	208	172	139	217	336	183	242	2093	178	234	1955	313
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	372	315	300	372	315	316	1647	511	405	1657	261
Arrive On Green	0.07	0.20	0.20	0.07	0.20	0.20	0.18	0.32	0.32	0.23	0.37	0.37
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	4448	701
Grp Volume(v), veh/h	208	172	139	217	336	183	242	2093	178	234	1489	779
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1744
Q Serve(g_s), s	10.9	13.0	8.2	11.6	28.1	10.1	20.7	51.6	10.5	18.7	59.6	59.6
Cycle Q Clear(g_c), s	10.9	13.0	8.2	11.6	28.1	10.1	20.7	51.6	10.5	18.7	59.6	59.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.40
Lane Grp Cap(c), veh/h	187	372	315	300	372	315	316	1647	511	405	1268	650
V/C Ratio(X)	1.11	0.46	0.44	0.72	0.90	0.58	0.77	1.27	0.35	0.58	1.17	1.20
Avail Cap(c_a), veh/h	187	451	382	300	455	385	316	1647	511	405	1268	650
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	56.6	24.7	52.8	62.6	20.9	62.6	54.2	24.3	55.0	50.2	50.2
Incr Delay (d2), s/veh	99.3	0.9	1.0	8.4	18.7	1.7	10.7	126.9	1.9	2.5	87.0	104.0
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	12.4	10.3	5.8	6.0	21.6	7.1	15.4	59.3	7.6	13.4	56.0	61.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	154.9	57.5	25.7	61.1	81.3	22.6	73.3	181.1	26.1	57.5	137.2	154.2
LnGrp LOS	F	E	C	E	F	C	E	F	C	E	F	F
Approach Vol, veh/h		519			736			2513			2502	
Approach Delay, s/veh		88.0			60.8			159.7			135.0	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	43.8	59.0	18.0	39.2	35.8	67.0	18.0	39.2
Change Period (Y+Rc), s	7.4	7.4	6.4	7.4	7.4	7.4	* 7.1	* 7.4
Max Green Setting (Gmax), s	29.6	51.6	11.6	38.6	21.6	59.6	* 11	* 39
Max Q Clear Time (g_c+I1), s	20.7	53.6	13.6	15.0	22.7	61.6	12.9	30.1
Green Ext Time (p_c), s	0.7	0.0	0.0	1.4	0.0	0.0	0.0	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	132.3
HCM 7th LOS	F

Notes

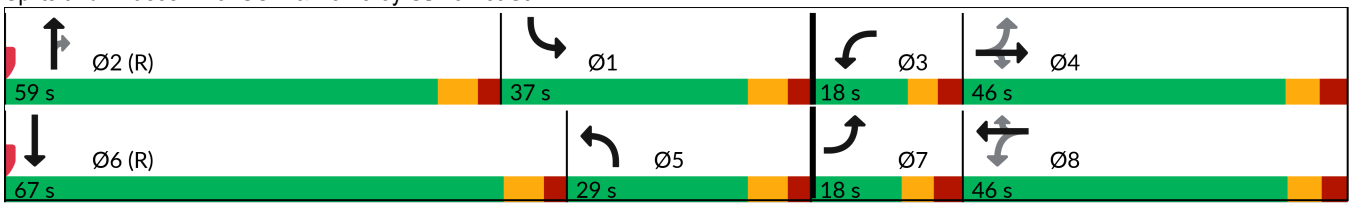
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

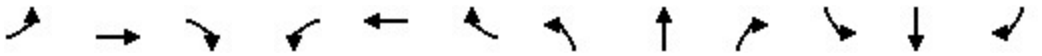
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	195	153	124	193	299	163	215	1893	158	233	1771	289
Future Volume (vph)	195	153	124	193	299	163	215	1893	158	233	1771	289
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	365		380	700		415	500		650	615		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Frt			0.850			0.850			0.850		0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	5085	1583	1770	4979	0
Flt Permitted	0.188			0.532			0.950			0.950		
Satd. Flow (perm)	350	1863	1583	991	1863	1583	1770	5085	1583	1770	4979	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179			183			179		22	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		552			804			859			779	
Travel Time (s)		10.8			15.7			13.0			11.8	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	219	172	139	217	336	183	242	2127	178	262	1990	325
Shared Lane Traffic (%)												
Lane Group Flow (vph)	219	172	139	217	336	183	242	2127	178	262	2315	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	10.0	25.0	25.0	10.0	25.0	
Minimum Split (s)	14.1	25.4	25.4	13.4	25.1	25.1	17.4	32.4	32.4	17.4	32.4	
Total Split (s)	18.0	46.0	46.0	18.0	46.0	46.0	29.0	59.0	59.0	37.0	67.0	
Total Split (%)	11.3%	28.8%	28.8%	11.3%	28.8%	28.8%	18.1%	36.9%	36.9%	23.1%	41.9%	
Maximum Green (s)	10.9	38.6	38.6	11.6	38.9	38.9	21.6	51.6	51.6	29.6	59.6	
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	4.0	4.8	4.8	4.8	4.8	4.8	
All-Red Time (s)	3.4	3.4	3.4	2.7	3.1	3.1	2.6	2.6	2.6	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.1	7.4	7.4	6.4	7.1	7.1	7.4	7.4	7.4	7.4	7.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0	
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	
Act Effct Green (s)	44.3	33.1	33.1	45.7	33.4	33.4	21.6	57.1	57.1	29.6	65.1	
Actuated g/C Ratio	0.28	0.21	0.21	0.29	0.21	0.21	0.14	0.36	0.36	0.19	0.41	
v/c Ratio	1.13	0.45	0.30	0.64	0.86	0.39	1.02	1.17	0.26	0.80	1.14	
Control Delay (s/veh)	146.6	58.3	3.8	52.1	82.4	8.5	128.9	128.5	5.8	60.9	98.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	146.6	58.3	3.8	52.1	82.4	8.5	128.9	128.5	5.8	60.9	98.7	
LOS	F	E	A	D	F	A	F	F	A	E	F	
Approach Delay (s/veh)		80.5			55.1			119.9			94.8	
Approach LOS		F			E			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 158 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.17			
Intersection Signal Delay (s/veh): 99.1		Intersection LOS: F	
Intersection Capacity Utilization 103.3%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 5: US 1 & Pomeroy St/Market St





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	153	124	193	299	163	215	1893	158	233	1771	289
Future Volume (veh/h)	195	153	124	193	299	163	215	1893	158	233	1771	289
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	219	172	139	217	336	183	242	2127	178	262	1990	325
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	372	315	300	372	315	316	1647	511	405	1652	265
Arrive On Green	0.07	0.20	0.20	0.07	0.20	0.20	0.18	0.32	0.32	0.23	0.37	0.37
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	5106	1585	1781	4435	711
Grp Volume(v), veh/h	219	172	139	217	336	183	242	2127	178	262	1519	796
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1702	1585	1781	1702	1742
Q Serve(g_s), s	10.9	13.0	8.2	11.6	28.1	10.1	20.7	51.6	10.5	21.3	59.6	59.6
Cycle Q Clear(g_c), s	10.9	13.0	8.2	11.6	28.1	10.1	20.7	51.6	10.5	21.3	59.6	59.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.41
Lane Grp Cap(c), veh/h	187	372	315	300	372	315	316	1647	511	405	1268	649
V/C Ratio(X)	1.17	0.46	0.44	0.72	0.90	0.58	0.77	1.29	0.35	0.65	1.20	1.23
Avail Cap(c_a), veh/h	187	451	382	300	455	385	316	1647	511	405	1268	649
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	56.6	24.7	52.8	62.6	20.9	62.6	54.2	24.3	56.0	50.2	50.2
Incr Delay (d2), s/veh	119.6	0.9	1.0	8.4	18.7	1.7	10.7	135.9	1.9	4.0	96.9	115.3
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	14.0	10.3	5.8	6.0	21.6	7.1	15.4	61.6	7.6	15.1	58.9	65.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	175.2	57.5	25.7	61.1	81.3	22.6	73.3	190.1	26.1	60.0	147.1	165.5
LnGrp LOS	F	E	C	E	F	C	E	F	C	E	F	F
Approach Vol, veh/h		530			736			2547			2577	
Approach Delay, s/veh		97.8			60.8			167.6			143.9	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	43.8	59.0	18.0	39.2	35.8	67.0	18.0	39.2
Change Period (Y+Rc), s	7.4	7.4	6.4	7.4	7.4	7.4	* 7.1	* 7.4
Max Green Setting (Gmax), s	29.6	51.6	11.6	38.6	21.6	59.6	* 11	* 39
Max Q Clear Time (g_c+I1), s	23.3	53.6	13.6	15.0	22.7	61.6	12.9	30.1
Green Ext Time (p_c), s	0.6	0.0	0.0	1.4	0.0	0.0	0.0	1.7

Intersection Summary	
HCM 7th Control Delay, s/veh	140.0
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

MARTIN COUNTY TRAFFIC

Intersection: 83 SR-5 (US1) @ POMEROY/MARKET ST

	SBLT	NB	EBLT	WB	NBLT	SB	WBLT	EB
PHASE	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Min green	10	25	7	10	10	25	7	10
Vehicle Ext	4	4	3	3	3	4	3	3
Max 1	20	60	20	30	20	60	20	30
Max 2								
Yellow	4.8	4.8	3.7	4	4.8	4.8	3.7	4
Red Clear	2.6	2.6	3.4	3.1	2.6	2.6	2.7	3.4
Walk	0	7	0	5	0	7	0	5
Ped Clear	0	23	0	32	0	26	0	33
Start Up		Green				Green		
Locking Detector		X				X		
Veh. Recalls		Min				Min		
Assigned ph.			3				7	
Cross Switch Ph			8				4	

September 12, 2022

LOCATION: **83** **SR-5 (US1) @ POMEROY/MARKET ST**

Day Plan

Day 2 = Weekdays Day 1 = Weekends

DAY		START		COBALT plan			
1		9:00		1			
1		21:00		99	Free		
2		6:00		3			
2		9:30		5			
2		15:00		7			
2		18:30		9			
2		20:30		99	Free		

Plan		1		3	5	7	9	
OFFSET		106		65	108	35	27	
CYCLE LENGTH		160		160	160	160	140	
Cobalt Sequence		5		5	5	6	5	
PHASE		SPLITS (SECONDS)						
1	SBLT	40		36	36	**37**	31	
2	NB	55		59	58	59	48	
3	EBLT	19		20	20	18	15	
4	WB	46		45	46	46	46	
5	NBLT	**25**		**23**	**22**	**29**	**23**	
6	SB	70		72	72	67	56	
7	WBLT	19		19	20	18	15	
8	EB	46		46	46	46	46	

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

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Exhibit 8: 2022 Martin County Traffic Counts

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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 2019 Roadway Level of Service Inventory Report

Road Name	From	To	Type	Generalized Service Capacity	2019 Average Annual Daily Traffic	2019 Peak Hour Directional Volume	2019 Generalized LOS	Avg. Annual Growth Rate
Salerno Rd	SR-5	Commerce Ave	Class II: 2-Ln Undivided	750	9,794	440	D	8.0%
Salerno Rd	Commerce Ave	CR-A1A	Class II: 2-Ln Undivided	750	7,955	346	C	0.5%
Seabranch Blvd	Doubletree Dr	SR-5	Class I: 4-Ln Divided	2000	6,693	335	C	0.5%
Sewalls Pt Rd	SR-A1A	Palmer St	2-Ln Undivided Non-State	675	9,496	470	D	3.0%
Skyline Dr	CR-707A	CR-707	2-Ln Undivided Non-State	675	1,634	84	C	0.5%
SR-5 (US-1)	Palm Beach County	CR-A1A	Transitional 4-Ln Uninter /Divided Flow	3110	20,848	1,062	A/B	1.9%
SR-5 (US-1)	CR-A1A	CR-708	Class I: 4-Ln Divided	2000	17,201	1,001	C	3.1%
SR-5 (US-1)	CR-708	Osprey St	Class I: 4-Ln Divided	2000	24,807	1,670	C	2.2%
SR-5 (US-1)	Osprey St	Seabranch Blvd	Class I: 4-Ln Divided	2000	23,579	1,046	C	0.6%
SR-5 (US-1)	Seabranch Blvd	Cove Rd	Class I: 6-Ln Divided	3020	30,507	1,426	C	0.5%
SR-5 (US-1)	Cove Rd	Salerno Rd	Class I: 6-Ln Divided	3020	32,412	1,433	C	0.5%
SR-5 (US-1)	Salerno Rd	Monroe St	Class I: 6-Ln Divided	3020	40,491	1,673	C	0.5%
SR-5 (US-1)	Monroe St	Indian St	Class I: 6-Ln Divided	3020	37,491	1,859	C	0.5%
SR-5 (US-1)	Indian St	SR-714	Class I: 6-Ln Divided	3020	45,498	2,267	C	0.5%
SR-5 (US-1)	SR-714	SR-5A	Class I: 6-Ln Divided	3020	37,271	1,822	C	0.5%
SR-5 (US-1)	SR-5A(Cut-off Rd)	SR-76	Class I: 6-Ln Divided	3020	32,616	1,625	C	0.5%
SR-5 (US-1)	SR-76	Palm City Rd	Class II: 6-Ln Divided	2520	47,483	1,986	D	0.5%
SR-5 (US-1)	Palm City Rd	Joan Jefferson Wy	Class II: 6-Ln Divided	2520	54,897	2,473	D	0.5%
SR-5 (US-1)	Joan Jefferson Wy	Wright Blvd	Class I: 6-Ln Divided	3020	59,873	2,874	C	0.5%
SR-5 (US-1)	Wright Blvd	Baker Rd	Class I: 6-Ln Divided	3020	52,644	2,491	C	0.5%
SR-5 (US-1)	Baker Rd	Britt Rd	Class I: 6-Ln Divided	3020	51,826	2,481	C	0.5%

Segments with shaded LOS require additional analysis.
The peaks are: CR-A1A (PM/SB) and Murphy Rd (PM/NB).

Exhibit 9: Level of Service Standard

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TABLE 7 Generalized **Peak Hour Directional** Volumes for Florida's Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
2	2,230	3,100	3,740	4,080
3	3,280	4,570	5,620	6,130
4	4,310	6,030	7,490	8,170
5	5,390	7,430	9,370	10,220
6	6,380	8,990	11,510	12,760

Urbanized

Lanes	B	C	D	E
2	2,270	3,100	3,890	4,230
3	3,410	4,650	5,780	6,340
4	4,550	6,200	7,680	8,460
5	5,690	7,760	9,520	10,570

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	580	890	1,200	1,610
2	Divided	1,800	2,600	3,280	3,730
3	Divided	2,700	3,900	4,920	5,600

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

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

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

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

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

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

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Exhibit 10: F-DOT Conceptual Driveway Approval

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Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

September 20, 2023***

THIS PRE-APPLICATION LETTER IS VALID UNTIL – September 20, 2024
THIS LETTER IS NOT A PERMIT APPROVAL

Dr. Juan F. Ortega, PE
JFO GROUP INC
6671 W. Indiantown Road, Suite 50-324, Jupiter, FL

Dear Dr. Juan F. Ortega, PE:
RE: Pre-application Review for **Category E Driveway,** Pre-application Meeting Date: **September 29, 2022**
Martin County - Stuart; SR 5; Sec. # 89010000; MP: 15.9; Access Class - 3; Posted Speed - 45; SIS - No;

Request:
- **Driveway 1: Use existing right-in/right-out driveway on the west side of SR 5, approximately 340 feet north of the southern property line.**
- **Driveway 2: Right-in/left-in/right-out driveway on the west side of SR 5, approximately 685 feet north of Driveway 1.**
- **Driveway 3: Use existing joint-use right-in/right-out driveway on the west side of SR 5, adjacent to the northern property line (on the site adjacent to the north).**

SITE SPECIFIC INFORMATION
Project Name & Address: **Eden Mar Stuart – 3800 SE Federal Hwy, Stuart, FL, 34997, USA**
Property Owner: **EDEN MULTIFAMILY (Contract Purhaser)**; Parcel Size: **35.07 Acres** Development Size: **152,000 SF Automobile Sales, 18,000 SF Retail/Commercial, a 2,500 SF Coffee/Donut Shop with Drive-Through Window, 275 DU Residential/Apartment**

WE APPROVE YOUR REQUEST

This decision is based on your presentation of the facts, site plan and survey - please see the conditions and comments below. You may choose to review this concept further with the District Access Management Review Committee (AMRC).

Conditions:
- **A minimum driveway length of 100 feet, 150 feet and 80 feet, as measured from the ultimate right-of-way line to the first conflict point shall be provided at Driveways 1, 2 and 3, respectively. If a gate is installed a minimum driveway length of 60 feet is required.**
- **A right turn lane is required at Driveways 1, 2 and 3 and shall meet the minimum requirements in the Florida Design Manual (FDM) and shall provide a buffered bicycle lane. There are existing right turn lanes at Driveways 1 and 3.**
- **The existing recorded cross access agreement or easement with the adjacent property to the north shall be provided prior to the Permit approval. Show recorded cross access agreement on the site plan, labeled and detailed as a hatch or shaded area and Official Record Book (ORB) with page number or instrument number.**
- **The traffic study that will be prepared for the City shall be provided to the Department for review and comments prior to the time of Permit. The traffic study shall include queue length analysis for the SR 5 northbound left turn lane at Driveway 2.**
- **Stacking for at least 11 vehicles shall be provided at the proposed Coffee/Donut Shop drive-through queuing lane.**

Comments:
******Time Extension Request: pre-approval letter was revised on 09/20/2023.***
- All driveways not approved in this letter must be fully removed and the area restored.
- A Drainage Permit is required for any stormwater impacts within FDOT right-of-way (i.e. increased runoff or reduction of existing storage).
- The applicant shall donate property to the Department if right-of-way dedication is required to implement the improvements.
- Dimensions between driveways are measured from the near edge of pavement to near edge of pavement and for median openings are measured from centerline to centerline unless otherwise indicated.

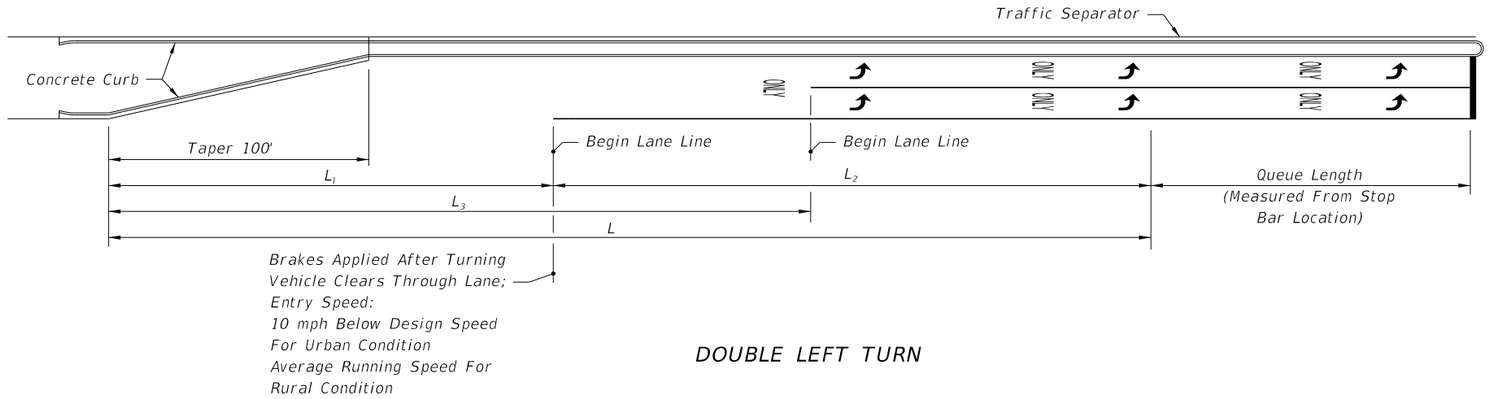
The purpose of this Pre-Application letter is to document the conceptual review of the approximate location of driveway(s) to the State Highway System and to note required improvements, if any. This letter shall be submitted with any further reviews and for permitting. The Department's personnel shall review permit plans for compliance with this letter as well as current Department standards and/or specifications. Final design must consider the existing roadway profile and any impacts to the existing drainage system. **Note, this letter does not guarantee permit approval**. The permit may be denied based on the review of the submitted engineering plans. Be aware that any approved median openings may be modified (or closed) in the future, at the sole discretion of the Department. For right-of-way dedication requirements go to: https://osp.fdot.gov; click on Statewide Permit News; Scroll down to District 4; Scroll down to Additional Information and Examples and choose Right-of-way Donations/Dedications.
Please contact the Access Management Manager - Tel. # 954-777-4363 or e-mail: D4AccessManagement@dot.state.fl.us with any questions regarding the Pre-Approval Letter and Permits Office - Tel. # 954-777-4383 with any questions regarding permits.

Sincerely,
Carina Harvey
District Access Management Manager

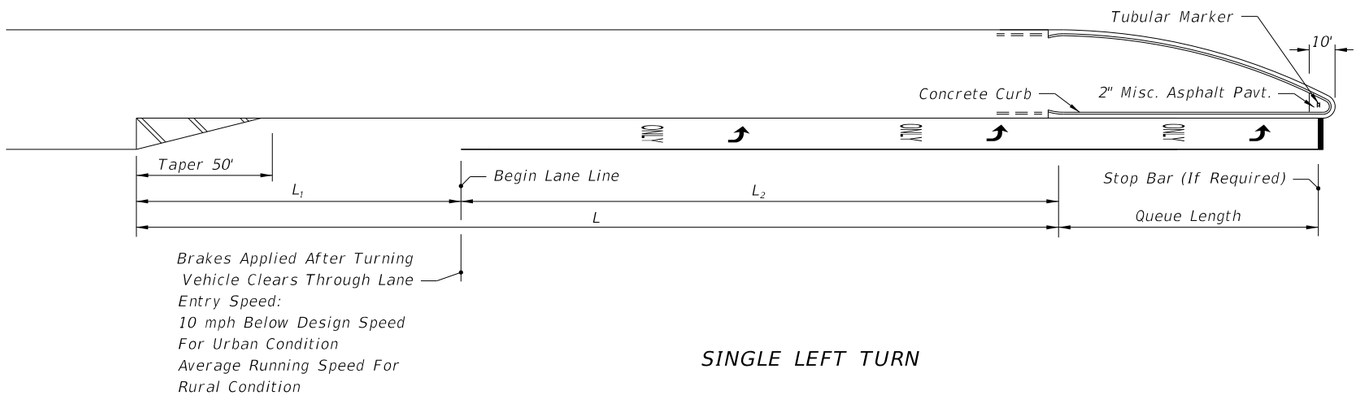
Carina Harvey
2023.09.20 09:27:39 -04'00'

cc: Nesa Harden
File: S:\Transportation Operations\Traffic Operations\Access Management\1. Pre-Apps and Variance\2022-09-29\5. 89010000 MP 15.9 SR 5_Eden Mar Stuart\89010 MP 15.9 SR 5_Eden Mar Stuart_Ext.docx

MEDIAN TURN LANES
MINIMUM DECELERATION LENGTHS



DOUBLE LEFT TURN



SINGLE LEFT TURN

MEDIAN TURN LANES								
			URBAN CONDITIONS			RURAL CONDITIONS		
Design Speed (mph)	Entry Speed (mph)	Clearance Distance L_1 (ft.)	Brake To Stop Distance L_2 (ft.)	Total Decel. Distance L (ft.)	Clearance Distance L_3 (ft.)	Brake To Stop Distance L_2 (ft.)	Total Decel. Distance L (ft.)	Clearance Distance L_3 (ft.)
35	25	70	75	145	110	———	———	———
40	30	80	75	155	120	———	———	———
45	35	85	100	185	135	———	———	———
50	40/44	105	135	240	160	185	290	160
55	48	125	———	———	———	225	350	195
60	52	145	———	———	———	260	405	230
65	55	170	———	———	———	290	460	270

NOT TO SCALE

EXHIBIT 212-1
01/01/2022

Exhibit 11: Transportation Improvement Program

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MARTIN MPO
Metropolitan Planning Organization

FY23 – FY27

Transportation Improvement Program (TIP)

4476491 **SR-5/US-1 FROM NORTH OF SE FISCHER ST. TO NORTH OF SE DECKER AVE** **Non-SIS**

Project Description:

Work Summary: RESURFACING **From:** NORTH OF SE FISCHER ST.

To: NORTH OF SE DECKER AVE

Lead Agency: FDOT **Length:** 1.745

Phase	Fund Source	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	DIH	0	0	140,647	0	0	**140,647**
CST	ACNR	0	0	3,426,441	0	0	**3,426,441**
CST	DS	0	0	464,909	0	0	**464,909**
Total		**0**	**0**	**4,031,997**	**0**	**0**	**4,031,997**

Prior Year Cost: 610,312
Future Year Cost: 0
Total Project Cost: 4,642,309

4419221 **SE INDIAN STREET FROM SR-76/KANNER HIGHWAY TO US-1** **Non-SIS**

Project Description: SMALL COUNTY OUTREACH PROGRAM JPA W/ MARTIN COUNTY

Work Summary: RESURFACING **From:** SR-76/KANNER HWY

To: US-1/SE FEDERAL HWY

Lead Agency: Martin County **Length:** 1.32

Phase	Fund Source	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	SCOP	454,634	0	0	0	0	**454,634**
CST	GRSC	142,693	0	0	0	0	**142,693**
CST	LF	214,713	0	0	0	0	**214,713**
Total		**812,040**	**0**	**0**	**0**	**0**	**812,040**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 812,040

4419221 **SE INDIAN STREET FROM SR-76/KANNER HIGHWAY TO US-1** **Non-SIS**

Project Description: SMALL COUNTY OUTREACH PROGRAM JPA W/ MARTIN COUNTY

Work Summary: RESURFACING **From:** SR-76/KANNER HWY

To: US-1/SE FEDERAL HWY

Lead Agency: Martin County **Length:** 1.32

Phase	Fund Source	2022/23	2023/24	2024/25	2025/26	2026/27	Total
CST	SCOP	454,634	0	0	0	0	**454,634**
CST	GRSC	142,693	0	0	0	0	**142,693**
CST	LF	214,713	0	0	0	0	**214,713**
Total		**812,040**	**0**	**0**	**0**	**0**	**812,040**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 812,040

Exhibit 12: FLU Traffic Analysis

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Kimley»Horn

To: Kristopher McCrain
Principal Planner
City of Stuart Development Department

From: Alex Memering, P.E. ARM
Kimley-Horn and Associates, Inc.

Alex Campano, E.I. ADC
Kimley-Horn and Associates, Inc.

Date: November 16, 2023

Re: **Eden Multi-Family MAR-Stuart**
Final Review of Future Land Use Amendment Traffic Analysis

Kimley-Horn has reviewed the future land use amendment traffic analysis (revised September 7, 2023) prepared by JFO Group, Inc. related to the above-mentioned project. The maximum development potential of the proposed land use change consists of +/- 1.38 million square feet of commercial retail and 102 multifamily dwelling units. The project is located northwest of the Pomeroy Street at SR 5 intersection in the City of Stuart.

The total trip generation potential results in a decrease of 2,501 daily, 34 AM peak hour (34 entering / 0 exiting), and 232 PM peak hour (107 entering / 152 exiting) net new trips. Access to the site is proposed via two existing right-in right-out driveways (adjacent parcels to the north [Lowe's] and south [Maserati auto dealership]) and the existing Miami Avenue directional median opening.

The analysis determined the net reduction in trips resulting from the proposed land use change, analysis of the roadway segments was not necessary since the proposed change resulted in a decrease in trips generated.

Thank you for the opportunity to assist City of Stuart in reviewing this project. Please contact us if you have any questions or need additional information.

J F O G R O U P I N C
Traffic Engineering • Transportation Planning

www.**jfogroupinc**.com

Revised September 7, 2023
September 19, 2022

Sent via e-mail: santiago@edenmultifamily.com

EDEN Multifamily
Santiago Vidal
Vice President - Development
2801 SW 31st Avenue, Suite 2B
Coconut Grove, FL 33133

Re: Eden Mar Stuart
Future Land Use Amendment Traffic Analysis
PCN: 38-38-41-025-000-00010-0

JFO Group Inc. has been retained to evaluate a traffic impact analysis to determine compliance with the Comprehensive Plan for a Future Land Use (FLU) Map amendment from Commercial to Neighborhood/Special District on ±22.7 acres of undeveloped land. The site is located west of US-1, ±0.3 miles north of SE Pomeroy Street in the City of Stuart, Florida. Figure 1 shows the project location in relation to the transportation network. Parcel Control Number associated with this project is 38-38-41-025-000-00010-0.

The latest approval associated with the subject site was for a Commercial Planned Unit Development (CPUD) in 2012 (ordinance 2244-2012) as "Marketplace of Stuart" for a commercial shopping center with a maximum of 140,000 square feet and five (5) outparcels.

Figure 1 : Project Location

According to the Future Land Use Element of the City's Comprehensive Plan, the Commercial FLU designation provides for *Land uses and activities predominately connected with the sale, rental, and distribution of products or performance of professional and non-professional services. Includes retail sales, service establishments, business, professional and other offices, shopping centers, financial institutions, restaurants, entertainment, hotels, motels and other temporary lodging. A limited amount of Multi-Family Residential and indoor industrial uses are allowed. Mixed-use projects are allowed. Also, public facilities and electric distribution substations are allowed.* The Commercial FLU designation allows for a maximum density of 10 dwelling units per acre on 0-15% and a maximum FAR of 1.5 on 85-100%. See Exhibit 2 for an excerpt from the Comprehensive Plan.

Likewise, the Comprehensive Plan indicates that the Neighborhood/Special District designation is intended for *Mixed-use category allowing residential, commercial, and recreation land uses such that a functional vertical or horizontal mix of uses is achieved. Developments shall include a mix of residential and commercial or office. Uses may be mixed within a single building and on a single site provided that impacts from differing uses are mitigated through urban design techniques. Also, public facilities and electric distribution substations are allowed.* The Neighborhood/Special District FLU designation allows for a maximum density of 15 dwelling units per acre on 30-90% and a maximum FAR of 2.0 on 10-70%. See Exhibit 2 for an excerpt from the Comprehensive Plan.

6671 W Indiantown Rd • Suite 50-324 • Jupiter, Florida • 33458
T: (561) 462-5364 • F: (561) 465-8044 • info@jfo.us

Project trip generation rates and equations used in this analysis were based on the 11th Edition of the Institute of Transportation Engineers Trip Generation Manual. Table 1 shows the rates used in order to determine the trip generation for Daily, AM, and PM peak hour conditions. When fitted curve equations were not available, weighted average rates were used. Similarly, when data plots had at least 20 data points and a fitted curve equation with an R^2 of at least 0.75, fitted curve equations were used. Table 2 summarizes the net Daily, AM, and PM peak trips potentially generated by the current and proposed Future Land Use. Exhibit 3 includes a copy of the ITE trip generation rates and equations. As required by the traffic reviewer on July 6, 2023, Exhibit 4 includes a copy of the proposed traffic distribution for the proposed development.

Table 1: Trip Generation Rates

Land Use	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Shopping Center (>150k)	820	37.01	62%	38%	0.84	48%	52%	3.40
Multifamily Housing (Mid-Rise)	221	4.54	23%	77%	T=0.44(X)-11.61	61%	39%	T=0.39(X)+0.34

Table 2: Trip Generation

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Current Future Land Use: Commercial								
Retail	1,483,218[1] SF	54,894	773	473	1,246	2,421	2,622	5,043
Pass-By	19%	(10,430)	(147)	(90)	(237)	(460)	(498)	(958)
Net Current FLU		***44,464***	***626***	***383***	***1,009***	***1,961***	***2,124***	***4,085***
Proposed Future Land Use: Neighborhood/Special District								
Retail [70%]	1,384,337[2] SF	51,234	721	442	1,163	2,259	2,448	4,707
Residential [30%]	102[3] DUs	463	8	25	33	24	16	40
	Σ	51,697	729	467	1,196	2,283	2,464	4,747
Pass-By	19%	(9,734)	(137)	(84)	(221)	(429)	(465)	(894)
Net Proposed FLU		***41,963***	***592***	***383***	***975***	***1,854***	***1,999***	***3,853***
Net Traffic Impact		***(2,501)***	***(34)***	***0***	***(34)***	***(107)***	***(125)***	***(232)***

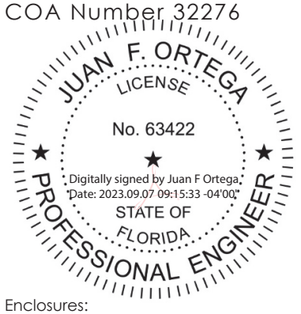
The proposed Future Land Use Map amendment for the *Eden Mar Stuart* property has been evaluated following the *City of Stuart Comprehensive Plan*. This analysis shows that the proposed Future Land Use amendment from Commercial to Neighborhood/Special District on ±22.7 acres of undeveloped land will not be expected to generate additional daily or peak hour traffic. Therefore, the proposed *Eden Mar Stuart* property application will be in compliance with the *City of Stuart Comprehensive Plan.* Project build-out is expected in the year 2026.

[1] 22.7 Acres X 43,560 SF X 1.5 FAR
[2] 22.7 Acres X 43,560 SF X 70% X 2.0 FAR
[3] 22.7 Acres X 30% X 15 DU/Acre

6671 W Indiantown Rd • Suite 50-324 • Jupiter, Florida • 33458
T: (561) GO2-JFOG • www.jfogroupinc.com • info@jfo.us

Sincerely,

JFO GROUP INC
COA Number 32276



Enclosures:

Exhibit 1: Property Appraiser Parcel Information
Exhibit 2: Future Land Use Element Excerpts
Exhibit 3: ITE Trip Generation Rates & Equations
Exhibit 4: Project Distribution
Exhibit 5: July 6, 2023 Traffic Review

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This item has been electronically signed and sealed by Dr. Juan F. Ortega, PE on September 7, 2023 using a Digital Signature.
Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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MARTIN COUNTY
PROPERTY APPRAISER
Jenny Fields, CFA

Basic Info

PIN	AIN	Situs Address	Website Updated
38-38-41-025-000-00010-0	1109784	SE FEDERAL HWY STUART FL	9/9/22

General Information

Property Owners
MAR-STUART RETAIL II LLC

Mailing Address
665 SW 8TH ST
MIAMI FL 33180

Tax District
STUART

Parcel ID
38-38-41-025-000-00010-0

Account Number
1109784

Property Address
SE FEDERAL HWY STUART FL

Legal Description
LOT 1 MARKETPLACE OF STUART, A CPUD (PB ...

Use Code/Property Class
1000 - 1000 Vacant Commercial

Neighborhood
51600 Kanner 95

Legal Acres
22.77

Ag Use Acres
N/A

Current Value

Year	Land Value	Improvement Value	Market Value	Value Not Taxed	Assessed Value	Total County Exemptions	County Taxable Value
2022	$ 8,942,620	$ 0	$ 8,942,620	$ 0	$ 8,942,620	$ 0	$ 8,942,620

Market values shown on the website reflect market conditions as of January 1st, the statutory assessment date. We are prohibited by law from relying on sales that occur after the January 1 assessment date. Therefore, market values shown on the website do not reflect today's market conditions, but rather the market conditions last year. In addition, the statutes require the county Property Appraiser to deduct for typical costs of sale (which include expenses such as commissions, title insurance, appraisals, inspection fees, etc.) when arriving at market value for tax purposes. That is why the market value for tax purposes is different from what a property would sell for today.

Current Sale

Sale Date
8/3/21

Sale Price
$ 10,500,000

Grantor (Seller)
MARKET PLACE STUART LLC

Deed Type
Special Warranty Deed

Doc Num
2906543

Book & Page
3246 2837

Legal Description

LOT 1 MARKETPLACE OF STUART, A CPUD (PB 17 PG 18)

The legal description is intended for general information only. The Property Appraiser assumes no responsibility for the uses or interpretations of the legal description.

Martin County Property Information Lookup

General Information

Parcel #	383841025000000100
Owner Name:	MAR-STUART RETAIL II LLC
Owner Address:	665 SW 8TH ST MIAMI, FL 33180
Site Address:	3800 SE FEDERAL HWY STUART, FL 34997
Storm Surge Evacuation Zone:	N/A
Flood Zone - BFE:	X - N/A' NAVD
FIRM Panel:	12085C0163H, 12085C0161H
Urban Service District:	Primary
Municipality:	City of Stuart
Taxing District:	District 2
ISO-PPC Rating:	Contact City of Stuart Fire Rescue
Subdivision infill applicability:	Yes
Development Imposed Conditions:	Residential Fire Sprinklers Not Required
Building Design Wind Speed	
Occupancy Category I,II,III/IV:	150, 160, 170

Land Use

Land Use information can change frequently, please verify with the Martin County Growth Management Department at 772-288-5495

Zoning:	STUART
Zoning Details:	N/A
Future Landuse	NO DATA
Landuse Details:	N/A

Community Redevelopment

CRA:	N/A
CRA Regulating Plan:	N/A

Schools

School information obtained from the Martin County School District system, 772-219-1200

Elementary School:	Pinewood Elementary
Middle School:	Dr. David L. Anderson Middle School
High School:	Martin County High School

Created: September , 9th, 2022 4:23 PM

Property Location Map

Election Information

Voter Precinct	6	
Commission District:	2	
Commissioner:	Stacey Hetherington	772-288-5400
Clerk of Circuit Court:	Carolyn Timmann	772-288-5576
County Sheriff:	William Snyder	772-220-7000
Property Appraiser:	Jenny Fields	772-288-5608
School Superintendent:	John D. Millay, Ph.D.	772-219-1200
Supervisor of Elections:	Vicki Davis	772-288-5637
Tax Collector:	Ruth Pietruszewski	772-288-5600

Utilities & Solid Waste

Service:	Utility:	Availability:	Phone:
Water:	Martin County Utilities	Yes	772-221-1434
Sewer:	Martin County Utilities	Yes	772-221-1434

Recycle Collection:	Recycle Tuesday
Trash Collection:	Garbage Tuesday and Friday
Yard Waste Collection:	Yard Waste Wednesday

communication towers are allowed. Also, public facilities, churches, day care centers, schools and electric distribution substations are allowed.

C. *Commercial:* Land uses and activities predominately connected with the sale, rental, and distribution of products or performance of professional and non-professional services. Includes retail sales, service establishments, business, professional and other offices, shopping centers, financial institutions, restaurants, entertainment, hotels, motels and other temporary lodging. A limited amount of Multi-Family Residential and indoor industrial uses are allowed. Mixed-use projects are allowed. Also, public facilities and electric distribution substations are allowed.

D. *Office/Residential:* This mixed-use category allows offices and living residential quarters in the same building or in adjacent buildings. Zoning controls the compatibility of these buildings with adjacent land uses. Commercial uses are allowed. Also, public facilities and electric distribution substations are allowed.

E. *Industrial:* Land uses and activities predominantly connected with manufacturing, assembly, processing, packaging, research, or storage of products. Additional permitted uses in such areas include warehousing, wholesale activity, machine repair, and limited indoor retail sales and professional and other offices. Also, public facilities and electric distribution substations are allowed.

F. *Public:* Public facilities and uses such as schools, government offices, recreation, cellular telephone towers, utilities, historic structures with public or private uses therein, and City sponsored or approved economic development or redevelopment projects. Additionally, uses which are determined to contribute to the overall community welfare such as vending or entertainment uses directly in support of the primary public use associated with a park, plaza, or community center, or City sponsored or approved community festival, fair, concert, parade, exhibition, farmers or craft market, or similar events are allowed. "Public" uses shall include those uses that are permitted in the "Recreation" and "Conservation" land use categories. Also, electric distribution substations are allowed.

G. *Institutional:* Private facilities that fulfill a public or quasi-public purpose or that are similar in nature or function to public facilities, and including public facilities. These include schools, nursing homes, hospitals, churches, cemeteries, utilities, transmission towers, clubs, day care centers, and adult congregate living facilities. Also, electric distribution substations are allowed.

H. *Recreation:* Lands and public facilities, including public recreational uses that are both "active" and "passive" in nature. These include, but not limited to, neighborhood and community parks, golf courses, and spectator sport facilities, and open space areas. Additionally, vending or entertainment uses directly in support of the primary recreational use are allowed. Cellular telephone towers are allowed. "Recreation" uses shall include those uses that are permitted in the "Conservation" and "Public" land use categories. Also, electric distribution substations are allowed.

I. *Downtown Redevelopment:* Includes the land area within the Stuart Community Redevelopment Agency. 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.

J. *Neighborhood/Special District:* Mixed-use category allowing residential, commercial, and recreation land uses such that a functional vertical or horizontal mix of uses is achieved. Developments shall include a mix of residential and commercial or office. Uses may be mixed within a single building and on a single site provided that impacts from differing uses are mitigated through urban design techniques. Also, public facilities and electric distribution substations are allowed.

K. *East Stuart District:* General uses permitted include low density residential, multi-family residential, office, commercial, recreation and mixed-use projects. Also, public facilities and electric distribution substations are allowed.

L. *Conservation:* The purpose[s] of the conservation category include: to conserve and protect natural resources including wetlands, floodplains, unique native vegetation, and habitat of listed species; to provide flood control; and to provide a general open space amenity. Uses allowed include passive recreation support facilities and other public facilities and utilities which do not conflict with the purpose of this land use category.

M. *Marine/Industrial:* Waterfront district which permits continuation of industrial/marine uses while encouraging mixed use development including multi-family residential; commercial; office; lodging; marinas; and civic uses. Also, public facilities and electric distribution substations are allowed.

Policy 1.A7.2. Gross densities, gross intensities and proportional use amounts for each land use category are established in the "Table of Land Use Densities and Intensities" that is adopted as part of this element. In order to promote the efficient use of land and to provide an attainable housing stock (Policy 3.A2.6. Housing opportunities), the City's Land Development code shall provide adjustment, through the urban planned unit development process, to accommodate smaller residential units and allow smaller housing units to be calculated at 0.5 density per unit.for units less than 900 sq.ft and 0.75 density per units for units less than 1100 sq.ft.

TABLE OF LAND USE DENSITIES AND INTENSITIES

		Residential			Non-Residential			
			UPUD, RPUD or Major UCE [2]					
Land Use Category	In/Out CRA [1]	General	Not ALF [4]	ALF	% Residential	General	>2.0 FAR [3]	% Non-residential
Low Density Residential	NA	<8.72 du/ac to 11.62 du/ac [5]	<8.72 du/ac to 11.62 du/ac [5]	none	95-100%	<0.75 FAR		0—5%
Multi-Family Residential	In	<15 du/ac	<30 du/ac	<30 du/ac	70—100%	<3.0 FAR	<20 ac	0—30%
	Out	<10 du/ac to 11.62 du/ac [9]	<30 du/ac	<30 du/ac	70—100%	<0.5 FAR		0—30%
Commercial	In	<15 du/ac	<15	<30 du/ac	0—15%	<3.0 FAR	<50 ac	85—100%

	Out	<10 du/ac	<10	<30 du/ac	0—15%	<1.5 FAR		85—100%
Office/Residential	In	<15 du/ac	<30 du/ac	<30 du/ac	0—25%	<3.0 FAR	<10 ac	75—100%
	Out	<10 du/ac to 11.62 du/ac [9]	<30 du/ac	<30 du/ac	0—25%	<1.5 FAR		75—100%
Industrial	In	None			0%	<3.0 FAR	<10 ac	100%
	Out	None			0%	<1.0 FAR		100%
Public		None			0%	<1.0 FAR		100%
Institutional		<10 du/ac	<30 du/ac	<30 du/ac	0%	<0.75 FAR		100%
Recreation		None				<0.5 FAR		100%
Downtown Redevelopment		<15 du/ac [8]	<30 du/ac	<30 du/ac	0—70%	<4.0 FAR	<50 ac	0—70% [6]
Neighborhood/Special District	In	<15 du/ac		<30 du/ac	30—90%	<3.0 FAR	<10 ac	10—70%
	Out	<15 du/ac		<30 du/ac	30—90%	<2.0 FAR		10—70%
East Stuart	NA	<17 du/ac	<3017 du/ac	<30 du/ac	70—100%	<1.5 FAR		0—30%
Conservation		None			0%	<10% ISR		100%
Marine/Industrial		<15 du/ac	<15 du/ac	NA	0—25%	<3.0 FAR	<5 ac	0—75%

[1] CRA = Community Redevelopment Agency. A delineated area.

[2] RPUD = Residential Planned Unit Development; Major UCCU = Major Urban Code Conditional Use.

[3] The total number of acres in developments approved and constructed after the policy effective date that exceed 2.0 FAR shall not exceed the specified amount.

[4] ALF = Assisted Living Facility

[5] This designation is intended for parcels that are suited for single family attached and detached and duplex development ranging in density from 8.72 for single family units to 11.62 for duplex units.

[6] Recreation uses shall not exceed 25 percent of the land area.

[7] ISR = Impervious surface ratio. Not to exceed 10,000 square feet for any contiguous parcel.

[8] Shall be interpreted on an Urban Subdistrict basis within the CRA (including Urban Neighborhood, Urban General, Urban Center, Urban Waterfront, and Urban Highway).

[9] This designation is intended for parcels that are suited for single family attached and detached, duplex and multi-family development ranging in density from 10 for single family units to 11.62 for multi-family and duplex units.

Note: Throughout the City, properties located in the Coastal High Hazard Area (CHHA), as identified on the future land use map in the Coastal Element of the Comprehensive Plan, are limited to 15 dwelling units per acre unless the applicant can demonstrate to comply with Florida Statute 163.3178 (9)(a)1,2 and 3. ALFs shall continue to be prohibited within the Coastal High Hazard Area.

Policy 1.A7.3. The term "mixed use project" means one which allows for a mix of residential, non-residential and recreational land uses such that a functional vertical or horizontal mix of uses is achieved. These uses may be mixed within a single building or on a single site, providing that any impacts are mitigated through urban design techniques.

Policy 1.A7.4. The City will establish and monitor land use tracking and monitoring procedures to ensure that the specified proportions and acreage limitations are not exceeded and that plan amendments will be adopted in a timely manner if development does not occur as expected and desired.

Policy 1.A7.5. Properties that are annexed into the City shall be given a City land use designation as soon as possible after the annexation is finalized.

Policy 1.A7.6. It is the policy of the City of Stuart that neither the provisions of this Comprehensive Plan nor the Land Development Code shall deprive a property owner of all reasonable economic use of a parcel of real property, unless it is the intent of the City to exercise its eminent domain authority. Accordingly, the City recognizes the effectiveness of F.S. § 70.001 (Bert J. Harris, Jr. Act), in assuring that any potential total "taking" of property rights by the City of Stuart is properly identified and that all total private property rights takings are given an opportunity for adequate compensation, if required by law and requested by the property owner.

The relief to which an owner may be entitled shall be any one or more of the following:

a) Granting of a permit for development;

Land Use: 820
Shopping Center (>150k)

Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has at least 150,000 square feet of gross leasable area (GLA). It often has more than one anchor store. Various names can be assigned to a shopping center within this size range, depending on its specific size and tenants, such as community center, regional center, superregional center, fashion center, and power center.

A shopping center of this size typically contains more than retail merchandising facilities. Office space, a movie theater, restaurants, a post office, banks, a health club, and recreational facilities are common tenants.

A shopping center of this size can be enclosed or open-air. The vehicle trips generated at a shopping center are based upon the total GLA of the center. In the case of a smaller center without an enclosed mall or peripheral buildings, the GLA is the same as the gross floor area of the building.

The 150,000 square feet GLA threshold value between community/regional shopping center and shopping plaza (Land Use 821) is based on an examination of trip generation data. For a shopping plaza that is smaller than the threshold value, the presence or absence of a supermarket within the plaza has a measurable effect on site trip generation. For a shopping center that is larger than the threshold value, the trips generated by its other major tenants mask any effects of the presence or absence of an on-site supermarket.

Shopping plaza (40-150k) (Land Use 821), strip retail plaza (<40k) (Land Use 822), and factory outlet center (Land Use 823) are related uses.

Additional Data

Many shopping centers—in addition to the integrated unit of shops in one building or enclosed around a mall—include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied include peripheral buildings, it can be assumed that some of the data show their effect.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Colorado, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Maryland, Massachusetts, Michigan, Minnesota, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Tennessee, Texas, Vermont, Virginia, Washington, West Virginia, and Wisconsin.

Source Numbers

77, 110, 154, 156, 159, 190, 199, 202, 204, 213, 251, 269, 294, 295, 299, 304, 305, 307, 308, 309, 311, 314, 315, 316, 317, 319, 365, 385, 404, 414, 423, 442, 446, 562, 629, 702, 715, 728, 868, 871, 880, 899, 912, 926, 946, 962, 973, 974, 978, 1034, 1040, 1067

Shopping Center (>150k)
(820)

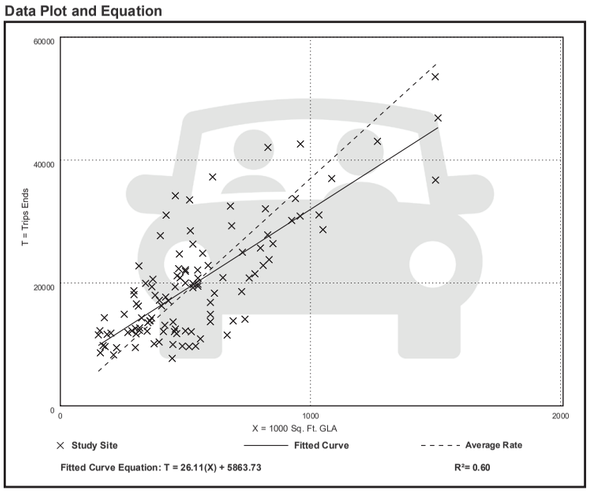
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 108
Avg. 1000 Sq. Ft. GLA: 538
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.01	17.27 - 81.53	12.79

Data Plot and Equation



Fitted Curve Equation: T = 26.11(X) + 5863.73 **R^2= 0.60**

Shopping Center (>150k)
(820)

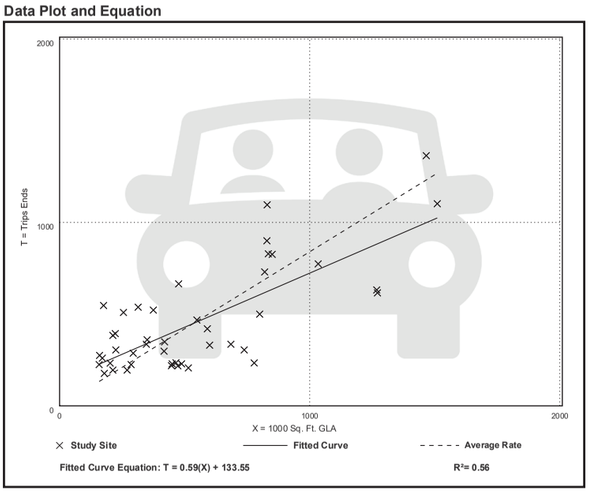
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban
Number of Studies: 44
Avg. 1000 Sq. Ft. GLA: 546
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.84	0.30 - 3.11	0.42

Data Plot and Equation



Fitted Curve Equation: T = 0.59(X) + 133.55 **R^2= 0.56**

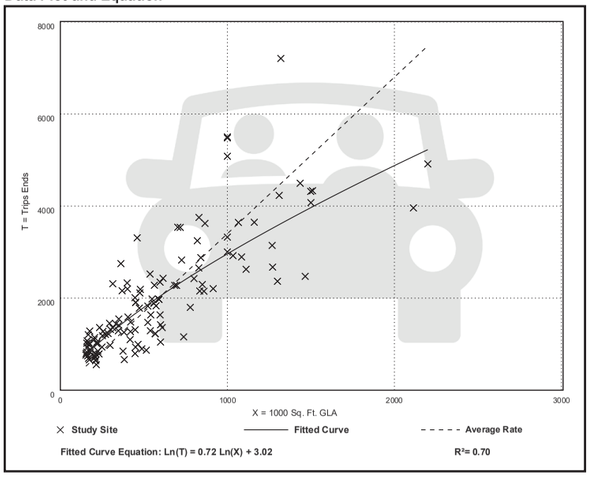
Shopping Center (>150k)
(820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 126
Avg. 1000 Sq. Ft. GLA: 581
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.40	1.57 - 7.58	1.26

Data Plot and Equation



Vehicle Pass-By Rates by Land Use
Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code: 820
Land Use: Shopping Center (> 150k)
Setting: General Urban/Suburban
Time Period: Weekday PM Peak Period
Data Sites: 16 Sites with GLA between 300 and 900k
Average Pass-By Rate: 8 Sites with GLA between 150 and 300k: 19% for Sites with GLA between 300 and 900k; 29% for Sites with GLA between 150 and 300k: 34%

Pass-By Characteristics for Individual Sites

GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips: Primary (%)	Non-Pass-By Trips: Diverted (%)	Non-Pass-By Trips: Total (%)	Adj Street Peak Hour Volume	Source
213	Florida	1990	312	28	31	41	72	—	33
225	Illinois	1994	264	35	32	33	65	1970	24
227.9	Kentucky	1993	—	34	35	31	66	—	34
235	Kentucky	1993	211	35	29	36	65	2593	2
255	Iowa	1994	222	23	38	39	77	3706	24
256	Connecticut	1994	208	27	51	22	73	3422	24
293	Illinois	1994	282	24	70	6	76	4606	13
294	Pennsylvania	1994	213	24	48	18	76	4055	24
350	Massachusetts	1994	224	18	45	37	82	2112	24
361	Virginia	1994	315	17	54	29	83	2034	24
375	North Carolina	1994	214	29	48	23	71	2053	24
413	Texas	1994	228	28	51	21	72	589	24
418	Maryland	1994	281	20	50	30	80	5610	24
450	California	1994	321	23	49	28	77	2787	24
476	Washington	1994	234	25	53	22	75	3427	24
488	Texas	1994	257	12	75	13	88	1094	13
560	Virginia	1994	437	19	49	32	81	3051	24
581	Colorado	1994	296	18	53	29	82	2939	24
598	Colorado	1994	205	17	55	28	83	3840	24
633	Texas	1994	257	10	64	26	90	—	24
667	Illinois	1994	200	16	53	31	84	2770	24
738	New Jersey	1994	283	13	75	12	87	8059	24
800	California	1994	205	21	51	28	79	7474	24
808	California	1994	240	13	73	14	87	4035	24

Land Use: 221
Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (mid-rise) (Land Use 226), and mid-rise residential with ground-floor commercial (Land Use 231) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Utah, and Virginia.

Source Numbers

168, 188, 204, 305, 306, 321, 818, 857, 862, 866, 901, 904, 910, 949, 951, 959, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1056, 1057, 1058, 1071, 1076

Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

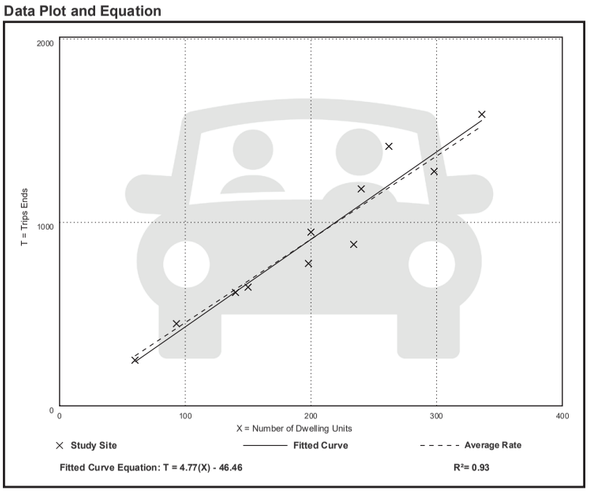
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 11
Avg. Num. of Dwelling Units: 201
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



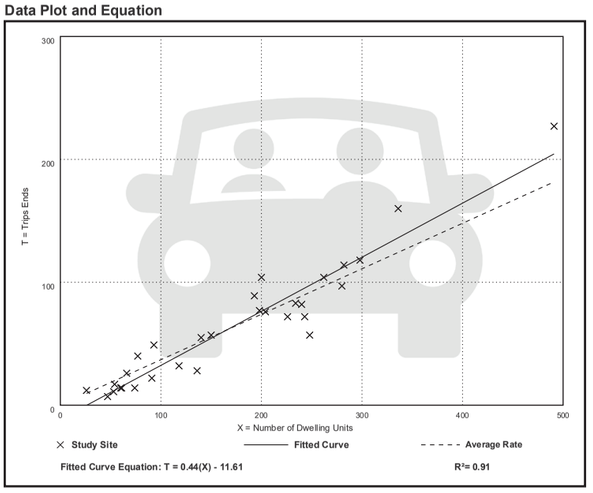
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 30
Avg. Num. of Dwelling Units: 173
Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



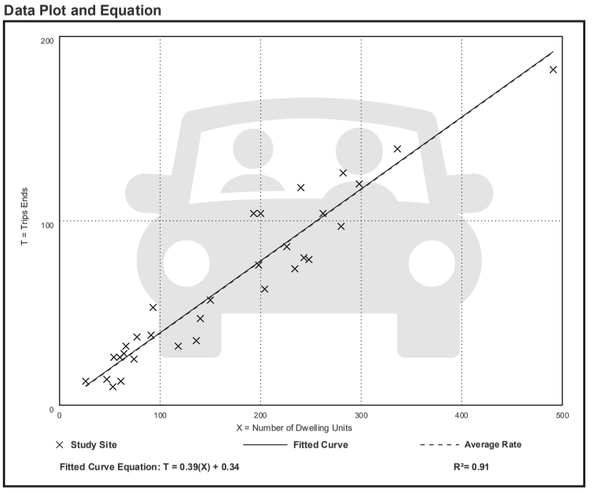
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. Num. of Dwelling Units: 169
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



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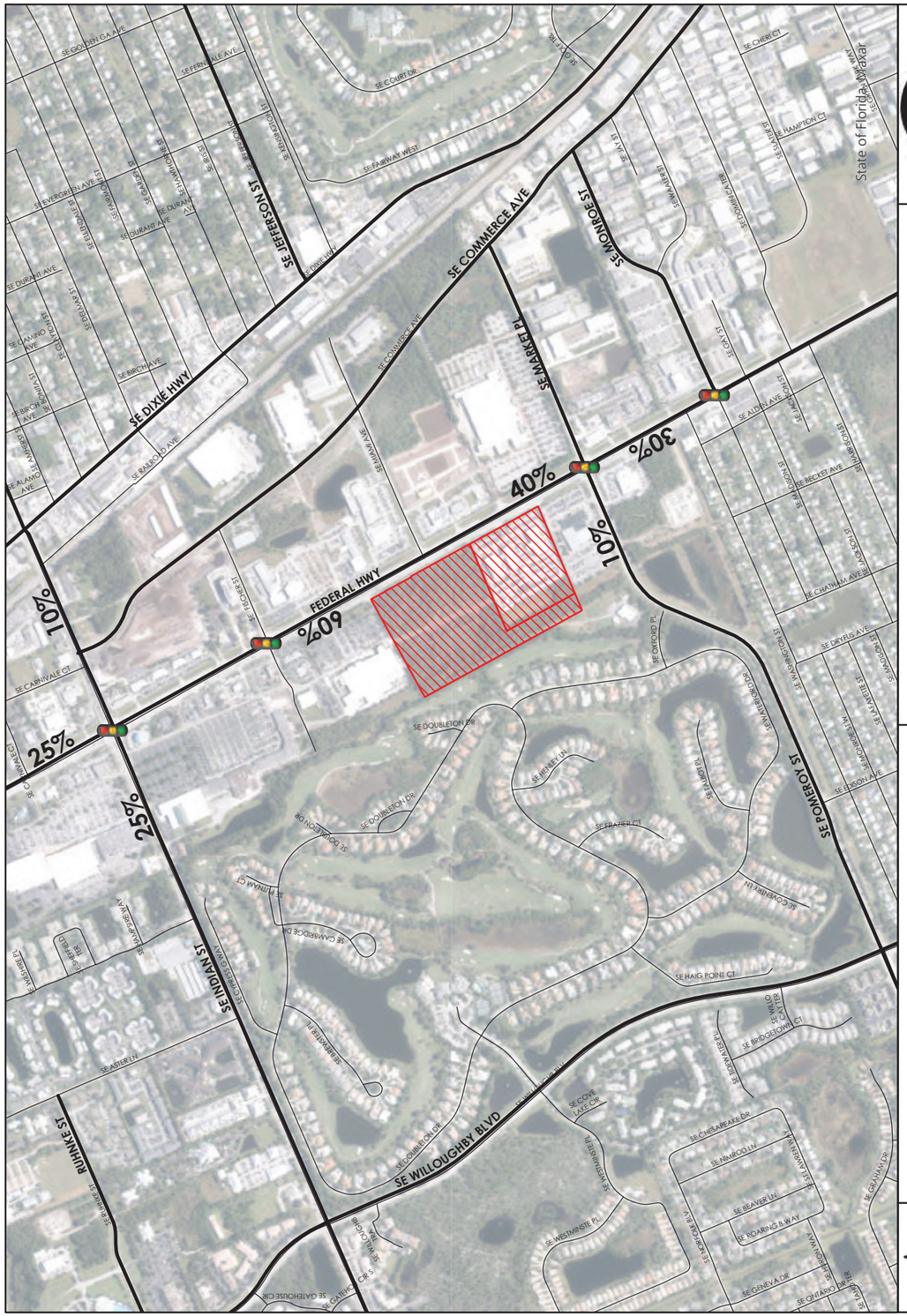

FIGURE 2:
TRAFFIC ASSIGNMENT
EDEN MAR STUART

JFO GROUP INC

Exhibit 4
Page 5

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Kimley»Horn

To: Jodi Nentwick-Kugler
Director of Development
City of Stuart

From: Alex Memering, P.E. ARM
Kimley-Horn and Associates, Inc.

Simone Burns SRB
Kimley-Horn and Associates, Inc.

Date: July 6, 2023

Re: **Eden Multi-Family MAR-Stuart**
Review of Future Land Use Amendment Traffic Analysis

Kimley-Horn has reviewed the Future Land Use Amendment Traffic Analysis (dated September 12, 2022) prepared by JFO Group, Inc. related to the above-mentioned project. Please find our review comments below pertaining to the development's parking and impacts to adjacent transportation facilities.

1. Please state the anticipated buildout date within the report.
2. Please provide daily and peak hour existing, background, and buildout study area roadway capacity analysis tables using the proposed future land use project traffic estimates and the 2022 Martin County Roadway LOS Inventory Report. Please use the growth rate provided in the Martin County Roadway LOS Inventory Report to estimate the background volumes along the study roadway segment. Please include the following roadway segments:
    - SR-5 (US-1) from Monroe Street to Indian Street
    - Pomeroy Street from Willoughby Boulevard to SR-5
    - Market Place from SR-5 to Commerce Avenue
    - Indian Street from Willoughby Boulevard to SR-5
    - Indian Street from SR-5 to Commerce Avenue
    - Commerce Avenue from Monroe Street to Indian Street
    - Willoughby Boulevard from Pomeroy Street to Indian Street
    - SR-76 (Kanner Highway) from Salerno Road to Indian Street
3. Please include a project distribution for the roadway segments within the study area.

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.

kimley-horn.com | 189 South Orange Avenue, Suite 1000, Orlando, Florida 32801 | 407 898 1511

JFO GROUP INC
Traffic Engineering • Transportation Planning
www.jfogroupinc.com

Eden Multi-Family MAR-Stuart
Review of Future Land Use Amendment Traffic Analysis
Date: July 6, 2023

Kimley-Horn has reviewed the Future Land Use Amendment Traffic Analysis (dated September 12, 2022) prepared by JFO Group, Inc. related to the above-mentioned project. Please find our review comments below pertaining to the development's parking and impacts to adjacent transportation facilities.

1. Please state the anticipated buildout date within the report.

    [JFO->] *Future Land Use Amendment Traffic Analysis has been revised accordingly. Project build-out is expected in the year 2026. Please see Future Land Use Amendment Traffic Analysis dated September 7, 2023.*

2. Please provide daily and peak hour existing, background, and buildout study area roadway capacity analysis tables using the proposed future land use project traffic estimates and the 2022 Martin County Roadway LOS Inventory Report. Please use the growth rate provided in the Martin County Roadway LOS Inventory Report to estimate the background volumes along the study roadway segment. Please include the following roadway segments:
    - SR-5 (US-1) from Monroe Street to Indian Street
    - Pomeroy Street from Willoughby Boulevard to SR-5
    - Market Place from SR-5 to Commerce Avenue
    - Indian Street from Willoughby Boulevard to SR-5
    - Indian Street from SR-5 to Commerce Avenue
    - Commerce Avenue from Monroe Street to Indian Street
    - Willoughby Boulevard from Pomeroy Street to Indian Street
    - SR-76 (Kanner Highway) from Salerno Road to Indian Street

    [JFO->] *As shown in the Future Land Use Amendment Traffic Analysis originally prepared on September 19, 2022 and subsequently revised on September 7, 2023, the proposed Future Land Use amendment from Commercial to Neighborhood/Special District on ±22.7 acres will not be expected to generate additional daily or peak hour traffic. Therefore, Long Range traffic analysis is not required. Please note that a separate Traffic Impact Analysis based on the proposed development and associated with the Site Plan application was prepared on September 30, 2022 and subsequently revised on September 8, 2023.*

3. Please include a project distribution for the roadway segments within the study area.

    [JFO->] *Future Land Use Amendment Traffic Analysis has been revised accordingly. Exhibit 4 of the Future Land Use Amendment Traffic Analysis revised on September 7, 2023 includes a copy of the project distribution from the Traffic Impact Analysis associated with the Site Plan application, revised on September 8, 2023.*

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Exhibit 13: Traffic Review

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Kimley»Horn

To: Jodi Nentwick-Kugler
Director of Development
City of Stuart

From: Alex Memering, P.E. ARM
Kimley-Horn and Associates, Inc.

Simone Burns SRB
Kimley-Horn and Associates, Inc.

Date: December 21, 2022

Re: **Eden Multi-Family MAR-Stuart**
Review of Trip Generation Chart

Kimley-Horn has reviewed the Trip Generation Chart (dated September 12, 2022) prepared by JFO Group, Inc. related to the above-mentioned project. Please find our review comments below pertaining to the development's parking and impacts to adjacent transportation facilities.

1. Please provide the Future Land Use (FLU) analysis within a traffic impact statement. It should be noted that this analysis shall include the maximum densities allowed within each future land use. If the proposed FLU designation generates less traffic than what is currently approved, a trip generation table showing reductions of traffic is acceptable.

2. Please revise the pass-by percentages and volumes of ITE LUC 937 Coffee/Donut Shop with Drive-Through window to reflect the pass-by percentages of ITE LUC 938 in the trip generation chart. Please revise the net proposed traffic and net impact volumes accordingly in the trip generation chart.

3. Please confirm with City Staff that an updated site-specific traffic study based upon City of Stuart Land Development Code (LDC) Sec.4.05.02 is not required as the approved Marketplace of Stuart traffic analysis is from 2012.

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.

Eden Multi-Family MAR-Stuart
Review of Trip Generation Chart
Date: December 21, 2022

Kimley-Horn has reviewed the Trip Generation Chart (dated September 12, 2022) prepared by JFO Group, Inc. related to the above-mentioned project. Please find our review comments below pertaining to the development's parking and impacts to adjacent transportation facilities.

1. Please provide the Future Land Use (FLU) analysis within a traffic impact statement. It should be noted that this analysis shall include the maximum densities allowed within each future land use. If the proposed FLU designation generates less traffic than what is currently approved, a trip generation table showing reductions of traffic is acceptable.

   [JFO->] *A Future Land Use Amendment Traffic Analysis dated September 19, 2022 was submitted with the original application and reviewed by the City's traffic reviewer on July 6, 2023. The Future Land Use Amendment Traffic Analysis was revised on September 7, 2023 to incorporate the City's review from July 6, 2023 and included in this resubmittal. The proposed Future Land Use amendment from Commercial to Neighborhood/Special District on ±22.7 acres will not be expected to generate additional daily or peak hour traffic. Exhibit 12 of the Traffic Impact Analysis revised on September 8, 2023 includes a copy of the FLU Traffic Analysis.*

2. Please revise the pass-by percentages and volumes of ITE LUC 937 Coffee/Donut Shop with Drive-Through window to reflect the pass-by percentages of ITE LUC 938 in the trip generation chart. Please revise the net proposed traffic and net impact volumes accordingly in the trip generation chart.

   [JFO->] *Traffic Impact Analysis has been revised accordingly. Exhibit 3 of the Traffic Impact Analysis revised on September 8, 2023 includes pass-by percentages for ITE LUC 938.*

3. Please confirm with City Staff that an updated site-specific traffic study based upon City of Stuart Land Development Code (LDC) Sec.4.05.02 is not required as the approved Marketplace of Stuart traffic analysis is from 2012.

   [JFO->] *At the time of this resubmittal, we had not heard from the City if a site-specific traffic study was required. In order to be proactive and given the changes to the proposed intensities included in the proposed site plan and review comment #2 above, a revised Traffic Impact Analysis associated with the Site Plan application was revised on September 8, 2023 and included in this resubmittal. Please note that the Eden Mar Stuart project will generate less traffic than the approved Marketplace of Stuart project. See below.*

Marketplace of Stuart Vs Eden Mar Stuart
[ITE Trip Generation Manual 11th Edition]

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
MARKETPLACE OF STUART [ORDINANCE 2244-2012]								
Shopping Center (ITE 821)	140,000 SF	2,368	116	43	159	83	124	207
Pass-By	40 %	(5,292)	(122)	(76)	(198)	(243)	(263)	(506)
Net Vested Traffic		***2,368***	***116***	***43***	***159***	***83***	***124***	***207***
EDEN MAR STUART								
Eden Mar Stuart (Net Proposed Traffic)		***3,345***	***122***	***119***	***241***	***144***	***153***	***297***
Net Impact		***(4,592)***	***(62)***	***7***	***(55)***	***(220)***	***(241)***	***(461)***

Kimley»Horn

To: Kristopher McCrain
Principal Planner
City of Stuart Development Department

From: Alex Memering, P.E. ARM
Kimley-Horn and Associates, Inc.

Alex Campano, E.I. ADC
Kimley-Horn and Associates, Inc.

Date: November 16, 2023

Re: **Eden Multi-Family MAR-Stuart**
2nd Review of Traffic Impact Analysis

Kimley-Horn has reviewed the Traffic Impact Analysis (revised September 8, 2023) prepared by JFO Group, Inc. related to the above-mentioned project. Please find our review comments below pertaining to the development's impacts to adjacent transportation facilities.

1. Please utilize the observed turning movement counts (TMCs) to determine the trip generation for the existing automobile sales facility.

2. Please verify pass-by traffic volumes were added (or subtracted) for the intersection analysis correctly.

3. Please provide recommended improvements for the northbound left movement (buildout v/c > 1) at the directional median opening on SR 5 serving the proposed development.

4. Please assign some of the northbound left background vehicles to the northbound U-turn movement based on the assumption some would access the two existing automobile dealerships using the directional median opening on SR 5. Some of the background U-turn vehicles may make a northbound left to utilize the new shared connection between the proposed development and the existing dealership.

5. Please note coordination with FDOT will be needed since the proposed development accesses a state road.

6. Please clarify what "Major Project Traffic" refers to in the intersection volume development sheets (IVDs).

7. Please verify the following within the intersection analysis Synchro outputs:
   - Geometry
   - Signal timings
   - Signal phasing (ie right turn overlap, protected only left turn movements)
   - Lead/Lag
   - Vehicle Extensions

- Recall mode
- Offsets
- Peak hour factors (PHF)
- Heavy vehicle percentages
- Speed limits

8. Please remove/turn off the pedestrian timings for the intersection analysis.

9. Please provide recommended improvements for (background and buildout) turn lane length deficiencies and operational deficiencies (ie v/c > 1, LOS F).

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.

Eden Multi-Family MAR-Stuart
2nd Review of Traffic Impact Analysis
Date: November 16, 2023

Kimley-Horn has reviewed the Traffic Impact Analysis (revised September 8, 2023) prepared by JFO Group, Inc. related to the above-mentioned project. Please find our review comments below pertaining to the development's impacts to adjacent transportation facilities.

1. Please utilize the observed turning movement counts (TMCs) to determine the trip generation for the existing automobile sales facility.

   [JFO->] *Traffic Impact Analysis has been revised accordingly. Exhibit 3 (Page 33 of 206) of the Traffic Impact Analysis revised November 30, 2023 includes trip generation rate calculations for the existing automobile sales facility using turning movement counts (TMCs).*

2. Please verify pass-by traffic volumes were added (or subtracted) for the intersection analysis correctly.

   [JFO->] *Pass-by traffic volumes were added and subtracted correctly for the intersection analyses. Please note that for driveway analyses, net trips were use for NB/SB trips on US-1 and external trips were used for driveway volumes. Table 2 (Page 7 of 206) shows both net and external trips calculations accordingly.*

3. Please provide recommended improvements for the northbound left movement (buildout v/c > 1) at the directional median opening on SR 5 serving the proposed development.

   [JFO->] *Exhibit 10 (Page 175 of 206) of the Traffic Impact Analysis revised November 30, 2023 includes a conceptual approval from FDOT for the proposed driveway configuration which includes a new driveway that will align with the northbound left movement at the existing (and to remain) directional median opening on SR 5. As shown in the conditions of approval, once the Traffic Study is approved by the City, it will be forwarded to FDOT to implement the length of the northbound left turn lane calculated in the traffic study. As shown in the Traffic Impact Analysis revised November 30, 2023 (Page 129 of 206), the northbound left turn lane at the new proposed driveway should be ≈ 545 feet (135' declaration + 50' Taper+ 360' Queuing). Therefore, as shown in Table 7 (Page 17 of 206), it is recommended to extend the existing northbound left turn lane at US-1 & Miami Avenue by an additional 200 feet or as approved/required by FDOT.*

4. Please assign some of the northbound left background vehicles to the northbound U-turn movement based on the assumption some would access the two existing automobile dealerships using the directional median opening on SR 5. Some of the background U-turn vehicles may make a northbound left to utilize the new shared connection between the proposed development and the existing dealership.

   [JFO->] *Traffic Impact Analysis has been revised accordingly. As part of a conservative analysis, page 121 of 206 shows that northbound left/U-turn traffic at the directional median was calculated based on project gross trips.*

5. Please note coordination with FDOT will be needed since the proposed development accesses a state road.

   [JFO->] *Noted. Exhibit 10 (Page 175 of 206) of the Traffic Impact Analysis revised November 30, 2023 includes a conceptual approval from FDOT for the proposed driveway configuration.*

6. Please clarify what "Major Project Traffic" refers to in the intersection volume development sheets (IVDs).

   [JFO->] *Traffic Impact Analysis has been revised to remove the "Major Project Traffic" row from the intersection volume development sheets. This row was a place holder in case the city was to provide other vested projects to be added to the background traffic. Background traffic was calculated using the calculated growth rate included in Exhibit 6 of the Traffic Impact Analysis revised November 30, 2023.*

7. Please verify the following within the intersection analysis Synchro outputs:
   - Geometry
   - Signal timings
   - Signal phasing (ie right turn overlap, protected only left turn movements)
   - Lead/Lag
   - Vehicle Extensions
   - Recall mode
   - Offsets
   - Peak hour factors (PHF)
   - Heavy vehicle percentages
   - Speed limits

   [JFO->] *Synchro inputs were verified and revised accordingly in all scenarios to reflect the signal timings from Martin County Traffic. HCM 7 default values were used for inputs not included in the signal timing sheets and/or from the field data collection. As part of a conservative analysis, PHF from existing counts were used for buildout conditions with and without project.*

8. Please remove/turn off the pedestrian timings for the intersection analysis.

   [JFO->] *Traffic Impact Analysis has been revised accordingly.*

9. Please provide recommended improvements for (background and buildout) turn lane length deficiencies and operational deficiencies (ie v/c > 1, LOS F).

   [JFO->] *Traffic Impact Analysis has been revised. Table 4 (Page 13 of 206) summarizes V/C at build-out conditions for all signalized intersections with and without project while Table 5 (Page 14 of 206) summarizes V/C for unsignalized intersections. As can be seen in Table 4 and Table 5, the proposed EDEN Multi-Family MAR Stuart project is not causing any V/C ratios to be more than 1.0. According to Florida Statue Section §163.3180 (2016), project cannot be denied concurrency for failure to demonstrate adequate public roadway facilities. The statutory scheme states that any road already failing must be "considered to be in place" for concurrency purposes. Therefore, according to Florida Statues, for Concurrency purposes any necessary improvements are considered to be in place. Similarly, while the V/C at the existing northbound left turn lane at US-1 & Miami Avenue is more than 1.0, the project is proposing to extend the turn lane by an additional 200 feet or as approved/required by FDOT in order to avoid blocking the westernmost northbound through lane on SR 5.*

Kimley»Horn

To: Kristopher McCrain
Principal Planner
City of Stuart Development Department

From: Alex Memering, P.E.
Kimley-Horn and Associates, Inc. ARM

Alex Campano, E.I.
Kimley-Horn and Associates, Inc. ADC

Date: November 16, 2023

Re: **Eden Multi-Family MAR-Stuart**
Final Review of Future Land Use Amendment Traffic Analysis

Kimley-Horn has reviewed the future land use amendment traffic analysis (revised September 7, 2023) prepared by JFO Group, Inc. related to the above-mentioned project. The maximum development potential of the proposed land use change consists of +/- 1.38 million square feet of commercial retail and 102 multifamily dwelling units. The project is located northwest of the Pomeroy Street at SR 5 intersection in the City of Stuart.

The total trip generation potential results in a decrease of 2,501 daily, 34 AM peak hour (34 entering / 0 exiting), and 232 PM peak hour (107 entering / 152 exiting) net new trips. Access to the site is proposed via two existing right-in right-out driveways (adjacent parcels to the north [Lowe's] and south [Maserati auto dealership]) and the existing Miami Avenue directional median opening.

The analysis determined the net reduction in trips resulting from the proposed land use change, analysis of the roadway segments was not necessary since the proposed change resulted in a decrease in trips generated.

Thank you for the opportunity to assist City of Stuart in reviewing this project. Please contact us if you have any questions or need additional information.

Kimley»Horn

To: Kristopher McCrain
Principal Planner
City of Stuart Development Department

From: Alex Memering, P.E.
Kimley-Horn and Associates, Inc. ARM

Alex Campano, E.I.
Kimley-Horn and Associates, Inc. ADC

Date: January 12, 2024

Re: **Eden Multi-Family MAR-Stuart**
3rd Review of Traffic Impact Analysis

Kimley-Horn has reviewed the Traffic Impact Analysis (revised November 30, 2023) prepared by JFO Group, Inc. related to the above-mentioned project. Please find our review comments below pertaining to the development's impacts to adjacent transportation facilities.

1. Please add 40% of egress pass-by project traffic to the Pomeroy Street at US 1 southbound left movement. Please note when pass-by traffic exits the traffic stream the through volumes should be reduced, additionally when egress pass-by vehicles exit the project driveways they must U-turn in order to continue northbound. Therefore, 40% of egress pass-by traffic should make a southbound U-turn movement at the Pomeroy Avenue at US 1 intersection to then continue northbound.

2. Please assign 75% of the background northbound left movement to U-turns for the Miami Avenue at US 1 intersection based on the assumption 50% will continue to the Ford dealership, 25% will utilize the existing driveway, and 25% will enter via the proposed driveway.

3. Please verify/update the following Synchro inputs for the signalized study area intersections:
   - Indian Street at US 1
     - Southbound right permitted/overlap phasing
   - Pomeroy Street at US 1
     - Eastbound left and westbound left permitted/protected phases
     - Lead/lag phases per the provided signal timings

4. Please note for the unsignalized intersections the Synchro setting "Include Upstream Signal" should likely be utilized since the adjacent signalized intersections are coordinated.

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.

Eden Multi-Family MAR-Stuart
3rd Review of Traffic Impact Analysis
Date: January 12, 2024

Kimley-Horn has reviewed the Traffic Impact Analysis (revised November 30, 2023) prepared by JFO Group, Inc. related to the above-mentioned project. Please find our review comments below pertaining to the development's impacts to adjacent transportation facilities.

1. Please add 40% of egress pass-by project traffic to the Pomeroy Street at US 1 southbound left movement. Please note when pass-by traffic exits the traffic stream the through volumes should be reduced, additionally when egress pass-by vehicles exit the project driveways they must U-turn in order to continue northbound. Therefore, 40% of egress pass-by traffic should make a southbound U-turn movement at the Pomeroy Avenue at US 1 intersection to then continue northbound.

   [JFO->] *Traffic Impact Analysis has been revised accordingly. Page 153 of 214 of the Traffic Impact Analysis revised January 19, 2024 shows 40% of egress pass-by project traffic was added to the Pomeroy Street at US 1 southbound left movement.*

2. Please assign 75% of the background northbound left movement to U-turns for the Miami Avenue at US 1 intersection based on the assumption 50% will continue to the Ford dealership, 25% will utilize the existing driveway, and 25% will enter via the proposed driveway.

   [JFO->] *Traffic Impact Analysis has been revised accordingly. Page 121 of 214 of the Traffic Impact Analysis revised January 19, 2024 shows 75% of the background northbound left movement was assigned to U-turns for the Miami Avenue at US 1 intersection and 25% to the new northbound left movement.*

3. Please verify/update the following Synchro inputs for the signalized study area intersections:

   - Indian Street at US 1
     - Southbound right permitted/overlap phasing

   [JFO->] *Traffic Impact Analysis has been revised accordingly. Pages 91, 94, 97 and 100 of 214 of the Traffic Impact Analysis revised January 19, 2024 show the revised phasing for Indian Street at US 1.*

   - Pomeroy Street at US 1
     - Eastbound left and westbound left permitted/protected phases
     - Lead/lag phases per the provided signal timings

   [JFO->] *Traffic Impact Analysis has been revised accordingly. Pages 155, 158, 161 and 164 of 214 of the Traffic Impact Analysis revised January 19, 2024 shows the revised phasing for Pomeroy Street at US 1.*

4. Please note for the unsignalized intersections the Synchro setting "Include Upstream Signal" should likely be utilized since the adjacent signalized intersections are coordinated.

   [JFO->] *Traffic Impact Analysis has been revised accordingly. Pages 124, 127, 130, 133, 137, 139, 141, 143, 145, 147, 149, 151 of 214 of the Traffic Impact Analysis revised January 19, 2024 show the "Include Upstream Signal" Synchro setting "on".*

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We specialize in **Traffic Engineering** and **Transportation Planning** solutions in the context of **Land Development** for both public and private clients. In addition to representing our clients and projects in municipalities and counties where our expertise is required, and in front of any applicable agencies such as Departments of Transportation, we have also worked on behalf of several agencies and municipalities. **JFO GROUP INC** holds Certificates of Authorization (COA) to practice Professional Engineering in the States of **Florida, Georgia, South Carolina** and **Alabama.**

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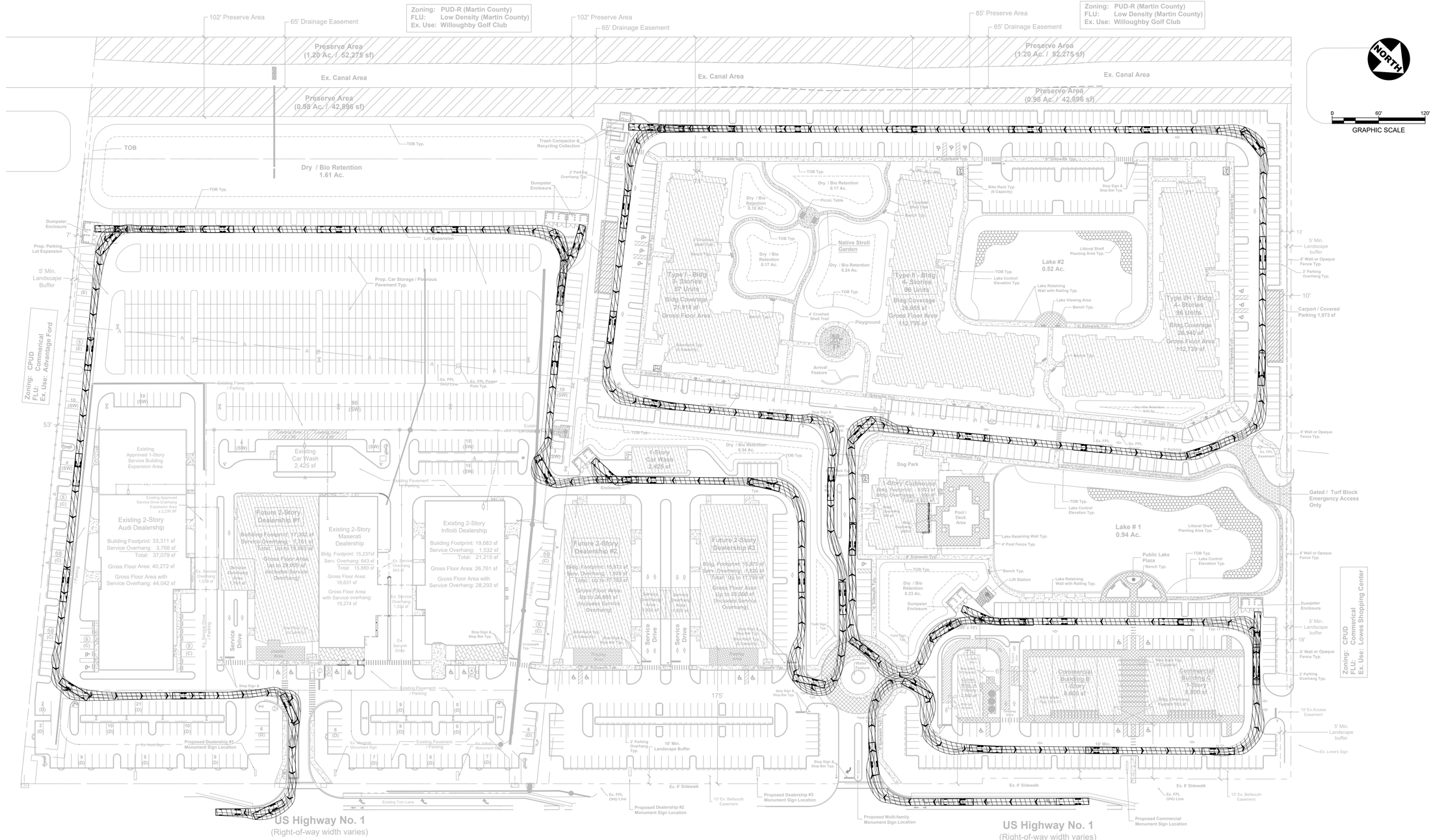
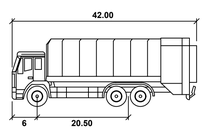
T: (561) GO2-JFOG • www.**jfogroupinc**.com • **info@jfo.us**





C.O.S. GARBAGE TRUCK

Width	**: 9.83**
Track	**: 8.17**
Lock to Lock Time	**: 6.0**
Steering Angle	**: 33.9**

Civil Engineering Professionals
CAPTEC Engineering, Inc.
301 N.W. Flagler Ave.
Stuart, Florida 34994
Phone: (772) 692-4344
Fax: (772) 692-4341
Engineering Business No. EB-0007657

DATE: 08/01/2024
DRAWN BY: JFK
DESIGNED BY: SPM
CHECKED BY: JWC
PROJECT No.: 1414.3
HORZ. SCALE: 1" = 60'
VERT. SCALE: 1"=12.75'(5:1)VER
CADD FILE: 1414.3 CPUD SUBR

NO.	DATE	BY	REVISIONS
1	08/01/2024	JFK	CONCEPTUAL DRAWING

SCALE VERIFICATION
0 1"
SOLID BAR IS EQUAL TO ONE INCH ON ORIGINAL DRAWING. ADJUST ALL SCALED DIMENSIONS ACCORDINGLY

MAR-STUART CPUD MAJOR AMENDMENT
CITY OF STUART, FLORIDA

CONCEPTUAL GARBAGE TRUCK AUTO TURN

Joseph W. Capra
301 N.W. Flagler Ave.
Stuart, Florida 34994
P.E. No. 37638

Printed Date:

JOB No.: 1414.3
SHEET 1 OF 1

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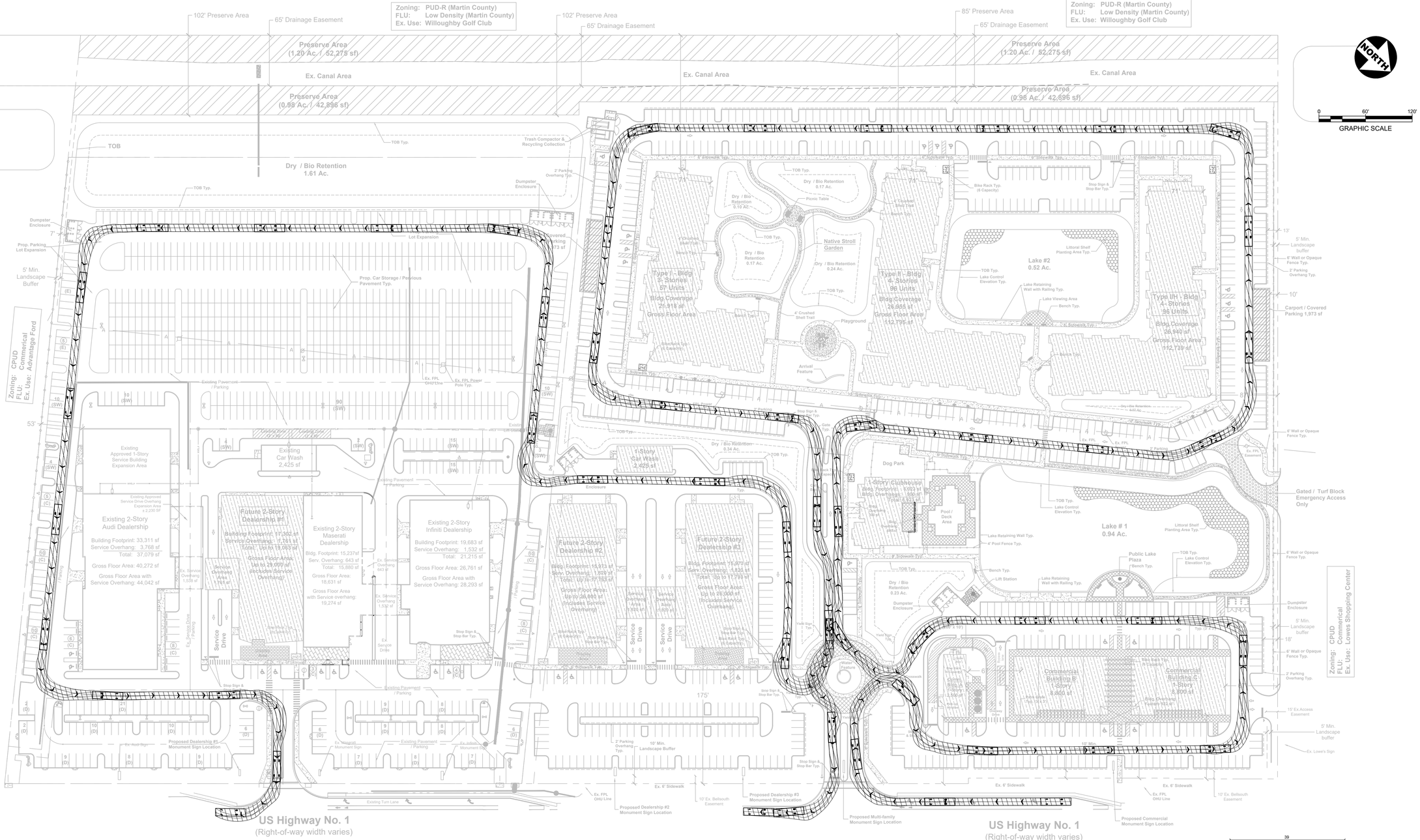

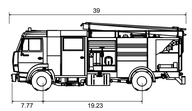

C.O.S. FIRE TRUCK

Overall Length	39.000ft
Overall Width	9.600ft
Overall Body Height	7.280ft
Min Body Ground Clearance	0.530ft
Track Width	6.910ft
Lock-to-lock time	5.00s
Max Wheel Angle	45.00°

CAPTEC Engineering, Inc.
Civil Engineering Professionals
• 301 N.W. Flagler Ave.
Stuart, Florida 34994
Phone: (772) 692-4344
Fax: (772) 692-4341
Engineering Business No. EB-0007657

DATE: 08/01/2024
DRAWN BY: JFK
DESIGNED BY: SPM
CHECKED BY: JWC
PROJECT No.: 1414.3
HORZ. SCALE: 1" = 60'
VERT. SCALE: 1"=12.75'(5:1)SR
CADD FILE: 1414.3-TURN

NO.	DATE	BY	REVISIONS
1	08/01/2024	JFK	CONCEPTUAL DRAWING

SCALE VERIFICATION
0 1"
SOLID BAR IS EQUAL TO ONE INCH ON ORIGINAL DRAWING. ADJUST ALL SCALED DIMENSIONS ACCORDINGLY

MAR-STUART CPUD MAJOR AMENDMENT
CITY OF STUART, FLORIDA

CONCEPTUAL FIRE TRUCK AUTO TURN

Joseph W. Capra
301 N.W. Flagler Ave.
Stuart, Florida 34994
P.E. No. 37638

Printed Date:

JOB No.: 1414.3
SHEET 1 OF 1

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADOPTION BY CAPTEC ENGINEERING, INC. SHALL BE WITHOUT LIABILITY TO CAPTEC ENGINEERING, INC.

p:\1400\1414.3 - mar-stuart\dealership expansion\Dwg\1414.3-AUTO TURN.dwg, 8/28/2024 2:16:33 PM, Jkelly

65' DRAINAGE EASEMENT
O.R.B. 707, PAGE 516

Zoning: PUD-R (Martin County)
FLU: Low Density (Martin County)
Ex. Use: Willoughby Golf Club

WILLOUGHBY PLAT NO. 8
(PLAT BOOK 13, PAGE 1)

N29°01'32"W 1540.48'

Zoning: PUD-R (Martin County)
FLU: Low Density (Martin County)
Ex. Use: Willoughby Golf Club

Native Vegetation / Preserve Area
(1.20 Ac. / 52,275 sf)

Preserve Area (1.20 Ac. / 52,275 sf)

Preserve Area (1.20 Ac. / 52,275 sf)

Ex. Canal Area

Ex. Canal Area

CORAL GARDENS TRIBUTARY 2 CANAL

Ex. Canal Area

Preserve Area (0.98 Ac. / 42,896 sf)

Preserve Area (0.98 Ac. / 42,896 sf)

R500' FOR HYDRANT (TYPICAL)

R500' FOR HYDRANT (TYPICAL)

R500' FOR HYDRANT (TYPICAL)

R500' FOR HYDRANT (TYPICAL)

R500' FOR HYDRANT (TYPICAL)

R500' FOR HYDRANT (TYPICAL)

NORTH

0 60' 120'
GRAPHIC SCALE

TOB

TOB Typ.

Dry / Bio Retention
1.61 Ac.

PROPOSED MITERED END SECTION TYPICAL

Dumpster Enclosure

Prop. Parking Lot Expansion

Prop. Parking Lot Expansion

Prop. Car Storage / Pervious Pavement Typ.

Trash Compactor & Recycling Collection

Dumpster Enclosure

2' Parking Overhang Typ.

Carport / Covered Parking
1,973 sf

S-1

PROPOSED SANITARY MANHOLE TYPICAL

PROPOSED SANITARY SERVICE TYPICAL

8" PVC SANITARY

WS

FIRE LINE

Dry / Bio Retention 0.10 Ac.

Dry / Bio Retention 0.17 Ac.

Picnic Table

Bike Rack Typ. (6 Capacity)

4' Crushed Shell Trail

Bench Typ.

6' Sidewalk Typ.

Native Stroll Garden

Dry / Bio Retention 0.17 Ac.

Dry / Bio Retention 0.24 Ac.

Type I - Bldg
3- Stories
57 Units
Bldg.Coverage
21,918 sf
Gross Floor Area

Playground

Arrival Feature

Type II - Bldg
4- Stories
96 Units
Bldg.Coverage
26,955 sf
Gross Floor Area
112,795 sf

Lake #2
0.52 Ac.

Littoral Shelf Planting Area Typ.

Lake Control Elevation Typ.

Lake Retaining Wall with Railing Typ.

Lake Viewing Area

Type IIH - Bldg
4- Stories
96 Units
Bldg.Coverage
26,940 sf
Gross Floor Area
112,739 sf

6' Wall or Opaque Fence Typ.

2' Parking Overhang Typ.

Carport / Covered Parking 1,973 sf

PROPOSED WATER SERVICE AND FIRE LINE TO BUILDING TYPICAL

PROPOSED WATER SERVICE AND FIRE LINE TO BUILDING TYPICAL

EXISTING OVERHEAD TRANSMISSION TO REMAIN

PROPOSED SANITARY SERVICE TYPICAL

S-2

S-3

S-4

S-5

S-6

8" PVC SANITARY

Gate Typ.

Dry / Bio Retention 0.34 Ac.

1-Story Car Wash 2,425 sf

Dog Park

PROPOSED WATER SERVICE LINE

1-Story Clubhouse
Bldg. Footprint: 6,023 sf
Bldg. Overhangs: 900 sf
Total: 6,923 sf

Bldg. Overhang 300 sf

Bldg. Overhang 600 sf

Pool / Deck Area

Lake # 1
0.94 Ac.

Littoral Shelf Planting Area Typ.

Lake Control Elevation Typ.

Lake Retaining Wall Typ.

4' Pool Fence Typ.

2' Parking Overhang Typ.

Gated / Turf Block Emergency Access Only

Exist. Lowes Shopping Center

Zoning: CPUD
FLU: Commerical
Ex. Use: Lowes Shopping Center

Zoning: CPUD
FLU: Commerical
Ex. Use: Advantage Ford

Ex. ADVANTAGE FORD DEALER

EXISTING SANITARY MANHOLE TYPICAL

EXISTING SANITARY LIFT STATION

EXISTING SANITARY SERVICE TYPICAL

Existing Approved 1-Story Service Building Expansion Area

Existing Car Wash 2,425 sf

Existing Approved Service Drive Overlay Expansion Area

Existing 2-Story Audi Dealership

Building Footprint: 33,311 sf
Service Overhang: 3,768 sf
Total: 37,079 sf

Gross Floor Area: 40,272 sf

Gross Floor Area with Service Overhang: 44,042 sf

Future 2-Story Dealership #1

Building Footprint: 17,302 sf
Service Overhang: 1,761 sf
Total: Up to 19,063 sf

Gross Floor Area: Up to 29,000 sf (Includes Service Overhang)

Existing 2-Story Maserati Dealership

Bldg. Footprint: 15,237sf
Serv. Overhang: 643 sf
Total: 15,880 sf

Gross Floor Area: 18,631 sf

Future 2-Story Dealership #2

Bldg. Footprint: 15,973 sf
Serv. Overhang: 1,820 sf
Total: Up to 17,793 sf

Gross Floor Area: Up to 26,000 sf (Includes Service Overhang)

Future 2-Story Dealership #3

Bldg. Footprint: 15,973 sf
Serv. Overhang: 1,820 sf
Total: Up to 17,793 sf

Gross Floor Area: Up to 26,000 sf (Includes Service Overhang)

Service Overhang Area 1,820 sf

Service Drive

Display Area

Bike Rack Typ. (6 Capacity)

Stop Sign & Stop Bar Typ.

EXISTING WATER CONNECTIONS TO BE MODIFIED FOR NEW BUILDING

EXISTING FIRE LINE

EXIST. WATER SERVICE

PROPOSED WATER SERVICE AND FIRE LINE TO BUILDING TYPICAL

EXISTING WATER METERS

EXIST. F.H.

EXISTING WATER SERVICE LINES AND 6" FIRE LINE

EXISTING SANITARY FORCE MAIN

EXISTING WATER METERS

EXIST. F.H.

PROPOSED WATER SERVICE AND FIRE LINE TO BUILDING TYPICAL

Proposed Dealership #1 Monument Sign Location

Proposed Dealership #3 Monument Sign Location

PROPOSED LIFT STATION

Lift Station

Public Lake Plaza

Dumpster Enclosure

Lake Retaining Wall with Railing Typ.

Loading Space (10' x 25')

S-7

S-8

S-9

S-10

S-11

8" PVC SANITARY

6" SANITARY

FM

Water Feature

Commercial Building B
1-Story
8,800 sf

Commercial Building C
1-Story
8,800 sf
Bldg. Overhang Feature 922 sf

Comm. Bldg. A
1-Story
3,500 sf

Bike Rack Typ. (6 Capacity)

Pole Glide Typ. (1 x 3')

Pick-up Window

Order Box

Canopy Drive

Yield Sign Typ.

PROPOSED WATER SERVICE AND FIRE LINE TO BUILDING TYPICAL

PROPOSED SANITARY FORCE MAIN

Ex. 6" Sidewalk

Ex. FPL OHU Line

Ex. FPL Easement

15' Ex. Access Easement

Ex. Lowe's Sign

Dumpster Enclosure

6' Wall or Opaque Fence Typ.

2' Parking Overhang Typ.

R500' FOR HYDRANT (TYPICAL)

Gated / Turf Block Emergency Access Only

Exist. Lowes Shopping Center

Zoning: CPUD
FLU: Commerical
Ex. Use: Lowes Shopping Center

EXIST. F.H.

CONNECT TO 12" WM FINAL LOCATION OF METERS, VALVES, AND DDCV TO BE DETERMINED DURING FINAL DESIGN

CONCEPT METER LOCATIONS TYPICAL

CONNECT TO 12" WM

CONNECT TO 12" WM

CONNECT TO 6" FM

US Highway No. 1
(Right-of-way width varies)

US Highway No. 1
(Right-of-way width varies)

Proposed Multi-family Monument Sign Location

Proposed Turn Lane

Ex. FPL Power Pole Typ.

Ex. FPL OHU Line

Existing Pavement / Parking

Existing Sidewalk

Loading Zone 12' x 55'

Loading Zone 12' x 55'

Existing Approved Service Drive Overlay Expansion Area

Ex. Service Overhang 1,538 sf

Ex. Service Overhang 643 sf

Ex. Service Overhang 1,532 sf

Ex. Service Overhang 1,820 sf

Ex. Service Overhang 1,774 sf

Ex. Service Overhang 1,820 sf

Ex. Service Drive

Ex. Bike Rack Typ. (6 Capacity)

Ex. Stop Sign & Stop Bar Typ.

Ex. Display Area

Ex. Sidewalk Typ.

Ex. Crosswalk Typ.

Ex. Monument Sign

Ex. Aud Sign

Ex. Maint. Sign

Ex. Flag Pole

Ex. Light Pole

Ex. Fire Hydrant

Ex. Water Valve

Ex. Water Meter

Ex. Sanitary Manhole

Ex. Sanitary Force Main

Ex. Sanitary Service

Ex. Water Service

Ex. Fire Line

Ex. Gas Line

Ex. Underground Telephone

Ex. Underground Electric

Ex. Overhead Utility Lines

Ex. Storm Manhole

Ex. Storm Pipe

Ex. Curb Inlet

Ex. Catch Basin

Ex. Flared End Section

Ex. Concrete Ditch

Ex. Swale

Ex. Contour

Ex. Spot Elevation

Ex. Edge of Pavement

Ex. Concrete

Ex. Asphalt

Ex. Striping

Ex. Handicap Parking

Ex. Crosswalk

Ex. Curb & Gutter

Ex. Concrete Flume

Ex. Concrete Apron

Ex. Concrete Sidewalk

Ex. Concrete Pad

Ex. Retaining Wall

Ex. Chain Link Fence

Ex. Wood Fence

Ex. Vinyl Fence

Ex. Wrought Iron Fence

Ex. Hedge

Ex. Tree

Ex. Palm Tree

Ex. Shrub

Ex. Bush

Ex. Grass

Ex. Mulch

Ex. Rock

Ex. Boulder

Ex. Building

Ex. Concrete Block Wall

Ex. Stucco Wall

Ex. Brick Wall

Ex. Stone Wall

WILLOUGHBY PLAT NO. 8
(PLAT BOOK 13, PAGE 1)

Zoning: PUD-R (Martin County)
FLU: Low Density (Martin County)
Ex. Use: Willoughby Golf Club

Zoning: PUD-R (Martin County)
FLU: Low Density (Martin County)
Ex. Use: Willoughby Golf Club

Zoning: CPUD
FLU: Commerical
Ex. Use: Advantage Ford

REMOVE EXISTING OUTFALL STRUCTURES, PIPE, MITERED END SECTION, ENDWALL AND RIP-RAP

CORAL GARDENS TRIBUTARY 2 CANAL

Ex. Canal Area

Preserve Area (1.20 Ac. / 52,275 sf)

Preserve Area (0.98 Ac. / 42,896 sf)

MIN. PERIMETER BERM EL 19.75

OUTFALL CONTROL STRUCTURE

PROPOSED MITERED END SECTION TYPICAL

Dry / Bio Retention 1.61 Ac.

TOP EL 18.52
BOT EL 15.52

REMOVE EXIST. MITERED END EXTEND STORM DRAIN TYPICAL

PROPOSED MITERED END SECTION TYPICAL

PROPOSED INLETS TYPICAL

PROPOSED STORM PIPES TYPICAL

PROPOSED STORM CONC. PIPE COLLAR

Type I - Bldg 3- Stories 57 Units
Bldg.Coverage 21,918 sf
Gross Floor Area

Type II - Bldg 4- Stories 96 Units
Bldg.Coverage 26,955 sf
Gross Floor Area 112,795 sf

Type IIH - Bldg 4- Stories 96 Units
Bldg.Coverage 26,940 sf
Gross Floor Area 112,739 sf

Native Stroll Garden

Lake #2 0.52 Ac.
TOP EL 19.52
NWL EL 15.52

Lake # 1 0.94 Ac.
TOP EL 19.52
NWL EL 14.92

Carport / Covered Parking 1,973 sf

MIN. PERIMETER BERM EL 19.75

TURF BLOCK
Gated / Turf Block Emergency Access Only

Ex. Lowes Shopping Center

Existing Approved 1-Story Service Building Expansion Area

Existing Car Wash 2,425 sf

1-Story Car Wash 2,425 sf

Existing 2-Story Audi Dealership
Building Footprint: 33,311 sf
Service Overhang: 3,768 sf
Total: 37,079 sf
Gross Floor Area: 40,272 sf
Gross Floor Area with Service Overhang: 44,042 sf

Future 2-Story Dealership #1
Building Footprint: 17,302 sf
Service Overhang: 1,761 sf
Total: Up to 19,063 sf
Gross Floor Area: Up to 29,000 sf (Includes Service Overhang)

Existing 2-Story Maserati Dealership
Bldg. Footprint: 15,237sf
Serv. Overhang: 643 sf
Total: 15,880 sf
Gross Floor Area: 18,631 sf
Gross Floor Area with Service overhang: 19,274 sf

Existing 2-Story Infiniti Dealership
Building Footprint: 19,683 sf
Service Overhang: 1,532 sf
Total: 21,215 sf
Gross Floor Area: 26,761 sf
Gross Floor Area with Service Overhang: 28,293 sf

Future 2-Story Dealership #2
Bldg. Footprint: 15,973 sf
Serv. Overhang: 1,820 sf
Total: Up to 17,793 sf
Gross Floor Area: Up to 26,000 sf (Includes Service Overhang)

Future 2-Story Dealership #3
Bldg. Footprint: 15,973 sf
Serv. Overhang: 1,820 sf
Total: Up to 17,793 sf
Gross Floor Area: Up to 26,000 sf (Includes Service Overhang)

1-Story Clubhouse
Bldg. Footprint: 6,023 sf
Bldg. Overhangs: 900 sf
Total: 6,923 sf

Dog Park

Pool / Deck Area

Commercial Building A 1-Story 2,500 sf

Commercial Building B 1-Story 8,800 sf

Commercial Building C 1-Story 8,800 sf
Bldg. Overhang Feature 922 sf

Public Lake Plaza (Bench Typ.)

Lift Station

Dry / Bio Retention 0.23 Ac.
TOP EL 19.52
BOT EL 16.52

Dry / Bio Retention 0.17 Ac.
TOP EL 19.52
BOT EL 15.52

Dry / Bio Retention 0.10 Ac.
TOP EL 18.52
BOT EL 16.52

Dry / Bio Retention 0.34 Ac.
TOP EL 19.52
BOT EL 15.52

Dry / Bio Retention 0.34 Ac.
TOP EL 19.52
BOT EL 17.52

Water Feature

Arrival Feature

Playground

Picnic Table

Bench Typ.

Bike Rack Typ. (6 Capacity)

Trash Compactor & Recycling Collection

Dumpster Enclosure

Prop. Parking Lot Expansion

Prop. Car Storage / Pervious Pavement Typ.

Existing Pavement / Parking

Ex. FPL OHU Line

Ex. FPL Power Pole Typ.

Ex. FPL Easement

Loading Zone 12' x 35'

Service Overhang Area 1,761 sf

Service Drive

Display Area

Stop Sign & Stop Bar Typ.

Proposed Dealership #1 Monument Sign Location

Proposed Dealership #2 Monument Sign Location

Proposed Dealership #3 Monument Sign Location

Proposed Multi-family Monument Sign Location

Existing Turn Lane

Proposed Turn Lane

Ex. 6' Sidewalk

Ex. 5' Sidewalk

10' Ex. Bellsouth Easement

15' Ex. Gas Easement

15' Ex. Access Easement

Ex. Lowe's Sign

Gate

Call Box

Yield Sign Typ.

Crosswalk Typ.

Lake Retaining Wall Typ.

Lake Control Elevation Typ.

Littoral Shelf Planting Area Typ.

Lake Viewing Area

Lake Retaining Wall with Railing Typ.

4' Pool Fence Typ.

Loading Zone 12' x 35'

Dumpster Enclosure

6' Wall or Opaque Fence Typ.

2' Parking Overhang Typ.

Carport / Covered Parking 1,973 sf

MIN. PERIMETER BERM EL 19.75

Ex. Lowes Shopping Center

Zoning: CPUD
FLU: Commercial
Ex. Use: Lowes Shopping Center

US Highway No. 1
(Right-of-way width varies)

EXISTING TURNLANE

MIN. PERIMETER BERM EL 19.75

PROPOSED TURNLANE

PROPOSED EXFILTRATION SYSTEM FOR TURNLANE

SE MIAMI AVE

LEGEND

- HIGH POINT AND FLOW DIRECTION
- PROPOSED INLET
- PROPOSED STORM PIPE
- PROPOSED MITERED END SECTION
- PROPOSED MANHOLE
- SIDEWALK
- TURF BLOCK
- PROPOSED PAVEMENT
- PROPOSED TOP OF BANK
- PROPOSED TOE

TURF BLOCK - DETAILS

SECTION VIEW
N.T.S.

NOTE: TURF BLOCK MAY BE USED IN OVERFLOW PARKING OR FOR EMERGENCY ACCESS AREAS

PLAN VIEW
N.T.S.

PERVIOUS CONCRETE PAVEMENT SECTION

NOTES:

1. THE PERVIOUS PAVEMENT CONTRACTOR SHALL BE APPROVED BY THE ENGINEER. PERVIOUS CONCRETE CONTRACTOR MUST BE CERTIFIED BY NATIONAL READY MIX CONCRETE ASSOCIATION (NRMCA).
2. THE CONTRACTOR SHALL SUBMIT A PERVIOUS PAVEMENT MIX DESIGN TO THE ENGINEER FOR APPROVAL.
3. COMPACT #57 STONE TO SET - DO NOT CRUSH.

	DESIGN STORM	REQUIRED	PROVIDED
MIN. FINISHED FLOOR EL. (NAVD)	100 YR / 3 DAY	20.40	21.00
MIN. PERIMETER BERM EL. (NAVD)	25 YR / 3 DAY	19.56	19.75
MIN. PAVEMENT EL. (NAVD)	5 YR / 1 DAY	18.64	19.00

KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG
It's fast, It's free, It's the law.
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CAPTEC Engineering, Inc.
Civil Engineering Professionals
• 301 N.W. Flagler Ave.
Stuart, Florida 34994
Phone: (772) 692-4344
Fax: (772) 692-4341
Engineering Business No. EB-0007657

DATE: 08/01/2024
DRAWN BY: JFK
DESIGNED BY: SPM
CHECKED BY: JWC
PROJECT No.: 1414.3
HORZ. SCALE: 1" = 60'
VERT. SCALE: N/A
CADD FILE: 1414.3 PSWMS.DWG

NO.	DATE	BY	REVISIONS
1	08/01/2024	JFK	CONCEPTUAL DRAWING

SCALE VERIFICATION
SOLID BAR IS EQUAL TO ONE INCH ON ORIGINAL DRAWING. ADJUST ALL SCALED DIMENSIONS ACCORDINGLY

MAR-STUART CPUD
MAJOR AMENDMENT
CITY OF STUART, FLORIDA

CONCEPTUAL DRAINAGE PLAN

Joseph W. Capra
301 N.W. Flagler Ave.
Stuart, Florida 34994
P.E. No. 37638

Printed Date:

JOB No.: 1414.3
SHEET 1 OF 1

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADOPTION BY CAPTEC ENGINEERING, INC. SHALL BE WITHOUT LIABILITY TO CAPTEC ENGINEERING, INC.

J:\1400\1414.3 - mar-stuart\dwg\site expansion\Dwg\1414.3 Paving and Drainage.dwg, 8/30/2024 2:16:14 PM, jwilla

Zoning: PUD-R (Martin County)
FLU: Low Density (Martin County)
Ex. Use: Willoughby Golf Club

WILLOUGHBY PLAT NO. 8
(PLAT BOOK 13, PAGE 1)

Zoning: PUD-R (Martin County)
FLU: Low Density (Martin County)
Ex. Use: Willoughby Golf Club

Preserve Area (1.20 Ac. / 52,275 sf)
Preserve Area (0.98 Ac. / 42,896 sf)
Ex. Canal Area
REMOVE EXISTING OUTFALL STRUCTURES, PIPE, MITERED END SECTION, ENDWALL AND RIP-RAP
MIN. PERIMETER BERM EL 19.75
CORAL GARDENS TRIBUTARY 2 CANAL
OUTFALL CONTROL STRUCTURE
NORTH
0 60' 120'
GRAPHIC SCALE
TOP EL 18.52 BOT EL 15.52
TOB Typ.
TOE Typ.
Trash Compactor & Recycling Collection
Dry / Bio Retention 1.61 Ac.
PROPOSED MITERED END SECTION TYPICAL
Dumpster Enclosure
Prop. Parking Lot Expansion
Prop. Car Storage / Pervious Pavement Typ.
Carport / Covered Parking 1,973 sf
REMOVE EXIST. MITERED END EXTEND STORM DRAIN TYPICAL
Zoning: CPUD
FLU: Commerical
Ex. Use: Advantage Ford
Existing Pavement / Parking
Ex. FPL OHU Line
Ex. FPL Power Pole Typ.
PROPOSED MITERED END SECTION TYPICAL
Existing Approved 1-Story Service Building Expansion Area
Existing 2-Story Audi Dealership
Building Footprint: 33,311 sf
Service Overhang: 3,768 sf
Total: 37,079 sf
Gross Floor Area: 40,272 sf
Gross Floor Area with Service Overhang: 44,042 sf
Future 2-Story Dealership #1
Building Footprint: 17,302 sf
Service Overhang: 1,761 sf
Total: Up to 19,063 sf
Gross Floor Area: Up to 29,000 sf (Includes Service Overhang)
Service Overhang Area 1,761 sf
Existing 2-Story Maserati Dealership
Bldg. Footprint: 15,237sf
Serv. Overhang: 643 sf
Total: 15,880 sf
Gross Floor Area: 18,631 sf
Gross Floor Area with Service overhang: 19,274 sf
Existing 2-Story Infiniti Dealership
Building Footprint: 19,683 sf
Service Overhang: 1,532 sf
Total: 21,215 sf
Gross Floor Area: 26,761 sf
Gross Floor Area with Service Overhang: 28,293 sf
Future 2-Story Dealership #2
Bldg. Footprint: 15,973 sf
Serv. Overhang: 1,820 sf
Total: Up to 17,793 sf
Gross Floor Area: Up to 26,000 sf (Includes Service Overhang)
Future 2-Story Dealership #3
Bldg. Footprint: 15,973 sf
Serv. Overhang: 1,820 sf
Total: Up to 17,793 sf
Gross Floor Area: Up to 26,000 sf (Includes Service Overhang).
Service Overhang Area 1,820 sf
Service Drive
Display Area
Bike Rack Typ. (4 Capacity)
Stop Sign & Stop Bar Typ.
Crosswalk Typ.
Existing Pavement / Parking
Proposed Dealership #1 Monument Sign Location
Proposed Dealership #2 Monument Sign Location
Proposed Dealership #3 Monument Sign Location
MIN. PERIMETER BERM EL 19.75
Type I - Bldg 3- Stories 57 Units
Bldg.Coverage 21,918 sf
Gross Floor Area
PROPOSED INLETS TYPICAL
Dry / Bio Retention 6.10 Ac.
Dry / Bio Retention 0.17 Ac.
Dry / Bio Retention 0.23 Ac.
Dry / Bio Retention 0.34 Ac.
TOP EL 19.52 BOT EL 15.52
TOP EL 19.52 BOT EL 16.52
Native Stroll Garden
Bench Typ.
4' Crushed Shell Trail
Picnic Table
Playground
Arrival Feature
6' Sidewalk Typ.
PROPOSED STORM CONC. PIPE COLLAR
Type II - Bldg 4- Stories 96 Units
Bldg.Coverage 26,955 sf
Gross Floor Area 112,795 sf
Lake #2 0.52 Ac.
TOP EL 19.52 NWL EL 15.52
Littoral Shelf Planting Area Typ.
Lake Retaining Wall with Railing Typ.
Lake Viewing Area
Type IIH - Bldg 4- Stories 96 Units
Bldg.Coverage 26,940 sf
Gross Floor Area 112,739 sf
PROPOSED STORM PIPES TYPICAL
Bales Typ.
TOP EL 19.52 NWL EL 17.52
1-Story Car Wash 2,425 sf
Dog Park
1-Story Clubhouse
Bldg. Footprint: 6,023 sf
Bldg. Overhangs: 900 sf
Total: 6,923 sf
Bldg. Overhang 450 sf
Pool / Deck Area
Lake # 1 0.94 Ac.
TOP EL 19.52 NWL EL 14.52
Lake Retaining Wall Typ.
4' Pool Fence Typ.
Lake Control Elevation Typ.
Public Lake Plaza
Bench Typ.
Lift Station
Dry / Bio Retention 0.23 Ac.
TOP EL 19.52 BOT EL 16.52
Water Feature
Yield Sign Typ.
Comm. Bldg. A 1-Story 2,500 sf
Pick-up Window
Commercial Building B 1-Story 8,800 sf
Commercial Building C 1-Story 8,800 sf
Bldg. Overhang Feature 922 sf
Palm Grate Typ. 10 x 5'
Crosswalk Typ.
Drive Aisle
Loading Zone 25' x 10'
Dumpster Enclosure
6' Wall or Opaque Fence Typ.
2' Parking Overhang Typ.
15' Ex.Access Easement
Ex. Lowe's Sign
Ex. 6' Sidewalk
Ex. 10' Bellsouth Easement
Proposed Turn Lane
Proposed Multi-family Monument Sign Location
EXISTING TURNLANE
MIN. PERIMETER BERM EL 19.75
PROPOSED TURNLANE
PROPOSED EXFILTRATION SYSTEM FOR TURNLANE
US Highway No. 1
(Right-of-way width varies)
SE MIAMI AVE
TURF BLOCK
Gated / Turf Block Emergency Access Only
Ex. Lowes Shopping Center
Zoning: CPUD
FLU: Commercial
Ex. Use: Lowes Shopping Center

VARIES
6" GRASS 6"
6" 6"
3-⅜" TURF BLOCK, OR APPROVED EQUAL
1-½" COARSE BEDDING SAND
EXISTING SOIL (COMPACTED TO NOT LESS THAN 98% AASHTO T-180)
SECTION VIEW
N.T.S.
NOTE: TURF BLOCK MAY BE USED IN OVERFLOW PARKING OR FOR EMERGENCY ACCESS AREAS
CONCRETE TURFBLOCK
FILL VOID SPACE WITH SAND & BAHIA/RYE MIX
PLAN VIEW
N.T.S.
TURF BLOCK - DETAILS

6" MIN. OPEN-GRADED PERVIOUS CONCRETE PAVEMENT
12" #57 STONE BASE MIN. 95% DENSITY (T-180)
3" TYP.
3" TYP.
FDOT D-5 NON-WOVEN FILTER FABRIC (WRAP BOTTOM & SIDES WITH 1 FT OVERLAP UNDER PERVIOUS CONCRETE)
12" MIN. COMPACTED SUBGRADE
PERVIOUS CONCRETE PAVEMENT SECTION

NOTES:
1. THE PERVIOUS PAVEMENT CONTRACTOR SHALL BE APPROVED BY THE ENGINEER. PERVIOUS CONCRETE CONTRACTOR MUST BE CERTIFIED BY NATIONAL READY MIX CONCRETE ASSOCIATION (NRMCA).
2. THE CONTRACTOR SHALL SUBMIT A PERVIOUS PAVEMENT MIX DESIGN TO THE ENGINEER FOR APPROVAL.
3. COMPACT #57 STONE TO SET - DO NOT CRUSH.

LEGEND
HIGH POINT AND FLOW DIRECTION
PROPOSED INLET
PROPOSED STORM PIPE
PROPOSED MITERED END SECTION
PROPOSED MANHOLE
SIDEWALK
TURF BLOCK
PROPOSED PAVEMENT
PROPOSED TOP OF BANK
PROPOSED TOE

	DESIGN STORM	REQUIRED	PROVIDED
MIN. FINISHED FLOOR EL. (NAVD)	100 YR / 3 DAY	20.40	21.00
MIN. PERIMETER BERM EL. (NAVD)	25 YR / 3 DAY	19.56	19.75
MIN. PAVEMENT EL. (NAVD)	5 YR / 1 DAY	18.64	19.00

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• 301 N.W. Flagler Ave.
Stuart, FL 34994
Phone: (772) 692-4344
Fax: (772) 692-4341
Engineering Business No. EB-0007657
CAPTEC Engineering, Inc.
Civil Engineering Professionals

DATE: 08/01/2024
DRAWN BY: JFK
DESIGNED BY: SPM
CHECKED BY: JWC
PROJECT No.: 1414.3
HORZ. SCALE: 1" = 60'
VERT. SCALE: AS STATED AND SHOWN
CADD FILE: 1414.3 PAVING AND DRAINAGE

NO.	DATE	BY	REVISIONS
2	12/10/2024	JFK	UPDATE TURF BLOCK DETAIL
1	08/01/2024	JFK	CONCEPTUAL DRAWING

SCALE VERIFICATION
0 1"
SOLID BAR IS EQUAL TO ONE INCH ON ORIGINAL DRAWING. ADJUST ALL SCALED DIMENSIONS ACCORDINGLY

MAR-STUART CPUD
MAJOR AMENDMENT
CITY OF STUART, FLORIDA

CONCEPTUAL DRAINAGE PLAN

Zoning: CPUD
FLU: Commercial
Ex. Use: Lowes Shopping Center

Joseph W. Capra
301 N.W. Flagler Ave.
Stuart, Florida 34994
P.E. No. 37638

Printed Date:

JOB No.: 1414.3
SHEET 1 OF 1

P:\1400\1414.3 - Mar Stuart Dealership Expansion\Dwg\1414.3 Paving and Drainage.dwg, 12/10/2024 3:11:06 PM, CAPTEC Engineering, Inc.

BUILDING TYPE I - LEVEL 1

3 STORIES / 57 DU'S

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

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SIXTH EDITION (2017) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633, FLORIDA STATUTES.

MSA ARCHITECTS, INC.
AAC0000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 275-9911

MSA ARCHITECTS
ARCHITECTURE & PLANNING

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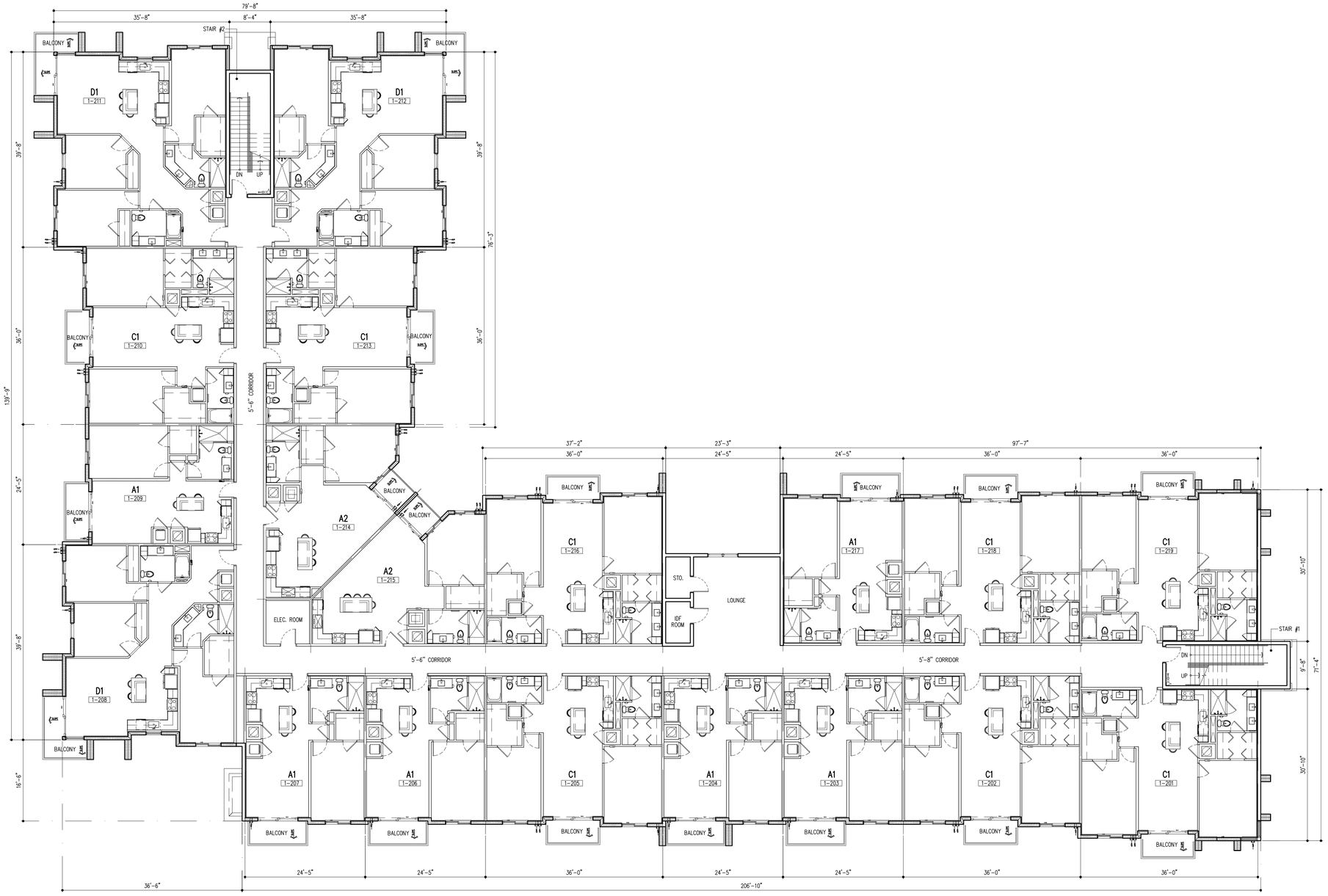
STUART APARTMENTS

FOR:
EDEN MULTIFAMILY
LOCATED AT:
STUART, FL

GEORGE L. MOURIZ
AR0007806

BY

DRAWN	
DATE	06/08/2022
SCALE	AS SHOWN
JOB NO.	2149.PRJ
SHEET TITLE:	BUILDING TYPE I LEVEL 1
SHEET NUMBER:	A-2.1.1



BUILDING TYPE I - LEVEL 2

3 STORIES / 57 DU'S

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

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SIXTH EDITION (2017) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633, FLORIDA STATUTES.

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ARCHITECTURE & PLANNING

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(305) 275-9911

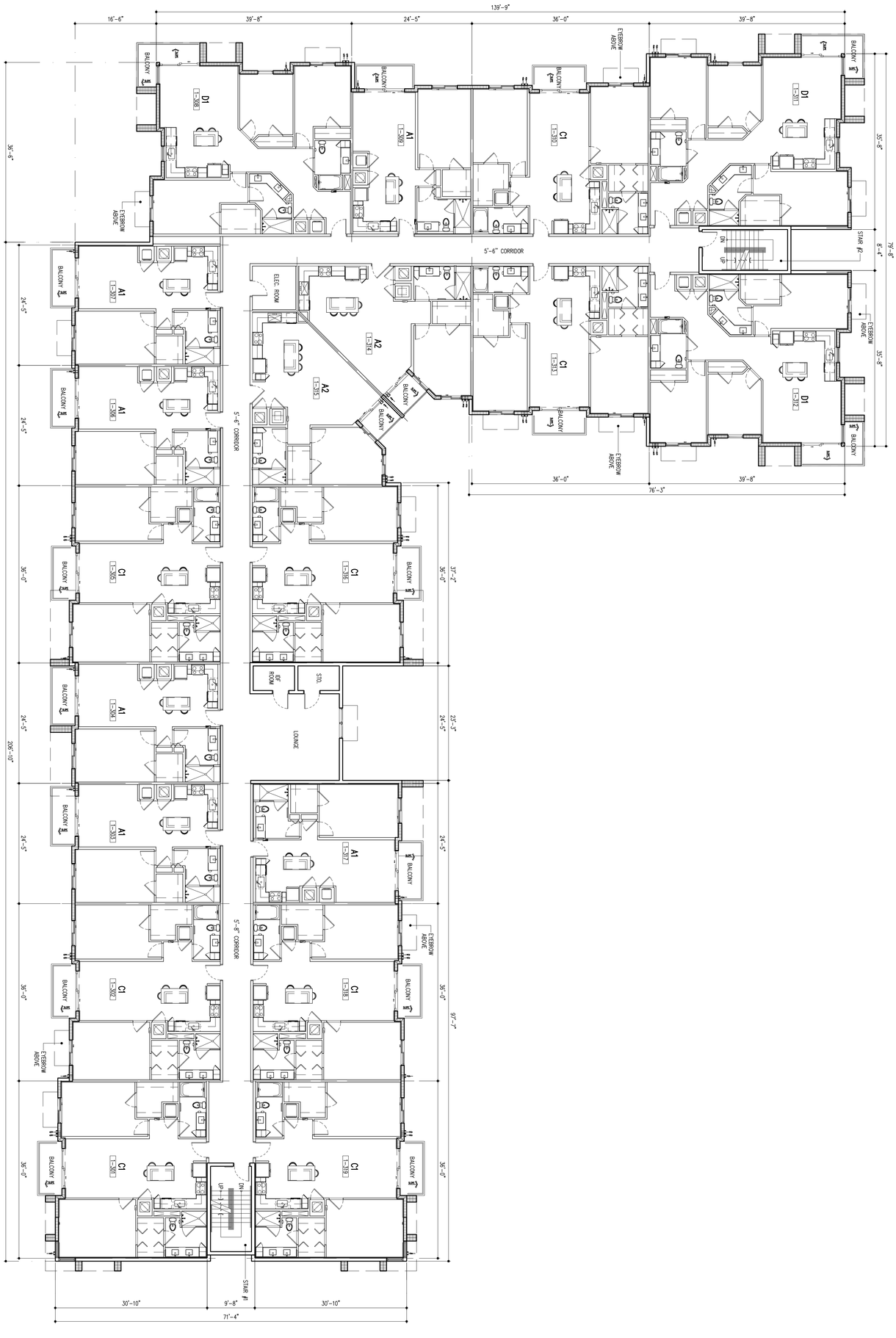
STUART APARTMENTS

FOR:
EDEN MULTIFAMILY
LOCATED AT:
STUART, FL

GEORGE L. MOURIZ
AR0007806

	BY

DRAWN	
DATE	06/08/2022
SCALE	AS SHOWN
JOB NO.	2149.PRJ
SHEET TITLE:	BUILDING TYPE I LEVEL 2
SHEET NUMBER:	A-2.1.2



BUILDING TYPE I - LEVEL 3

3 STORIES / 57 DU'S

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

ARCHITECT'S BUILDING CODE STATEMENT/ TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SIXTH EDITION (2017) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

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ARCHITECTURE & PLANNING

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AAC000895

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MIAMI, FLORIDA 33156
(305) 273-9911

GEORGE L. MAQUIRIZ
AR0007806

STUART APARTMENTS

FOR:
EDEN MULTIFAMILY
LOCATED AT:
STUART, FL

DRAWN
DATE 06/08/2022
SCALE AS SHOWN
JOB NO. 2149.PRJ
SHEET TITLE: BUILDING TYPE I LEVEL 3
SHEET NUMBER: A-2.1.3

BY

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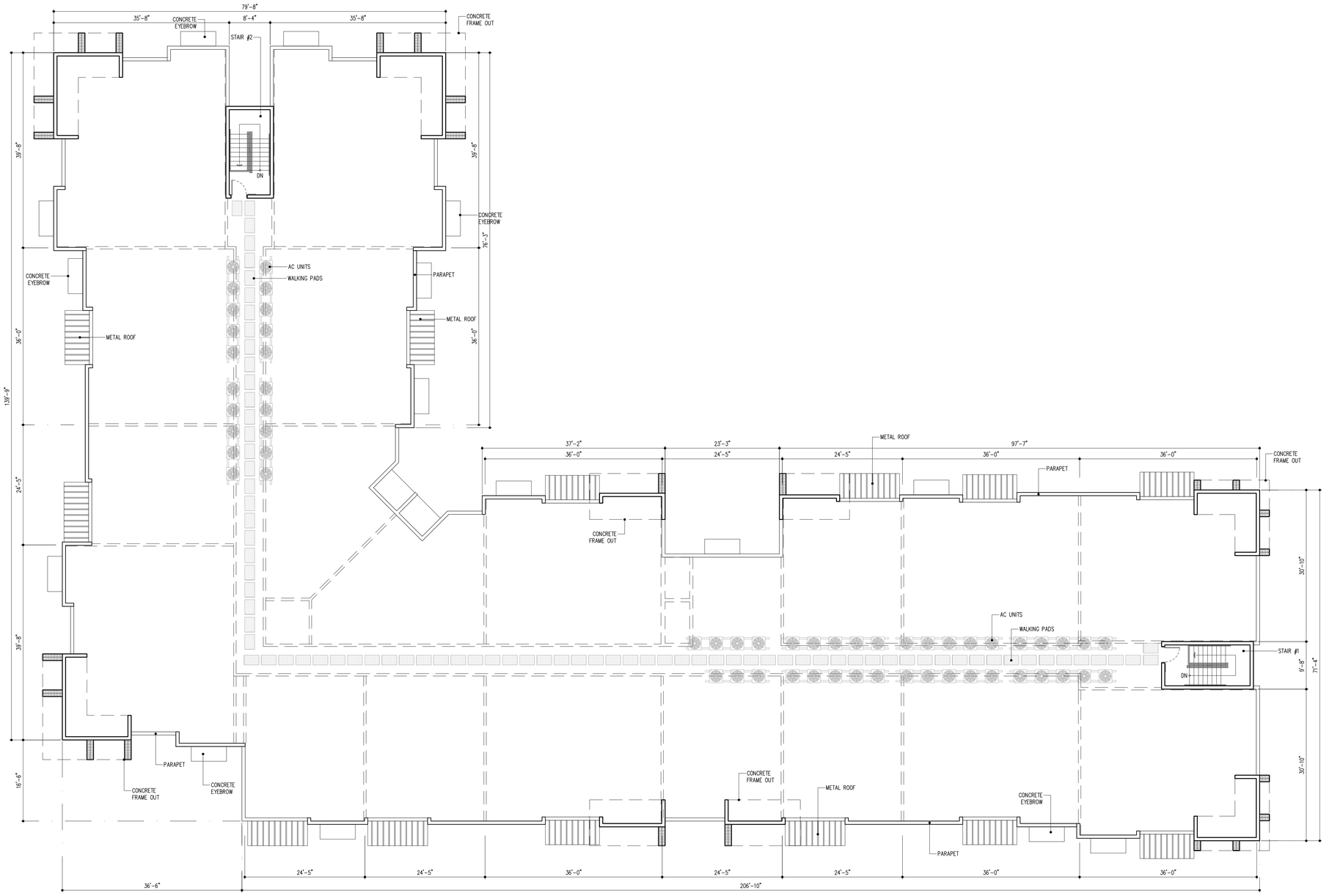

BUILDING TYPE I - ROOF PLAN

3 STORIES / 57 DU'S

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

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SIXTH EDITION (2017) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633, FLORIDA STATUTES.

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	BY

STUART APARTMENTS

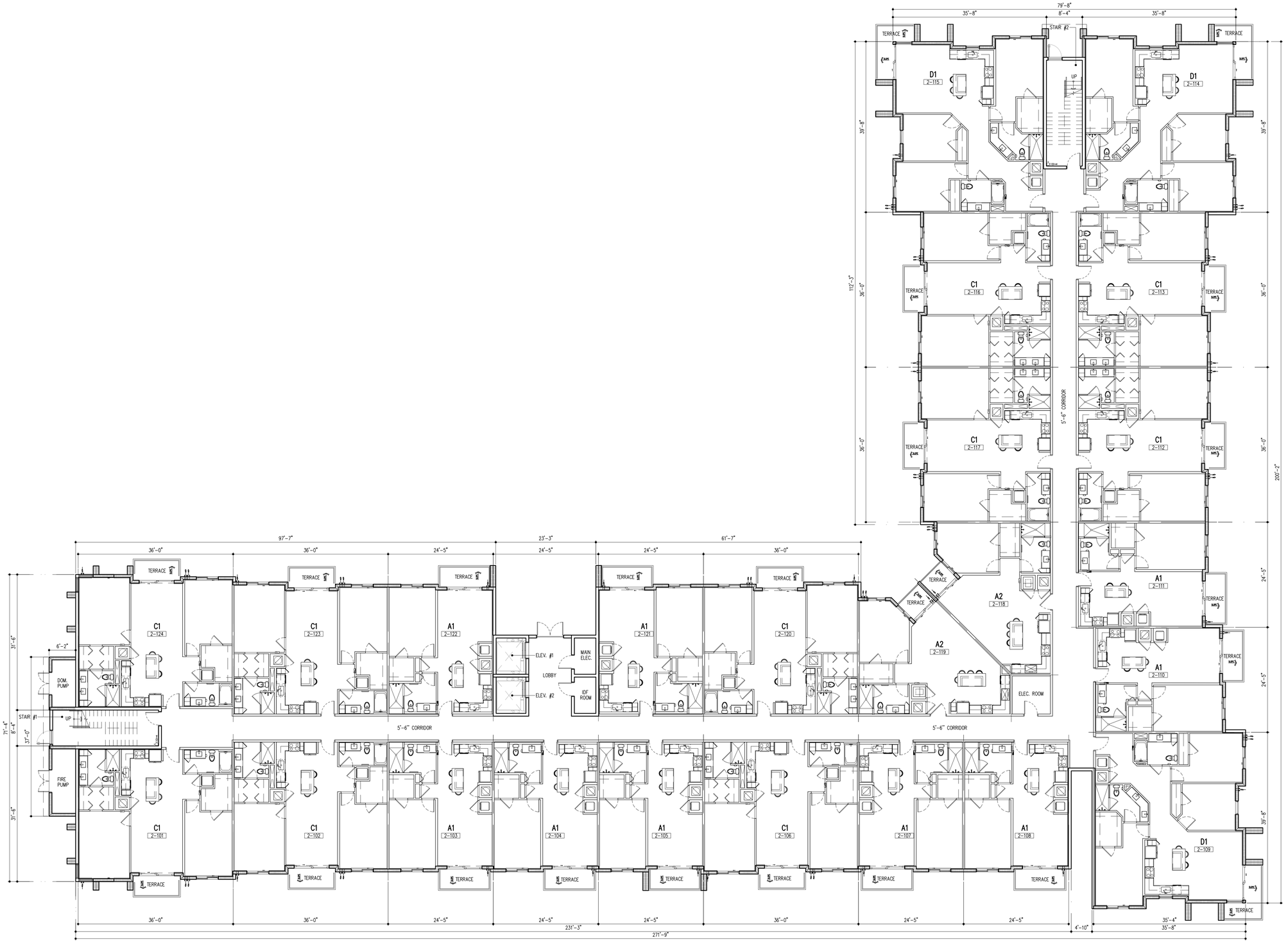
FOR:
EDEN MULTIFAMILY
LOCATED AT:
STUART, FL

GEORGE L. MOURIZ
AR0007806

DRAWN	
DATE	06/08/2022
SCALE	AS SHOWN
JOB NO.	2149.PRJ

SHEET TITLE:
BUILDING TYPE I
ROOF PLAN

SHEET NUMBER:
A-2.1.4



BUILDING TYPE II - LEVEL 1

4 STORIES / 96 DU'S

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

ARCHITECT'S BUILDING CODE STATEMENT/ TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SIXTH EDITION (2017) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

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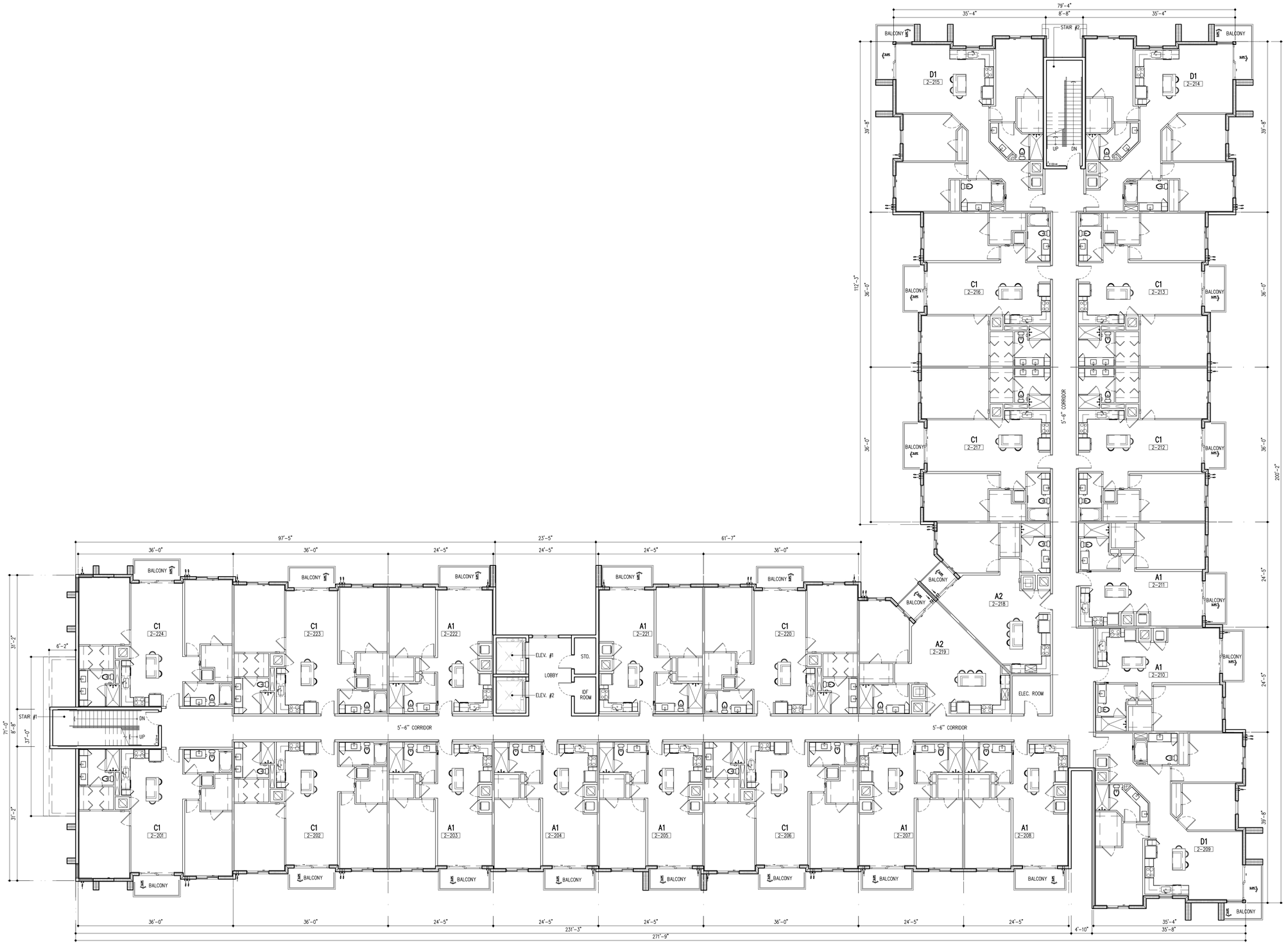
STUART APARTMENTS
FOR:
EDEN MULTIFAMILY
LOCATED AT:
STUART, FL

GEORGE L. MOURIZ
AR0007806

DRAWN	
DATE	06/08/2022
SCALE	AS SHOWN
JOB NO.	2149.PRJ
SHEET TITLE:	BUILDING TYPE II LEVEL 1
SHEET NUMBER:	A-2.2.1

BY



BUILDING TYPE II - LEVEL 2

4 STORIES / 96 DU'S

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

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SIXTH EDITION (2017) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633, FLORIDA STATUTES.

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STUART APARTMENTS

FOR:
EDEN MULTIFAMILY
LOCATED AT:
STUART, FL

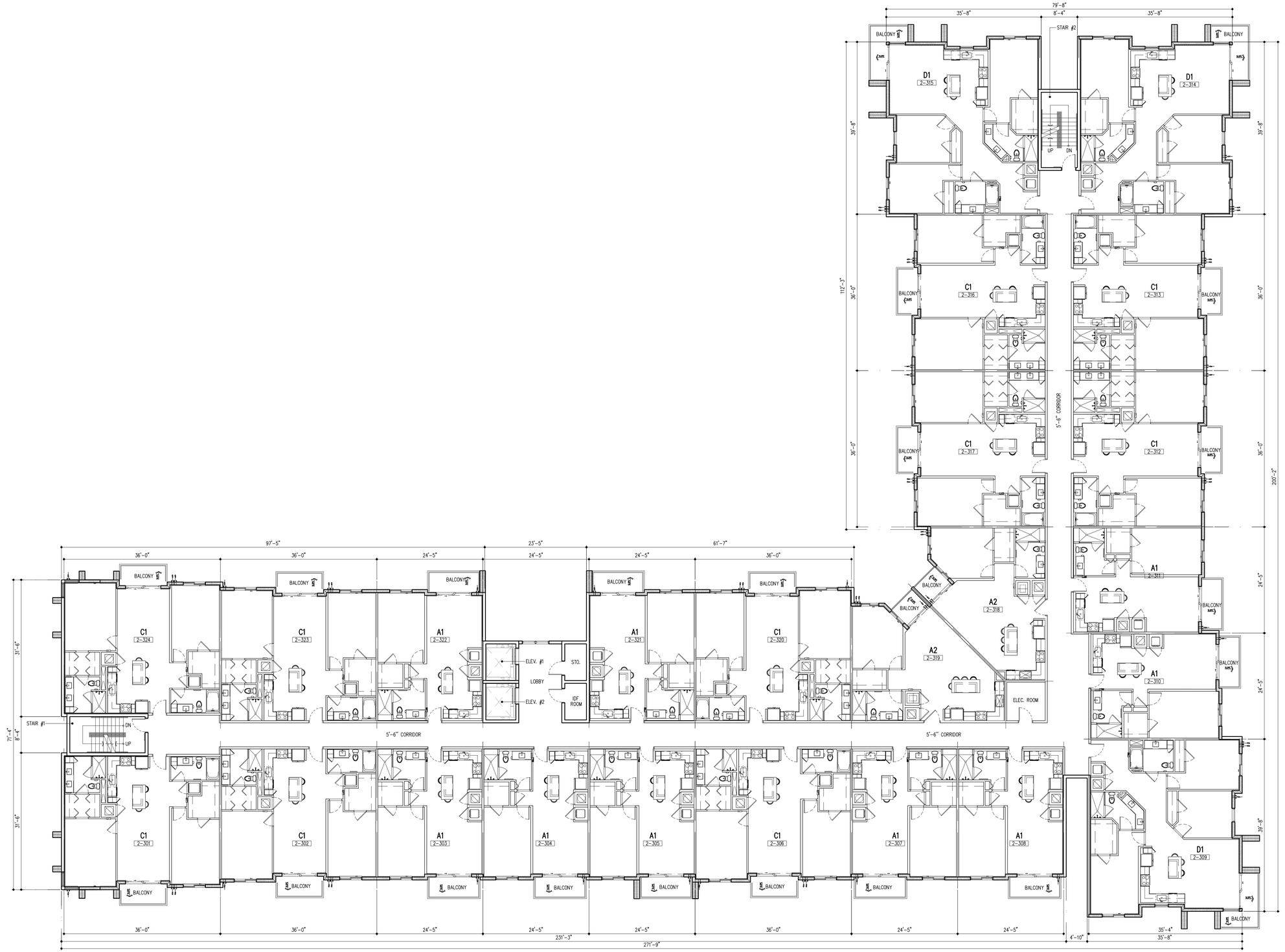
GEORGE L. MOURIZ
AR0007806

BY

DRAWN	
DATE	06/08/2022
SCALE	AS SHOWN
JOB NO.	2149.PRJ

SHEET TITLE:
BUILDING TYPE II
LEVEL 2

SHEET NUMBER:
A-2.2.2



BUILDING TYPE II - LEVEL 3

4 STORIES / 96 DU'S

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

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SIXTH EDITION (2017) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633, FLORIDA STATUTES.

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STUART APARTMENTS

FOR:
EDEN MULTIFAMILY
LOCATED AT:
STUART, FL

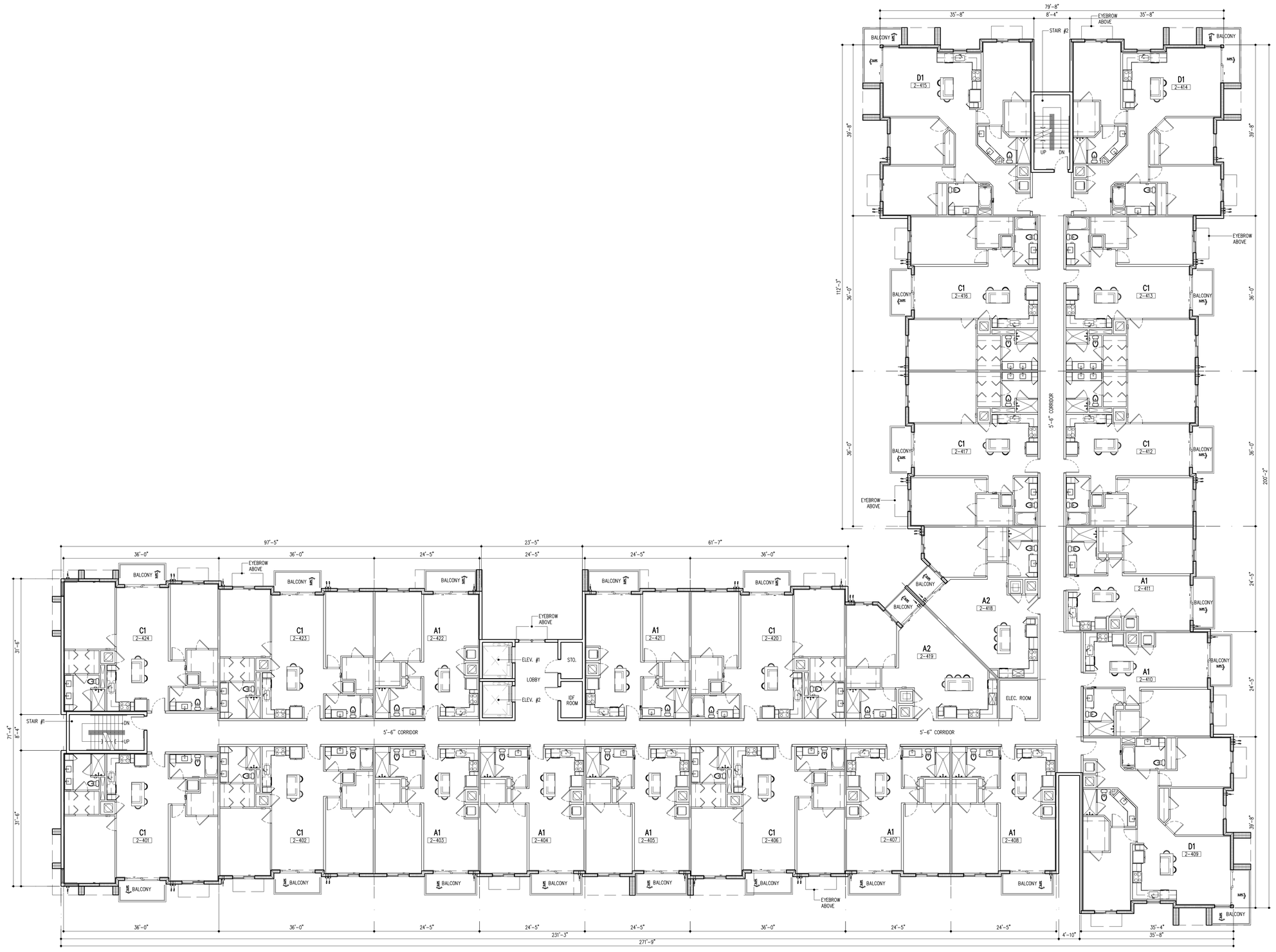
GEORGE L. MOURIZ
AR0007806

BY

DRAWN	
DATE	06/08/2022
SCALE	AS SHOWN
JOB NO.	2149.PRJ

SHEET TITLE:
BUILDING TYPE II
LEVEL 3

SHEET NUMBER:
A-2.2.3



BUILDING TYPE II - LEVEL 4

4 STORIES / 96 DU'S

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

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SIXTH EDITION (2017) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633, FLORIDA STATUTES.

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STUART APARTMENTS

FOR:
EDEN MULTIFAMILY
LOCATED AT:
STUART, FL

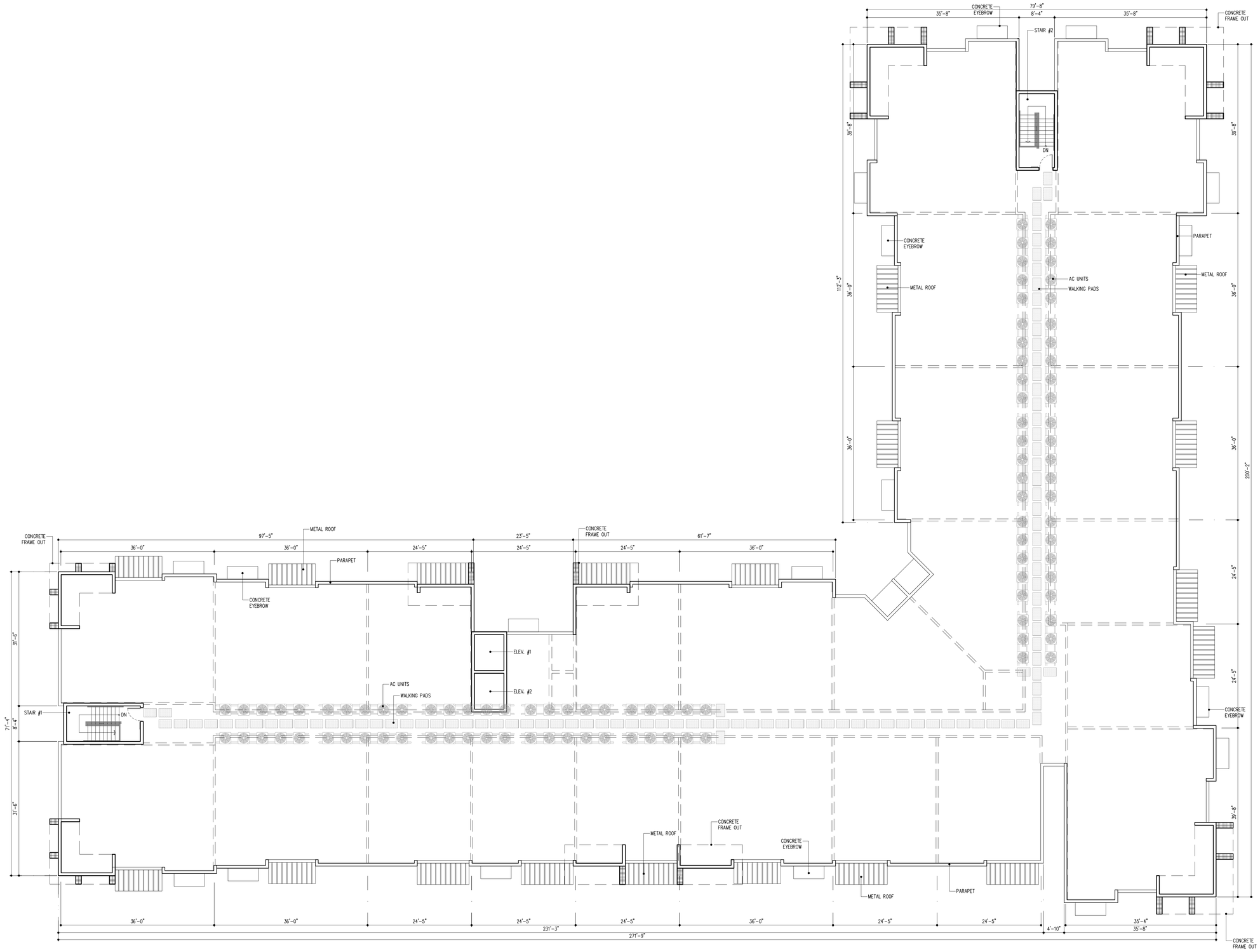
GEORGE L. MOURIZ
AR0007806

BY

DRAWN	
DATE	06/08/2022
SCALE	AS SHOWN
JOB NO.	2149.PRJ

SHEET TITLE:
BUILDING TYPE II
LEVEL 4

SHEET NUMBER:
A-2.2.4



BUILDING TYPE II -ROOF PLAN

4 STORIES / 96 DU'S SCALE: 3/32"=1'-0"

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SIXTH EDITION (2017) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633, FLORIDA STATUTES.

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GEORGE L. MOURIZ
AR0007806

STUART APARTMENTS

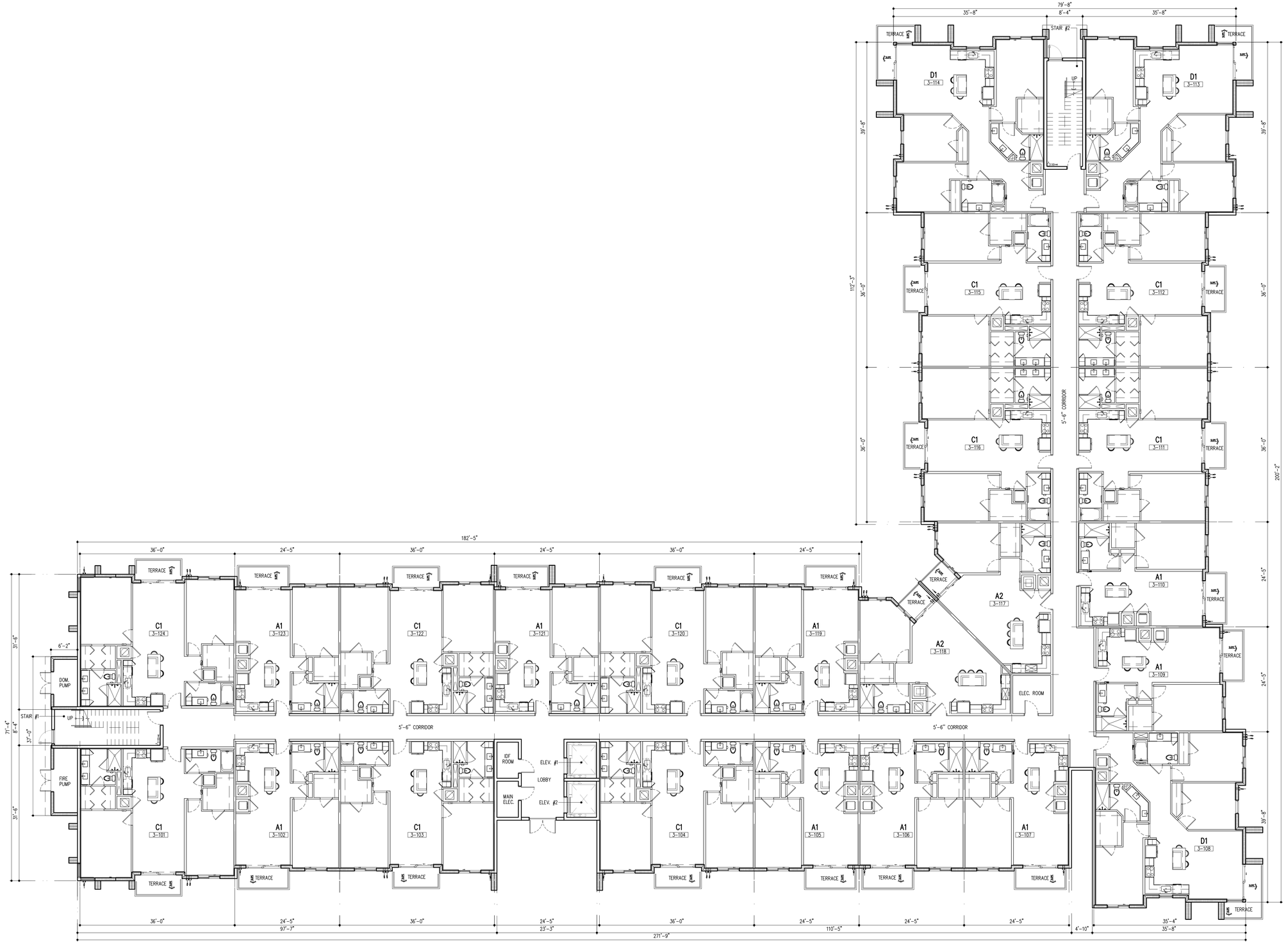
FOR:
EDEN MULTIFAMILY
LOCATED AT:
STUART, FL

BY

DRAWN
DATE 06/08/2022
SCALE AS SHOWN
JOB NO. 2149.PRJ

SHEET TITLE:
BUILDING TYPE II
ROOF PLAN

SHEET NUMBER:
A-2.2.5



BUILDING TYPE IIH - LEVEL 1

4 STORIES / 96 DU'S

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

ARCHITECTS BUILDING CODE STATEMENT/ TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SIXTH EDITION (2017) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633, FLORIDA STATUTES.

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STUART APARTMENTS

FOR:
EDEN MULTIFAMILY
LOCATED AT:
STUART, FL

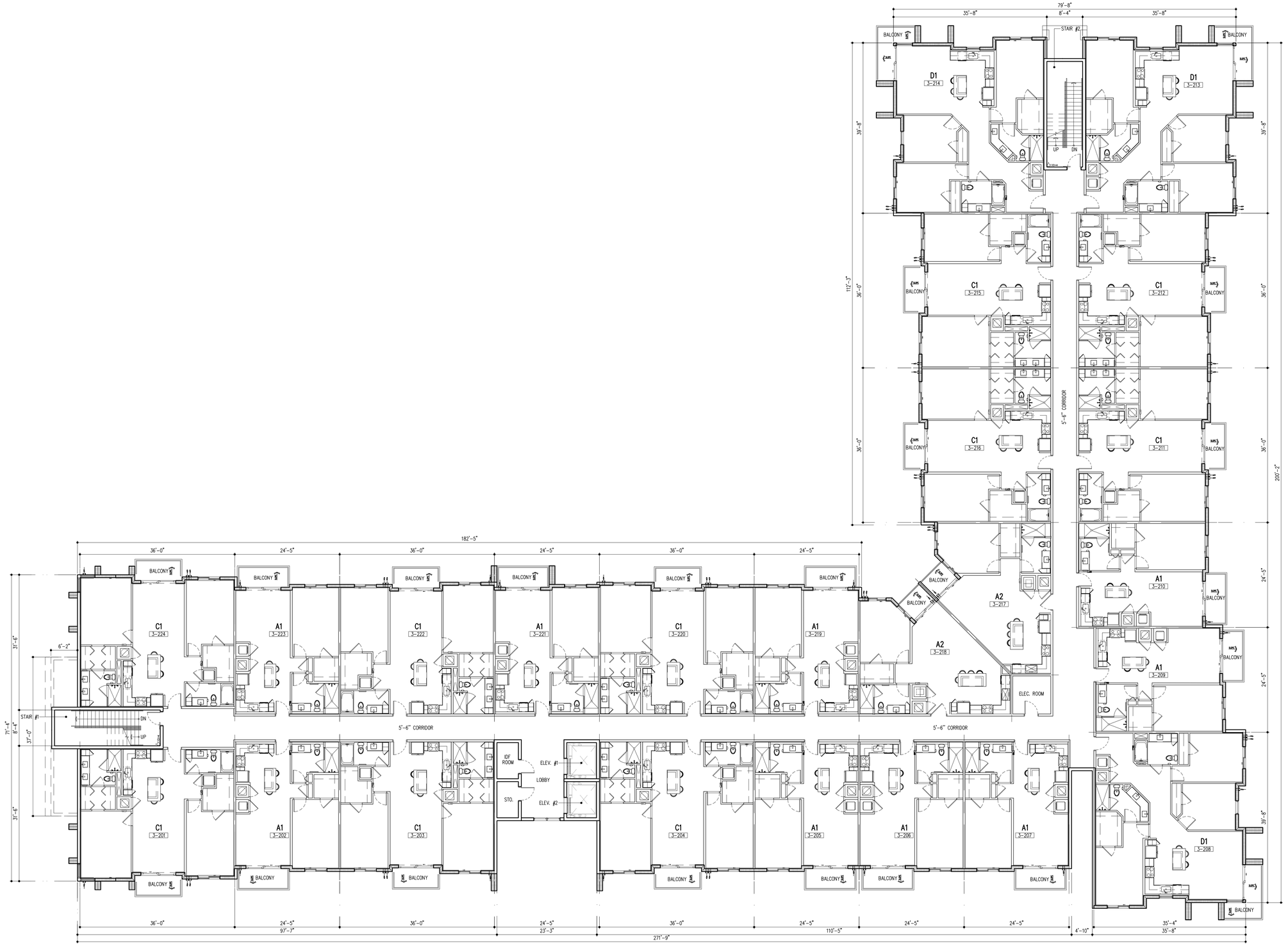
GEORGE L. MOURIZ
AR0007806

	BY

DRAWN	
DATE	06/08/2022
SCALE	AS SHOWN
JOB NO.	2149.PRJ

SHEET TITLE:
BUILDING TYPE IIH
LEVEL 1

SHEET NUMBER:
A-2.3.1



BUILDING TYPE IIH - LEVEL 2

4 STORIES / 96 DU'S

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

ARCHITECT'S BUILDING CODE STATEMENT/ TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SIXTH EDITION (2017) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633, FLORIDA STATUTES.

BY

STUART APARTMENTS

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LOCATED AT:
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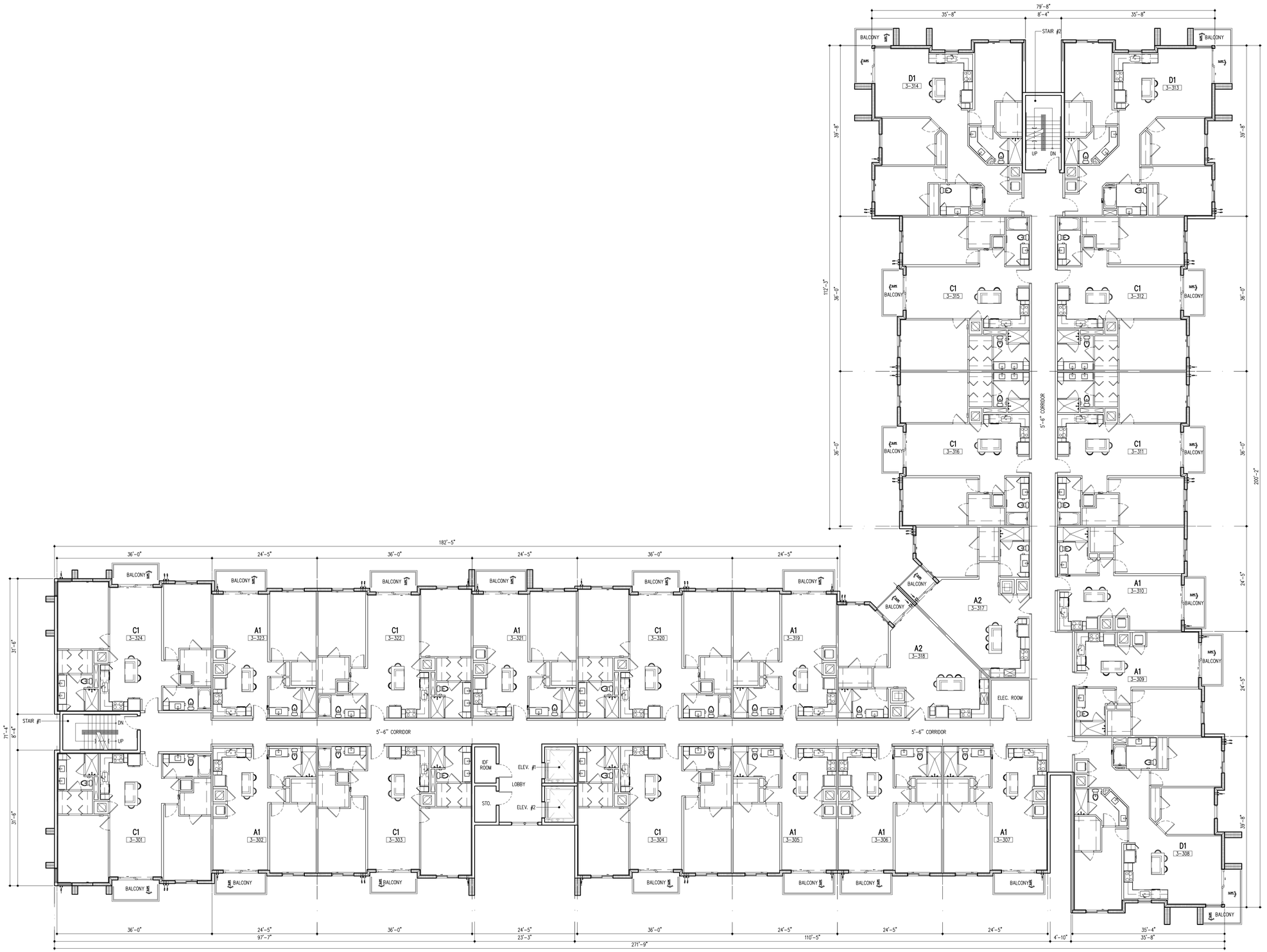
JOB NO.	2149.PRJ

SHEET TITLE:
BUILDING TYPE IIH
LEVEL 2

SHEET NUMBER:
A-2.3.2



BUILDING TYPE IIH - LEVEL 3

4 STORIES / 96 DU'S

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

BY

STUART APARTMENTS

FOR:
EDEN MULTIFAMILY
LOCATED AT:
STUART, FL

GEORGE L. MOURIZ
AR0007806

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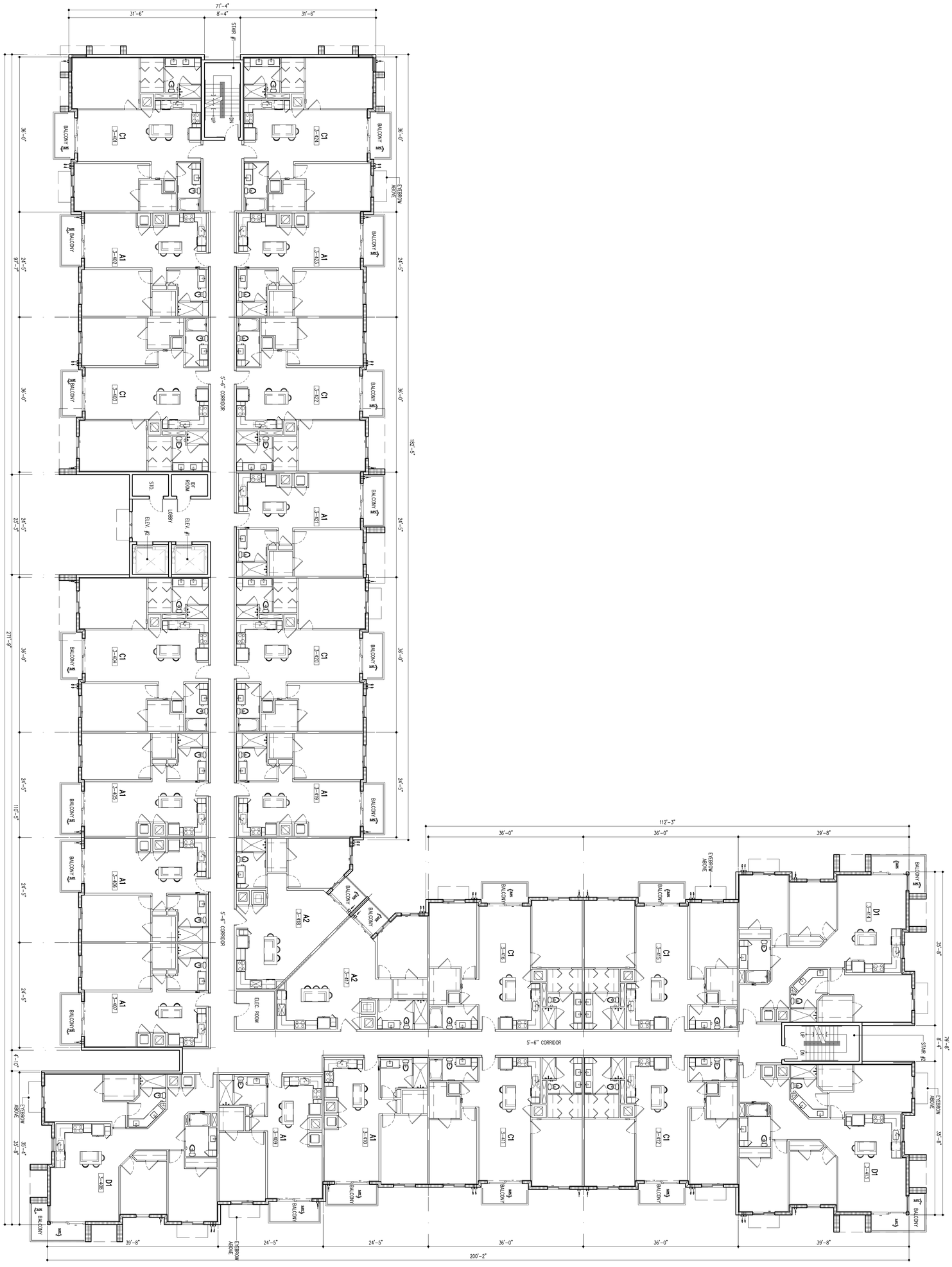
JOB NO.	2149.PRJ

SHEET TITLE:
BUILDING TYPE IIH
LEVEL 3

SHEET NUMBER:
A-2.3.3



BUILDING TYPE IIH - LEVEL 4

4 STORIES / 96 DU'S

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

ARCHITECT'S BUILDING CODE STATEMENT/ TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SIXTH EDITION (2017) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

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GEORGE L. MAQUIRIZ
AR0007806

STUART APARTMENTS

FOR:
EDEN MULTIFAMILY
LOCATED AT:
STUART, FL

BY

DRAWN
DATE 06/08/2022
SCALE AS SHOWN
JOB NO. 2149.PRJ

SHEET TITLE:
BUILDING TYPE IIH
LEVEL 4

SHEET NUMBER:
A-2.3.4

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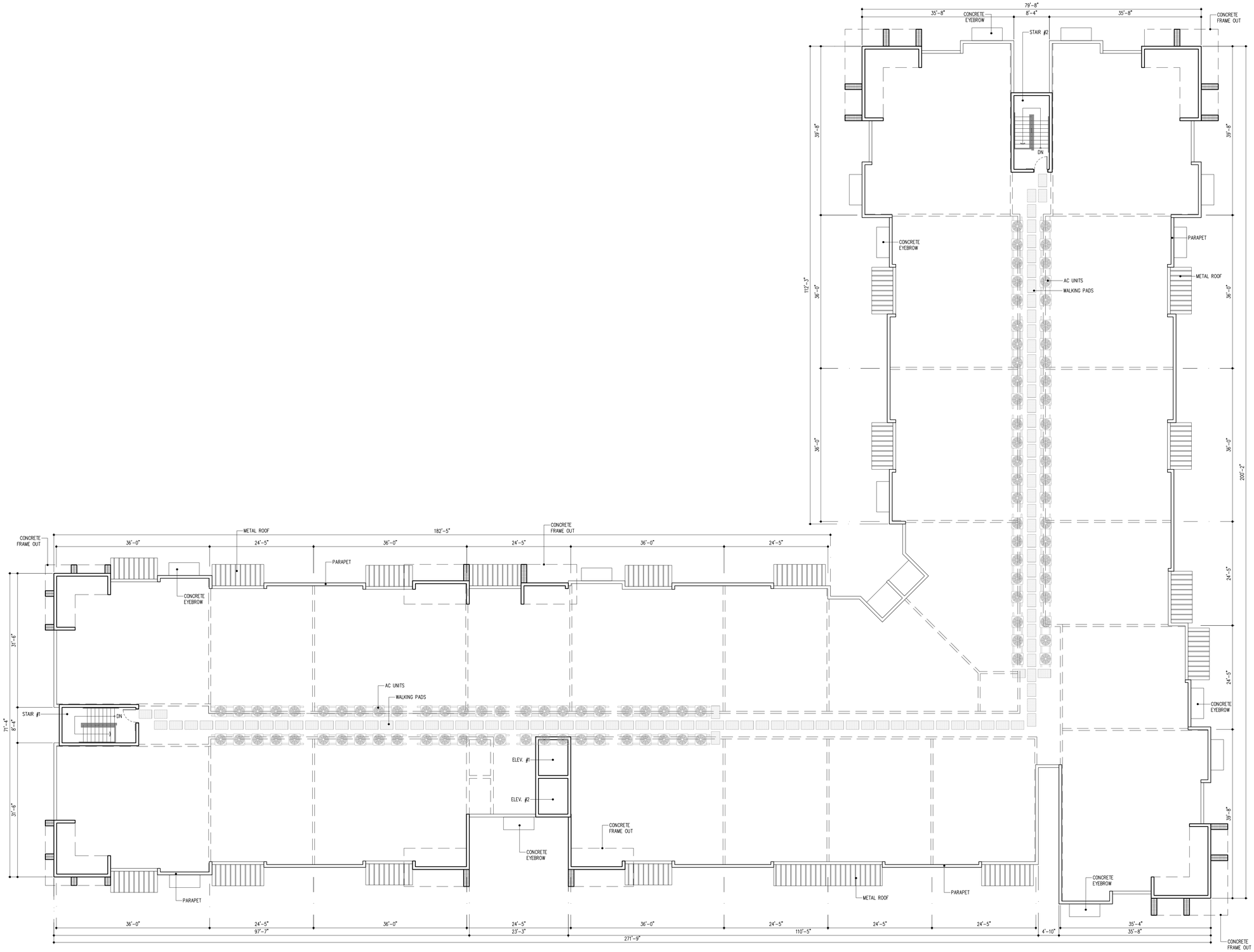

BUILDING TYPE IIH - ROOF PLAN

4 STORIES / 96 DU'S

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

BY

STUART APARTMENTS

FOR:
EDEN MULTIFAMILY
LOCATED AT:
STUART, FL

GEORGE L. MOURIZ
AR0007806

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DRAWN	
DATE	06/08/2022
SCALE	AS SHOWN
JOB NO.	2149.PRJ

SHEET TITLE:
BUILDING TYPE IIH
ROOF PLAN

SHEET NUMBER:
A-2.3.5

1 SOUTHEAST ELEVATION

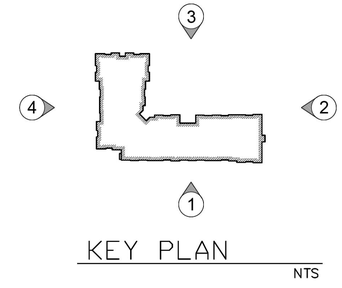
2 NORTHEAST ELEVATION

3 NORTHWEST ELEVATION

4 SOUTHWEST ELEVATION

BASE COLOR	ACCENT COLOR 1	ACCENT COLOR 2
EXTRA WHITE SW 7006	LATTICE SW 7654	EARL GREY SW 7660

ACCENT COLOR 3	
IN THE NAVY SW 9178	COMPOSITE WOOD (TBD)



KEY PLAN

NTS

BUILDING TYPE I - ELEVATIONS

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

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SIXTH EDITION (2017) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

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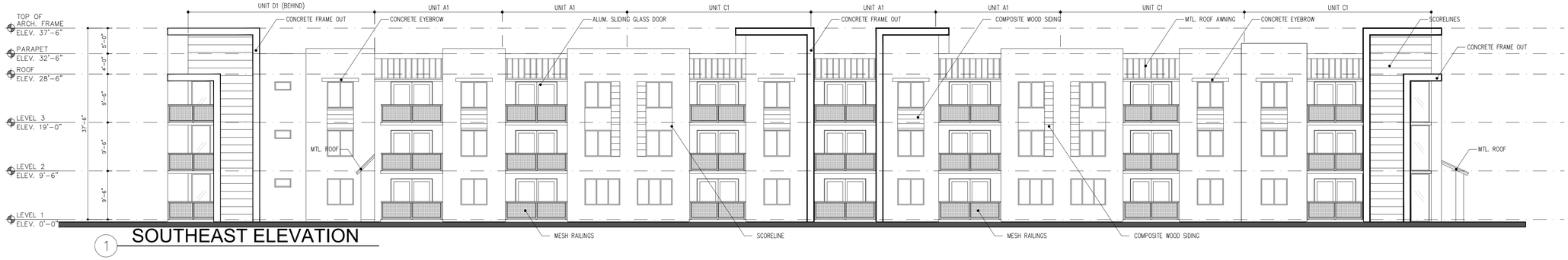
(305) 273-9911

STUART, FL.
FOR:
EDEN MULTIFAMILY
LOCATED AT:
STUART, FL

GEORGE L. MOURIZ
AR0007806

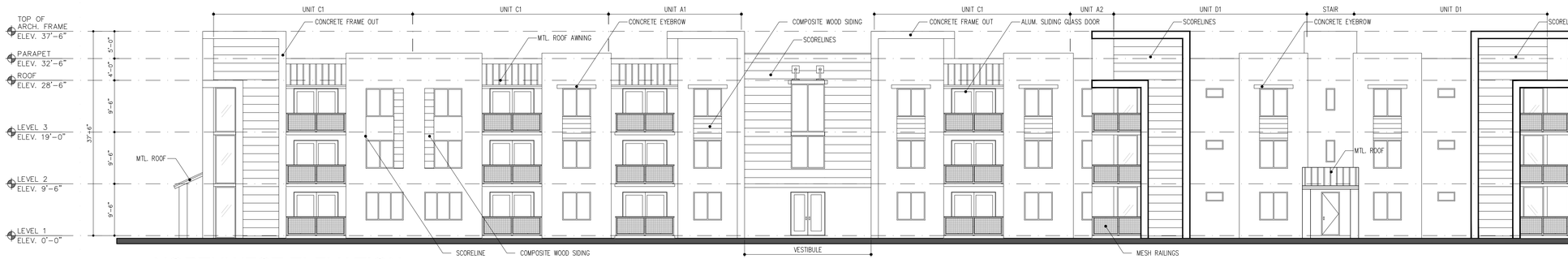
BY

DRAWN	
DATE	06/08/2022
SCALE	AS SHOWN
JOB NO.	2149.PRJ
SHEET TITLE:	BUILDING ELEVATIONS
SHEET NUMBER:	A-3.1.1

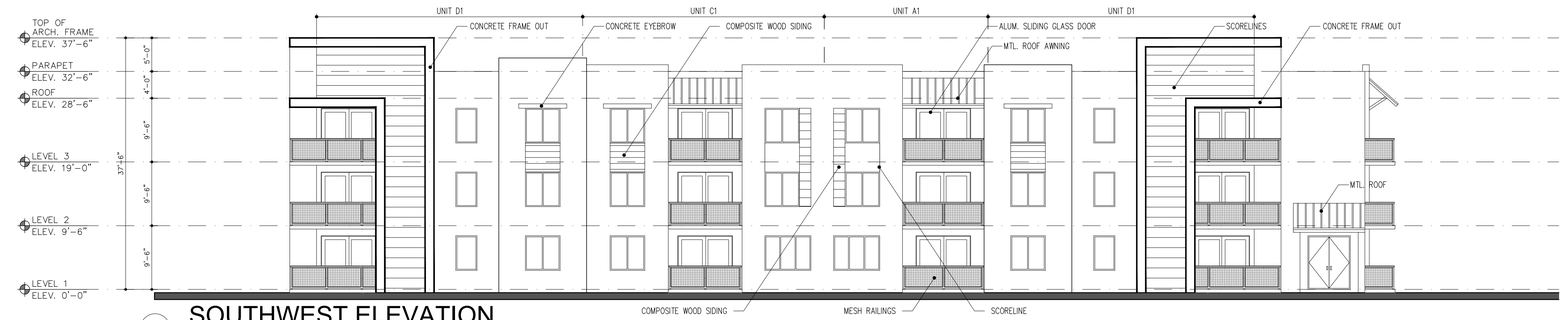


1 SOUTHEAST ELEVATION

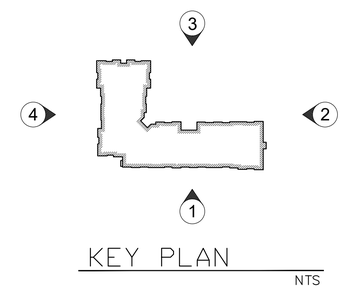
2 NORTHEAST ELEVATION



3 NORTHWEST ELEVATION



4 SOUTHWEST ELEVATION



KEY PLAN

NTS

BUILDING TYPE I - ELEVATIONS

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

	BY

STUART APARTMENTS

FOR:
EDEN MULTIFAMILY
LOCATED AT:
STUART, FL

GEORGE L. MOURIZ
AR0007806

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DRAWN	
DATE	06/08/2022
SCALE	AS SHOWN
JOB NO.	2149.PRJ

SHEET TITLE:
BUILDING ELEVATIONS

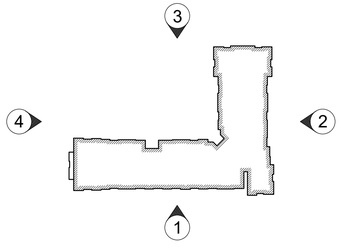
SHEET NUMBER:
A-3.1.1

1 SOUTHEAST ELEVATION

2 NORTHEAST ELEVATION

3 NORTHWEST ELEVATION

4 SOUTHWEST ELEVATION



KEY PLAN

NTS

BUILDING TYPE II - ELEVATIONS

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

BY

STUART APARTMENTS

FOR:
EDEN MULTIFAMILY
LOCATED AT:
STUART, FL

GEORGE L. MOURIZ
AR0007806

MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 273-9911

MSA ARCHITECTS
ARCHITECTURE & PLANNING

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ARCHITECT'S BUILDING CODE STATEMENT/ TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SIXTH EDITION (2017) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

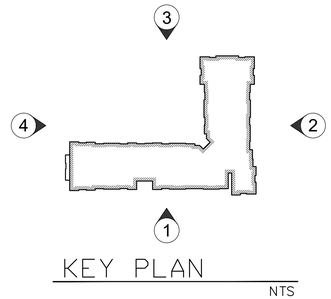
DRAWN	
DATE	06/08/2022
SCALE	AS SHOWN
JOB NO.	2149.PRJ
SHEET TITLE:	BUILDING ELEVATIONS
SHEET NUMBER:	A-3.2.1

1 SOUTHEAST ELEVATION

2 NORTHEAST ELEVATION

3 NORTHWEST ELEVATION

4 SOUTHWEST ELEVATION



KEY PLAN

NTS

BUILDING TYPE IIH - ELEVATIONS

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

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SIXTH EDITION (2017) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

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BY

STUART APARTMENTS

FOR:
EDEN MULTIFAMILY
LOCATED AT:
STUART, FL

GEORGE L. MOURIZ
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AA0000895
8950 SW 74th COURT
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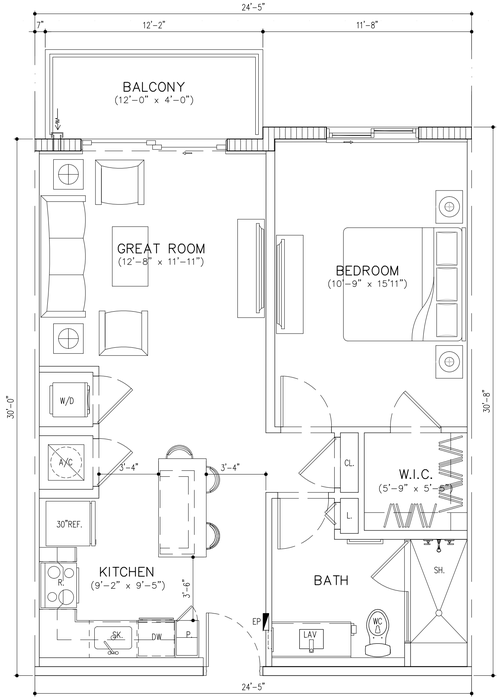
MIAMI, FLORIDA 33156
(305) 275-9911

MSA ARCHITECTS
ARCHITECTURE & PLANNING

DRAWN	
DATE	06/08/2022
SCALE	AS SHOWN
JOB NO.	2149.PRJ
SHEET TITLE:	BUILDING ELEVATIONS
SHEET NUMBER:	A-3.3.1

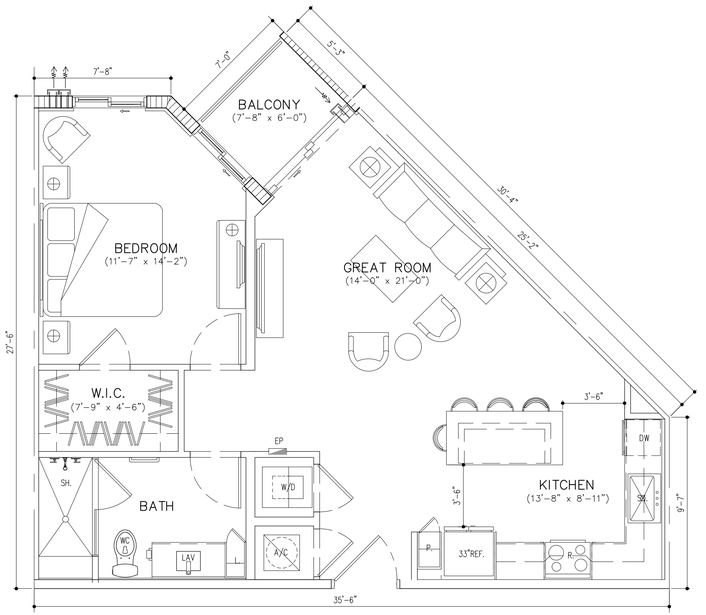


UNIT A1

(1BD/1BTH)

A/C AREA = 740 SQ. FT.
BALCONY = 48 SQ. FT.

(90 DU'S)

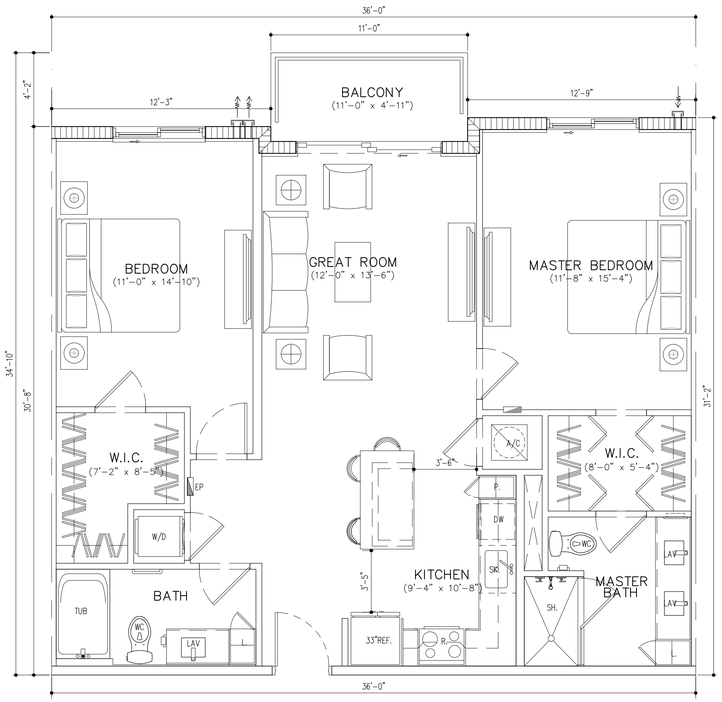


UNIT A2

(1BD/1BTH)

A/C AREA = 790 SQ. FT.
BALCONY = 46 SQ. FT.

(22 DU'S)

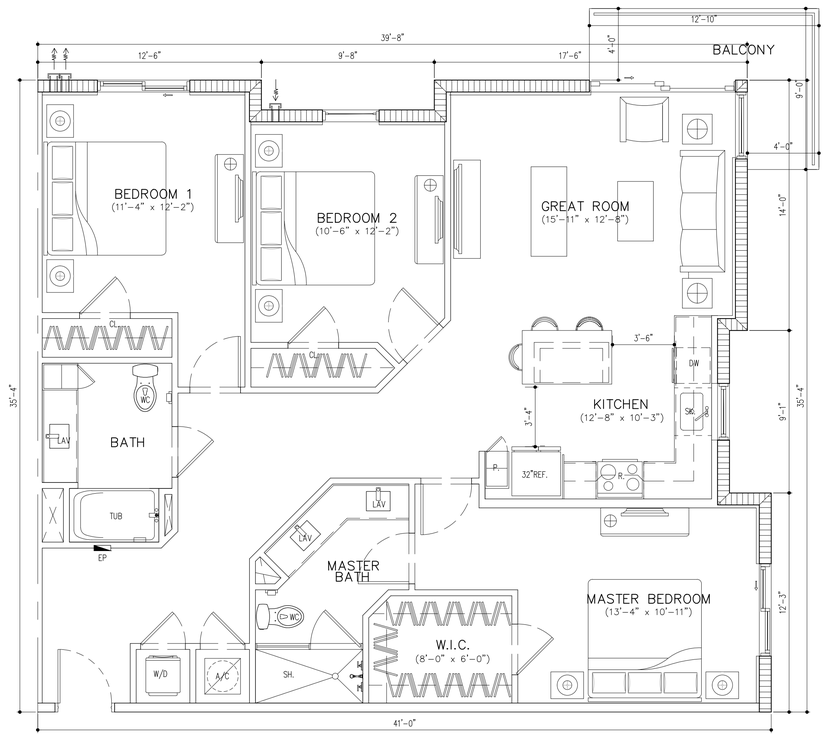


UNIT C1

(2BD/2BTH)

A/C AREA = 1,101 SQ. FT.
BALCONY = 68 SQ. FT.

(104 DU'S)



UNIT D1

(3BD/2BTH)

A/C AREA = 1,393 SQ. FT.
BALCONY = 54 SQ. FT.

(33 DU'S)

UNIT PLANS

SCALE: 1/4" = 1'-0"

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SIXTH EDITION (2017) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

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BY

STUART APARTMENTS

FOR:
EDEN MULTIFAMILY
LOCATED AT:
STUART, FL

GEORGE L. MOURIZ
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AA0000895
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MSA ARCHITECTS
ARCHITECTURE & PLANNING

DRAWN	
DATE	06/08/2022
SCALE	AS SHOWN
JOB NO.	2149.PRJ

SHEET TITLE:
UNIT PLANS

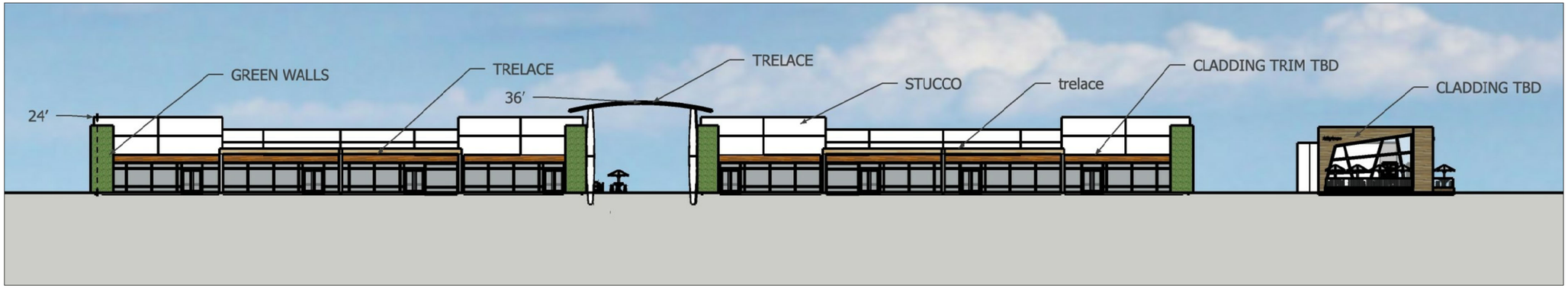
SHEET NUMBER:
A-4.1

Commercial Building Perspective:

Scale: N.T.S.

Commercial Building Elevation:

Scale: N.T.S.



HJA DESIGN STUDIO
LANDSCAPE ARCHITECTURE
50 E. Ocean Blvd., Suite 101
Stuart, Florida 34994
T 772.678.7200
F 772.678.7201
www.hjadesignstudio.com
LA 0000905

Eden / Mar-Stuart

City of Stuart
Florida

Commercial Building Perspective & Elevation

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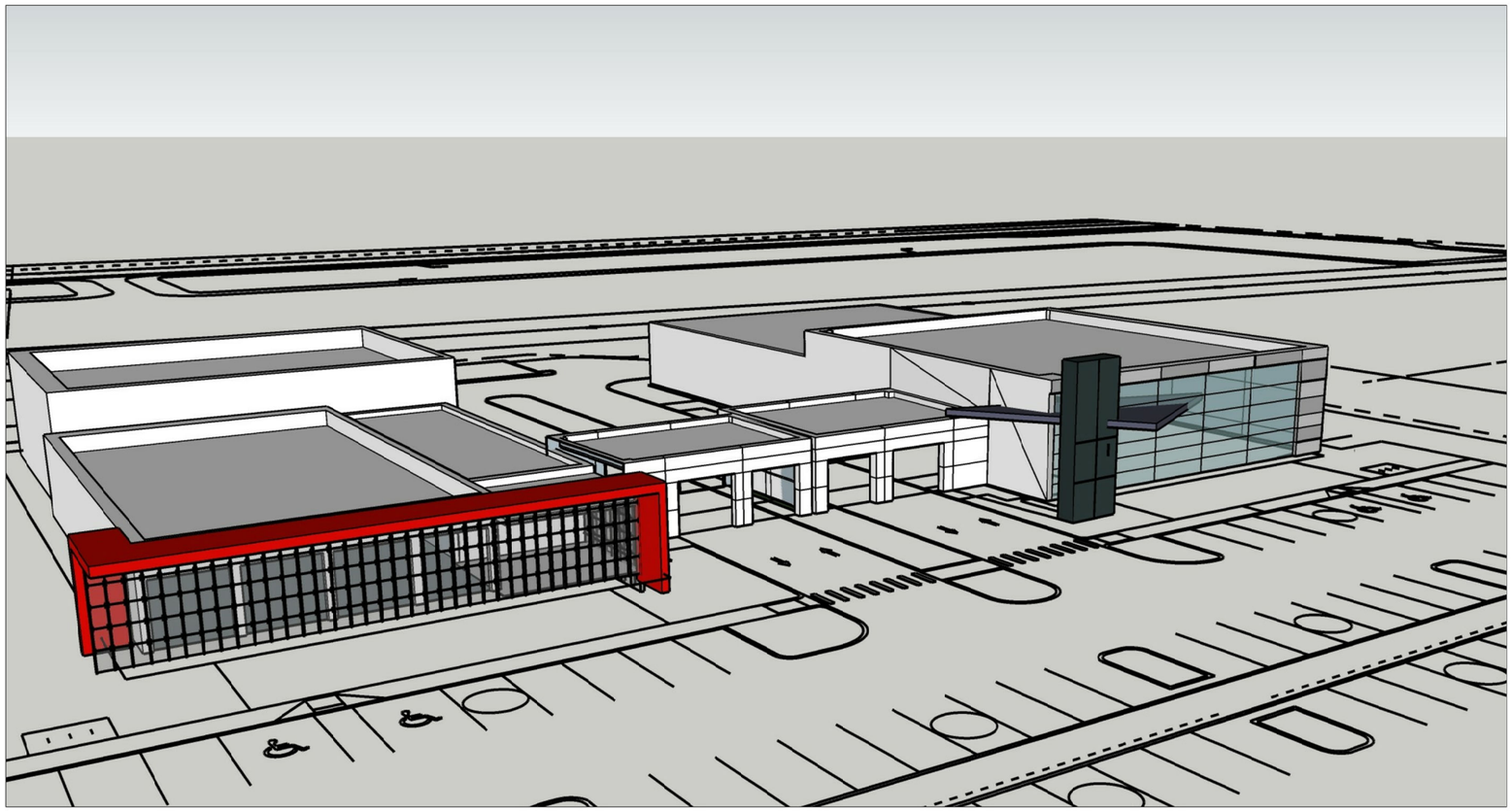
Job No.	2022-21
Drawn By	JB
Checked By	TT
Approved By	MH
Submittal Dates	12-13-22
Revision Dates	

EX-2

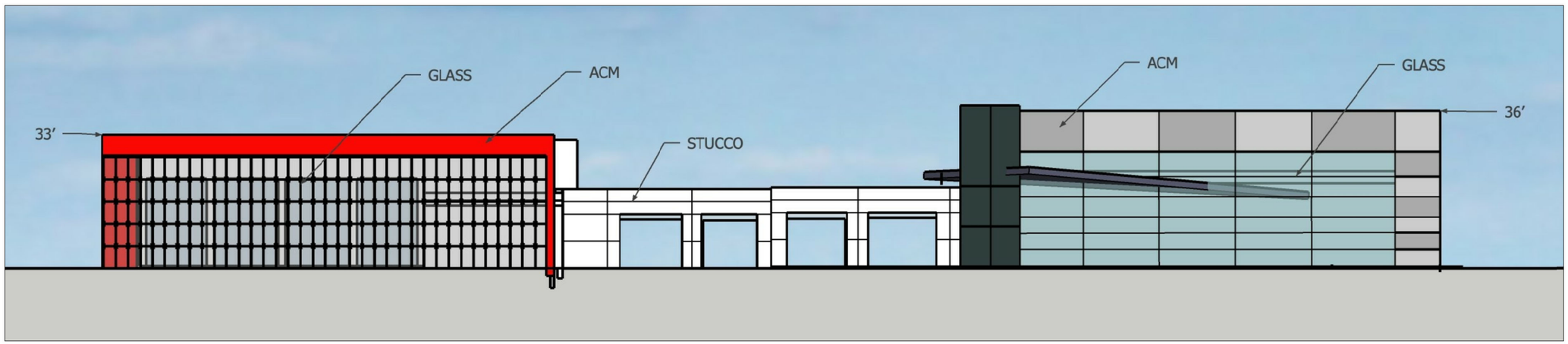
Proposed Auto Dealership 3 & 4 Perspective:

Scale: N.T.S.



Proposed Auto Dealership 3 & 4 Elevation:

Scale: N.T.S.



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LA 0000905

Eden / Mar-Stuart

City of Stuart
Auto Dealership Perspective & Elevation
Florida

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Job No.	2022-21
Drawn By	JB
Checked By	TT
Approved By	MH
Submittal Dates	12-13-22
Revision Dates	

EX-1

THE SCHOOL BOARD OF MARTIN COUNTY, FLORIDA
Facilities Department
District Office, 1939 SE Federal Highway, Stuart, FL 34994 ● Telephone (772) 219-1200 ex.30131

Martin County School District General School Capacity Analysis

This general analysis is completed to meet the development review policies specified in Section 6.2.6 of the Martin County, City of Stuart, and Martin County School Board Interlocal Agreement for School Facilities Siting and Planning, and Section 17.7 Public School Facilities Element of the Martin County Comprehensive Plan.

Project/ Applicant: Eden Multifamily MAR / MAR-STUART RETAIL II LLC/ Eden Multifamily, Santiago Vidal 561-797-4073, Todd Troxell 772-678-7200

Project Name: Eden Multifamily MAR

Parcel # - PCN: 38-38-41-025-000-00010-0

Date: 08/28/2024

Request: Request for a General School Capacity Analysis for Eden Multifamily MAR, 268 unit community on 35.07 acres, located on US Highway 1.

Student Generation Calculation:

Residential Units	249
Current Student Generation Rate	.1987
Elementary 61%	31
Middle 22%	11
High 17%	8
Total Forecasted Students	**50**

School Zone Enrollment & Permanent Capacity:
Enrollment Numbers below reported from FOCUS, Projections through School District CIP Application

CSA	2023-2024 (as of 02/09/24) Enrollment	2024-2025 COFTE Projected Enrollment	2024-2025 LOS Concurrency Capacity
Stuart Zone – Pinewood Elementary School	685	721	811
Stuart Zone –Stuart Middle School	800	825	1323
Stuart Zone – Martin County High School	2079	2322	2107

Comments: This General School Capacity Analysis shall be used in the evaluation of a development proposal but shall not provide a guarantee that the students from the above-referenced project will be assigned to attend the particular school(s) listed. The analysis indicates the elementary, middle and high school enrollment is projected to meet the Concurrency (LOS) Level of Service capacity.

A School Concurrency Review is completed for Final Site Plan applications that include residential units.

Facilities Department
Martin County School District
1939 SE Federal Highway
Stuart, Florida 34994
Ph. 772.219.1200 Ext 30131

Print Form

Martin County School Board
500 East Ocean Boulevard
Stuart, FL 34994

School Impact Worksheet

The purpose of this school impact worksheet is to assist in planning for future public school facility needs and concurrency requirements. It is to be completed for any proposed residential project, and residential rezoning, amendments to FLUM with residential components, and DRIs.

Date: _____
Parcel ID#: 38-38-41-025-000-00010-0
Project Name: Eden Multifamily/MAR Stuart
Former Project Name: _____
Owner/Developer: MAR-STUART RETAIL II LLC /
Contact Name/Number: Santiago Vidal 561-797-4073 Todd Troxell 772-678-7200
Total Project Acreage: 35.07
Year 1 of the Build-Out: _____

1. Please indicate the most likely build-out scenario. Show build-out by year and number of units/year.

Unit Type	Number of Units	First 5-year Period					Second 5- year Period				
		Yr 1	Yr 2	Yr 3	Yr 4	Yr 5	Yr 6	Yr 7	Yr 8	Yr 9	Yr 10
Single-family detached											
Multi-family	249	134	134								
Apartment											
Townhouse											
Other											

Note: If build-out is expected to go beyond the 10 year period above, please attach an additional table with build-out years until project completion.

2. Project number and type of residential dwelling units at build-out, as follows:

Unit Type	Number of Units	Typical Unit Floor Area (sq. ft.)	Estimated Price ($) Per Unit	Number Restricted to 55+ Age Group
Single-family detached				
Multi-family	249	946.5 s.f.	$464,826	0
Apartment				
Townhouse				
Other				

3. Please include a location map showing elementary, middle and high schools within a two-mile radius of the proposed project. If no schools are within a two-mile radius of the project, please indicate the nearest schools to the project.

Total Proposed Dwelling Units:
1 Bedroom Units 112 Units 749 s.f. typical
2 Bedroom Units 104 Units 1099 s.f. typical
3 Bedroom Units 33 Units 1393 s.f. typical

City of Stuart
Development Department
121 SW Flagler Ave. Stuart Fl. 34994
Phone: (772) 600-1255

To: Local Planning Agency *(LPA)*

Through: Jodi Nentwick-Kugler, Development Director

From: Kristopher McCrain, Principal Planner

Date: Tuesday, February 13, 2024

Subject: Eden Multi-Family – Willoughby Golf Club Neighborhood Meeting

On Tuesday, February 13, 2024, the applicant for Eden Multi-Family held a neighborhood meeting with the residents of the Willoughby Golf Club to discuss the proposed Small-Scale Comprehensive Plan Future Land Use Amendment and Major Adjustment to the CPUD for Marketplace of Stuart and MAR-Stuart.

IN ATTENDANCE:

- Todd Troxell *(HJA Design Studio)*
- Michael Houston *(HJA Design Studio)*
- Steven P. Marquart, P.E. *(CAPTEC Engineering, Inc.)*
- Jay Jacobson, Co-Founder/President/COO *(Eden Multifamily)*
- Devin Carlson, Manager *(Murgado Automotive Group)*
- Michele Riley, CCM, PCAM *(Willoughby Golf Club GM/COO)*
- Jodi Kugler *(City of Stuart Development Director)*
- Kris McCrain *(City of Stuart Principal Planner)*
- Approximately 80-90 Willoughby Golf Club Residents

The following is an outline of the comments and concerns discussed at the neighborhood meeting by the residents of the Willoughby Golf Club.

- The residents expressed concerns regarding removal of historic slash pines and other sensitive native lands to construct high-end car dealerships and apartment buildings. These native lands are disappearing at such a fast pace and they're vital for a variety of migratory birds and animals in our area, as well as the residents of Martin County/Stuart.
- Where are the parks and play areas for children inhabiting this development. This development has the potential to support up to 500 children with 50% of the units being proposed as two/three-bedroom units.

- The height of the big box anchor building from the 2012 approval was being proposed with a maximum of height 27feet, as measure to the top of the parapet. While the height of the three *(3)* proposed four-story buildings is now more than double the previously approved building height.
- The applicant presented an exhibit to illustrate the expected line-of-sight perspective from the residents looking towards the proposed development. A resident then asked the applicant to confirm the finished floor elevation *(FFE)* of the Willoughby properties, as compared to the FFE of the subject site, because the elevations might be displaying incorrect perspectives.
- What is the applicant going to do about the potential noise generated by trash pick-up and automotive/commercial deliveries?
    - The applicant mentioned that the developer worked with the Willoughby residents at the time of the Advantage Ford approval and didn't expect the noise from this development to affect the Willoughby residents.
- Residents expressed concerns regarding the development's proposed security improvements to the subject property, adjacent to Willoughby. There is a large homeless population, and the Willoughby residents have problems with trespassing on the golf course.
- A fence/wall was required as part of the previous approval in 2012. Will this be a requirement for this development approval?
- One resident expressed that the applicant and City of Stuart are squeezing every dollar out of the site to maximize the development's profit over the concerns of the community.
- The applicant mentioned that some of their dealership employees live outside of Martin County/Stuart and need to commute long distances for work, whereas the proposed multi-family housing would offer a closer housing opportunity, while offering a sliding scale on the cost of the apartment for their 100+ employees.
    - The Willoughby resident asked if the developer would also offer these discounted housing opportunities to the employees of Willoughby Golf Club, to which the developer replied yes.
- Will lighting within the adjacent multi-family parking lot be kept on throughout the evening?
- Residents expressed concerns with the proposed density and that it is being calculated across the entire 35-acre site instead of only the 22-acre parcel.
    - This is a misconception the public needs to be informed about.
    - This development should only be a maximum of 2-3 stories.
- Has the Environmental Protection Agency *(EPA)* reviewed this project?
- Just because the maximum height allowance in the City of Stuart is four-stories, does not mean that the City Commission must approve every project at that maximum allowed height.
- The developer should include more green space and natural elements within the proposed development.

- The traffic on our roadways is becoming too much for this town and it is already difficult to commute.
- What are the environmental impacts associated with this development and what is happening to all the animals and birds.
    - Mike Houston explained that all upland preserve requirements were satisfied through the transfer of the Vista Parcel to the City of Stuart.
    - Residents were upset that all the preserved land is now located miles away from the site in the Savanna preserves off Green River Parkway. Why is it being taken away from this area of the city?
- Residents asked why the developer doesn't construct the development that was approved in 2012. Why does the developer need to change the active approval?
- The density in this town is out of control and we need to start electing commissioners that will do something about it.
- The traffic in this town is already out of control and the residents of Willoughby should show up to the City of Stuart public hearings and voice their concerns regarding this development.

Respectfully,

Kris McCrain

Kris McCrain, Principal Planner

City of Stuart – Development Department

City of Stuart
Development Department
121 SW Flagler Avenue
Stuart, FL 34994
Ph. 772-288-5300
Fax 772-288-5388

AFFIDAVIT ATTESTING TO NOTIFICATION

TODD TROXELL, being first duly sworn, depose(s) and say(s):

That (I am / we are) the owner(s) or petitioner(s) of the following described properties which constitutes the location for which notification is required:

Parcel I.D. Numbers: 38-38-41-025-000-00020-0 & 38-38-41-025-000-00010-0

That a copy of the notice was sent by regular U.S. Mail on December 31, 2024, to the property owners located within 300 feet of the subject properties; 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 signs be made a part of this Affidavit; and

That notice was sent, and property was posted fifteen (15) days prior to the scheduled public hearing for these items.

TODD TROXELL
SIGNED (*PROPERTY OWNER / AUTHORIZED AGENT*)

SIGNED (*PROPERTY OWNER / AUTHORIZED AGENT*)

STATE OF FLORIDA, COUNTY OF Martin
Sworn and subscribed before me by means of ✓ physical presence or ____ online notarization, this 2nd day of January, 2025 By Todd Troxell.
(Personally Known) OR Produced Identification

Type of Identification Produced:

Notary Public, State of FL
(Notary Seal)

My Commission expires: 06/29/2026

Notary Public State of Florida
Kristina Rose Harkins
My Commission HH 282560
Expires 6/29/2026

Notice to Surrounding Property Owners

Public Hearing Before: **Local Planning Agency**

Applicant: **Mar-Stuart Retail II, LLC**

Parcel I.D. Numbers: **38-38-41-025-000-00020-0 & 38-38-41-025-000-00010-0**

Address of Properties: **3970 SE Federal Highway, Stuart, Florida &**
TBD - SE Federal Highway, Stuart, Florida

Proposed Request: The applicant is requesting a Small-Scale Comprehensive Plan for a Future Land Use Map Amendment from Commercial to Neighborhood Special District, and a concurrent Major Amendment to the Mar-Stuart CPUD to incorporate a 22.76-acre parcel within the overall Mar-Stuart CPUD, for a total land area of 35.07-acres; and to construct three (3) additional automobile dealerships and one (1) additional supporting carwash, two (2) 8,800 square foot one-story commercial buildings, a 2,500 square foot one-story restaurant/drive through, and 249-unit multi-family units within one (1) three-story & two (2) four-story buildings for a total residential density of 10.9 dwelling units per acre.

Dear Property Owner:

Please be advised that the City of Stuart will conduct a public hearing before the Local Planning Agency (LPA) on **Thursday, January 16, 2025, beginning at 5:30 PM** to consider the above request.

The public hearing will occur in the Stuart City Hall Commission Chambers, located at 121 S. W. Flagler Avenue in Stuart, and via a Zoom link available before the meetings.

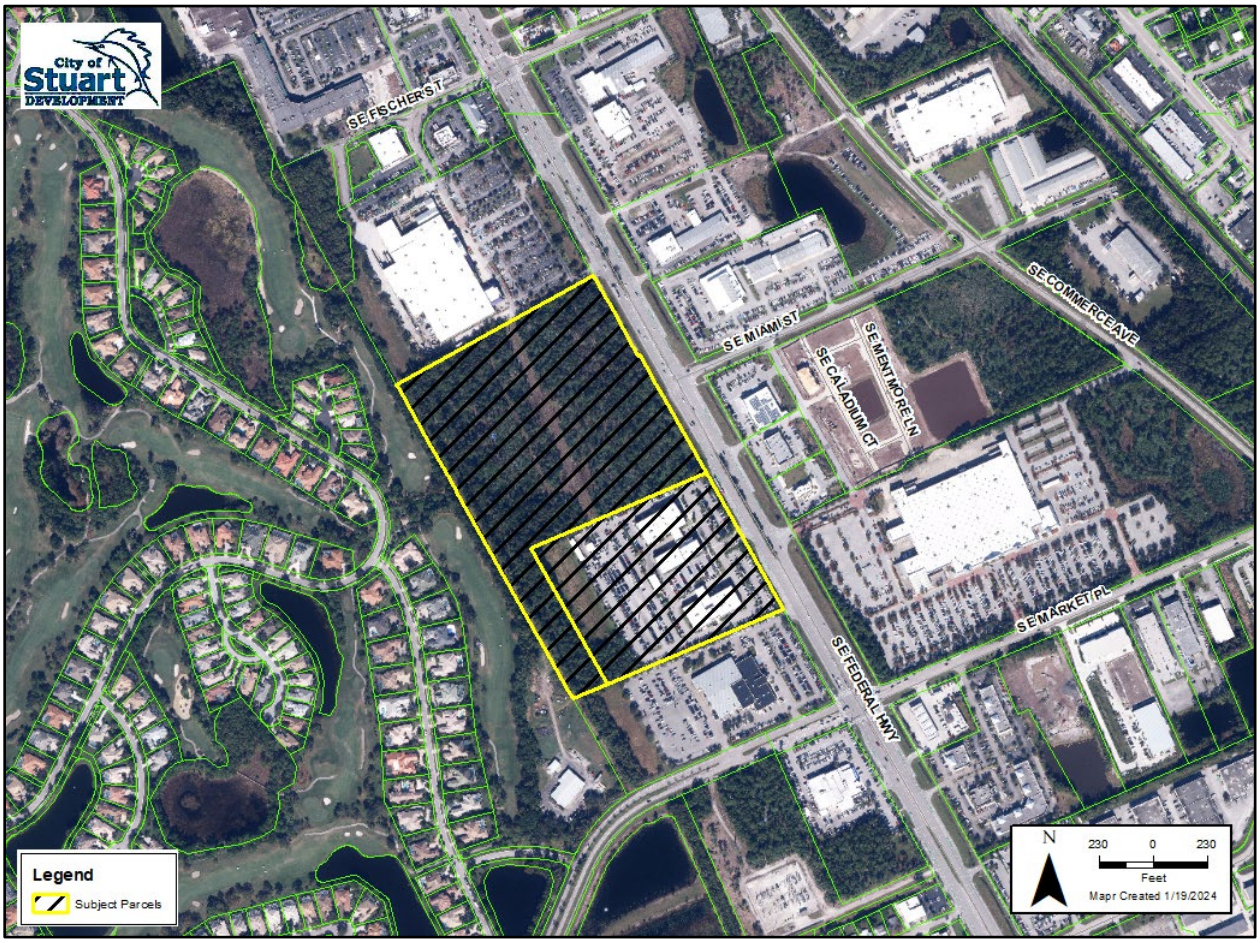
All interested parties and citizens may appear and be heard as to any matters pertinent to the request. A copy of the application is available for inspection at the Office of the City Development Department located at 121 S.W. Flagler Avenue in Stuart. If you have any questions regarding this notice, please contact the City's Principal Planner, Kris McCrain at (772) 600-1268 or email at kmccrain@stuartfl.gov.

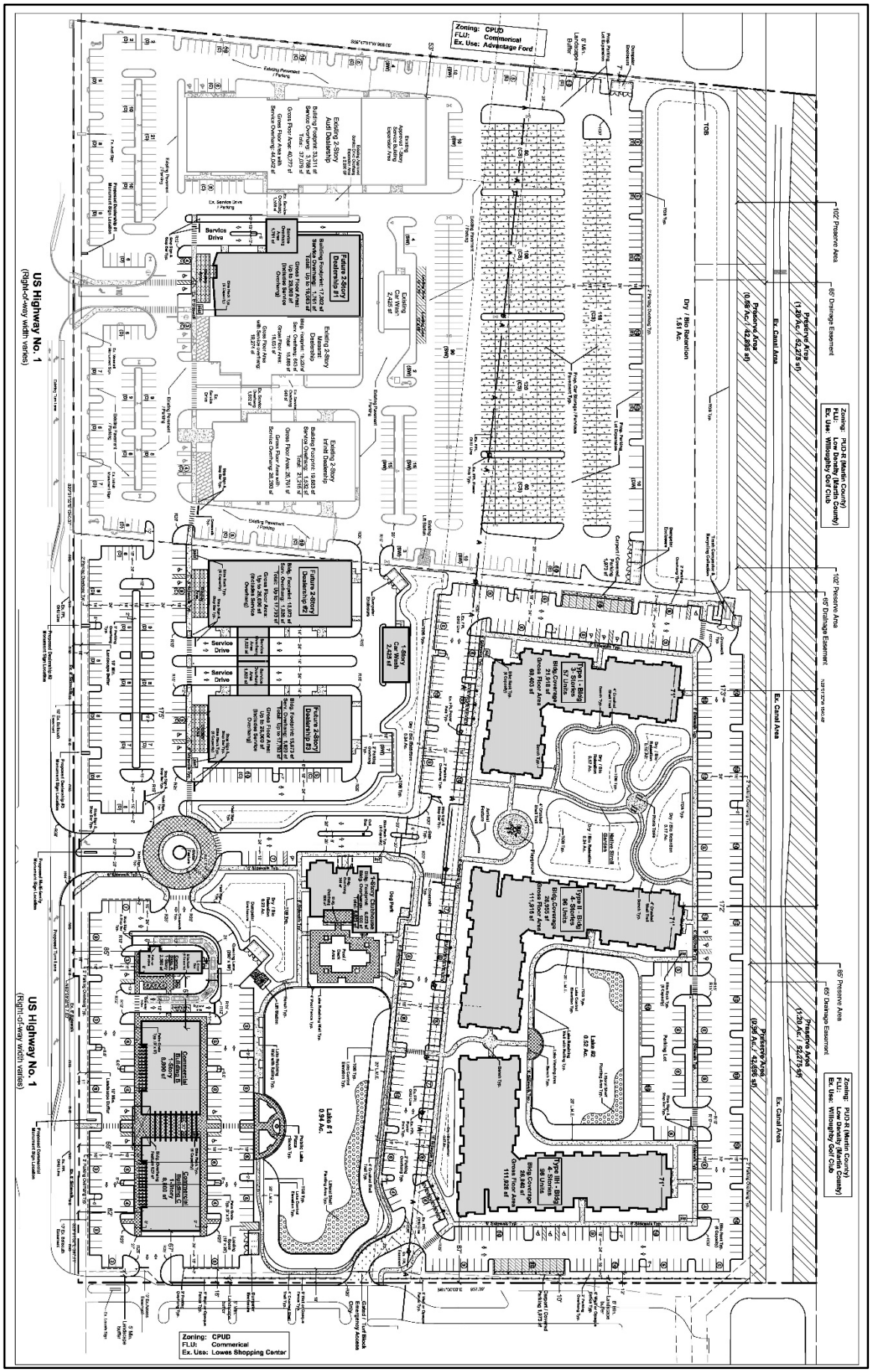
Sincerely,

Kris McCrain

Kris McCrain
Principal Planner

Location Map




US Highway No. 1
(Right-of-way width varies)
Zoning: CPUD
FLU: Commerical
Ex. Use: Advantage Ford
Zoning: CPUD
FLU: Commerical
Ex. Use: Lowes Shopping Center
Zoning: PUD-R (Martin County)
FLU: Low Density (Martin County)
Ex. Use: Willoughby Golf Club
Ex. Canal Area
Preserve Area
Dry / Bio Retention
Future 2-Story Dealership #1
Future 2-Story Dealership #2
Existing 2-Story Dealership
Existing 2-Story Infiniti Dealership
Type I - Bldg 3-5 Stories 57 Units
Type II - Bldg 4-5 Stories 96 Units
Type IIH - Bldg 4-5 Stories 96 Units
Commercial Building B
Commercial Building C
Lake #1
Lake #2
Service Drive

Sign Specifications

Pursuant to Ordinance 2266-2013
Sections 11.01.08.6.A.2, 11.01.08.9.A.3, 11.01.09.6.B, 11.01.09.9.B, and 11.02.02

The City of Stuart requires notification by posting for the public hearing required for your application(s). The following is a representation of the sign that is required for proper notification.

Please have a sign created and installed to the following specifications:

- The signs shall be installed parallel to, and clearly visible from, the nearest public street in the locations approved by the Development Department in advance of installation (See Attached Aerial Map).
- **The signs shall not be less than 36 by 48 inches in dimension when adjacent to arterial roads**.
- The signs shall have a uniform "City blue" background.
- The signs shall have white lettering of a font size that is legible.
- The sign shall be single-sided and waterproof.

Three (3) signs must be installed on the parcels at least fifteen (15) days before the public hearing, or by **Wednesday, January 1, 2025**. After installing the signs, please complete the included Affidavit Attesting to Notification by Posting form and return it to the City of Stuart Development Department. Please include photos of the signs after it is installed. Please include pictures taken from close-up and from a distance.

Failure to provide posted notice continuously from the time posted notice is to commence until the Public Hearing or the hearing which is the subject of the notice shall not be deemed as failure to give the notice required by this code and action taken by the City subsequent to such notice shall not be deemed void for lack of posted notice. A lost sign or a sign that becomes illegible for any reason shall be replaced by the applicant or petitioner as soon as possible upon notification to do so by the City of Stuart. Signs shall be removed no later than five (5) days after the noticed public hearing(s).

Should you have any questions regarding these posting requirements, contact Kris McCrain at (772) 600-1268, or email kmccrain@stuartfl.gov.

Sign Specifications

48” Arterial Road

NOTICE OF PUBLIC HEARING

REQUEST FOR A SMALL-SCALE COMPREHENSIVE PLAN & MAJOR CPUD AMENDMENT

for Parcel I.D.’s: 38-38-41-025-000-00020-0 & 38-38-41-025-000-00010-0

Comprehensive Plan Amendment from Commercial to Neighborhood Special District to allow for a maximum residential density of 10.9 dwelling units per acre and a concurrent Major Amendment to the Mar-Stuart CPUD for the construction of three (3) auto dealerships, 20,100 square feet of commercial space, and 249-unit multi-family units within one (1) three-story & two (2) four-story buildings.

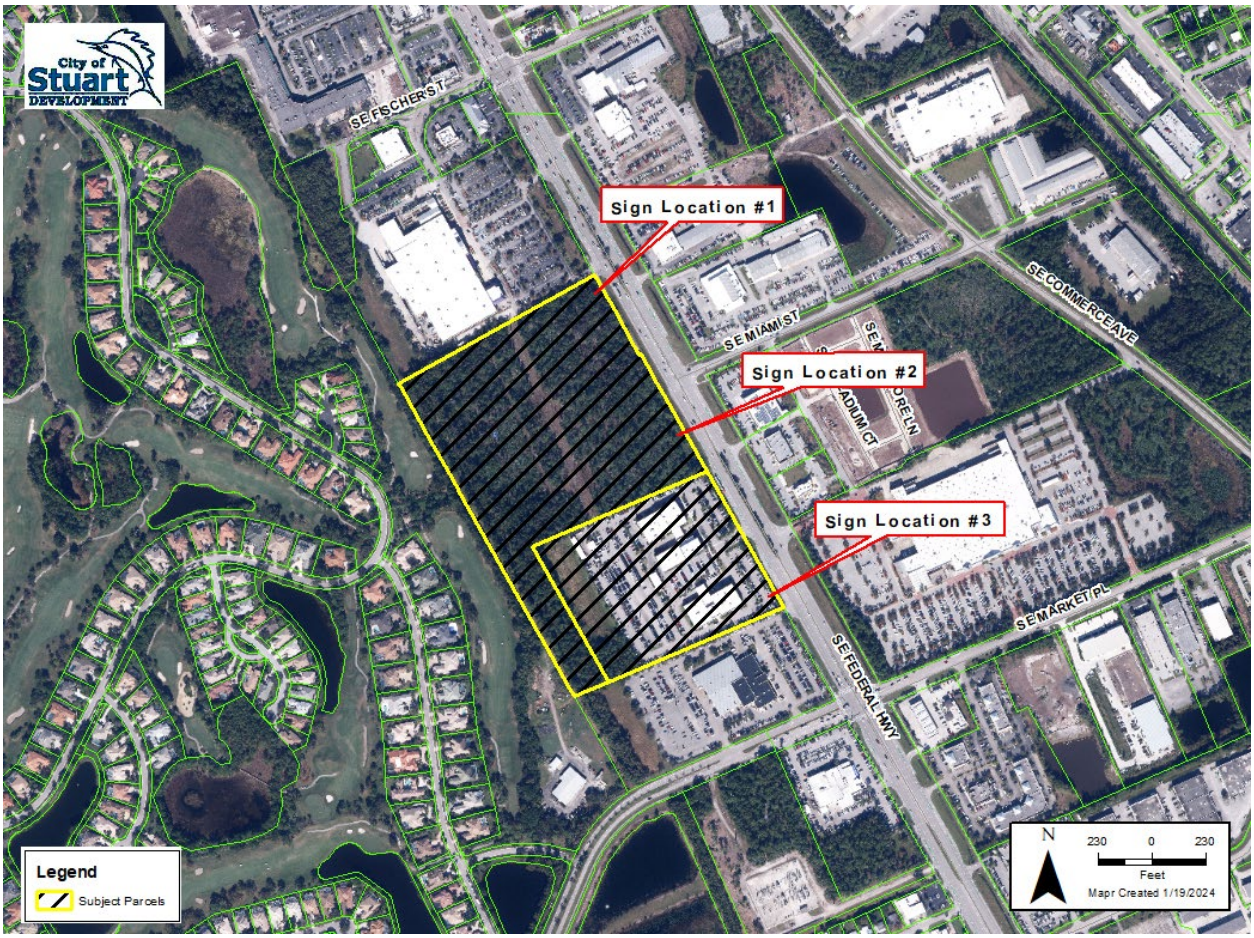
STUART LOCAL PLANNING AGENCY (LPA)
Thursday, January 16, 2025 AT 5:30 PM

STUART CITY COMMISSION
1st Reading – To Be Determined, 2025 AT 4:00 PM
2nd Reading – To Be Determined, 2025 AT 5:30 PM

STUART CITY HALL 121 SW FLAGLER AVE 772-288-5326 8:30 AM-4:00 PM
VISIT WWW.CITYOFSTUART.US FOR MORE INFORMATION

36” Arterial Road

Sign Placement Location(s)



The applicant shall be required to erect three (3) posted signs on the subject parcels, in the locations identified on the aerial map above.

NOTICE OF PUBLIC HEARING
REQUEST FOR A SMALL-SCALE COMPREHENSIVE PLAN
& MAJOR CPUD AMENDMENT
for parcel I.D.'S: 38-38-41-025-000-00020-0
& 38-38-41-025-000-00010-0
Comprehensive Plan Amendment from Commercial to Neighborhood Special District to allow for a maximum residential density of 10.9 dwelling units per acre and a concurrent Major Amendment to the Mar-Stuart CPUD for the construction of three (3) auto dealerships, 20,100 square feet of commercial space, and 249-unit multi-family units within one (1) three-story & two (2) four story buildings
STUART LOCAL PLANNING AGENCY (LPA)
Thursday, January 16, 2025 AT 5:30PM
STUART CITY COMMISSION
1st Reading - To Be Determined , 2025 AT 4:00PM
2nd reading - To Be Determined , 2025 AT 5:30PM
STUART CITY HALL 121 SW FLAGLER AVE 772-288-5326 8:30AM-4:00 PM
VISIT WWW.CITYOFSTUART.US FOR MORE INFORMATION
Shot on OnePlus × Hasselblad
2024.12.30 11:46

Shot on OnePlus × Hasselblad
2024.12.30 11:54

NOTICE OF PUBLIC HEARING
REQUEST FOR A SMALL-SCALE COMPREHENSIVE PLAN
& MAJOR CPUD AMENDMENT
for parcel I.D.'S: 38-38-41-025-000-00020-0
& 38-38-41-025-000-00010-0
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VISIT WWW.CITYOFSTUART.US FOR MORE INFORMATION
Shot on OnePlus × Hasselblad
2024.12.30 11:56

D-Signs, LLC
911 S.E. Hillcrest Ave.
Stuart, FL 34994

Dec. 30, 2024

HJA Design Studio
50 East Ocean Blvd.
Stuart, FL 34994

REF: Eden / Mar Stuart 38-38-41-025-000-00020-0
38-38-41-025-000-00010-0

Attn:

This Letter is to Certify that the above referenced sign was installed per City of Stuart requirements. This sign was posted according to and complies with the standards of the notice provisions of Article 10, Section 10:6 Development Review Procedures.
12 Signs Installed at specified Location.

Kurt C. Larsen

12/30/24
Date

State of Florida
County of Martin

Kurt C. Larsen, who is personally known to me, who did not take an oath, acknowledged the foregoing instrument before me on Dec 30, 2024.

JUANITA SMITH
Notary Public-State of Florida
Commission # HH 466057
My Commission Expires
February 11, 2028

Shot on OnePlus × Hasselblad
2024.12.30 12:19

Please advertise the requested ad below. The required advertisements shall be no less than 2 columns wide by 10 inches long in a standard size or a tabloid-size newspaper, and the headline in the advertisement shall be in a type no smaller than 18-point. The advertisement shall not be placed in that portion of the newspaper where legal notices and classified advertisements appear.

The Display Advertisement shall be in substantially the following form:

****

NOTICE OF PUBLIC HEARING
CITY OF STUART

REQUEST FOR A SMALL-SCALE COMPREHENSIVE PLAN FUTURE LAND USE MAP AMENDMENT AND A MAJOR CPUD AMENDMENT

The CITY OF STUART LOCAL PLANNING AGENCY (LPA) PLANNING ADVISORY BOARD will meet on Thursday, January 16, 2025, at 5:30 PM in the City Commission Chambers at City Hall, 121 SW Flagler Avenue, Stuart, FL 34994.

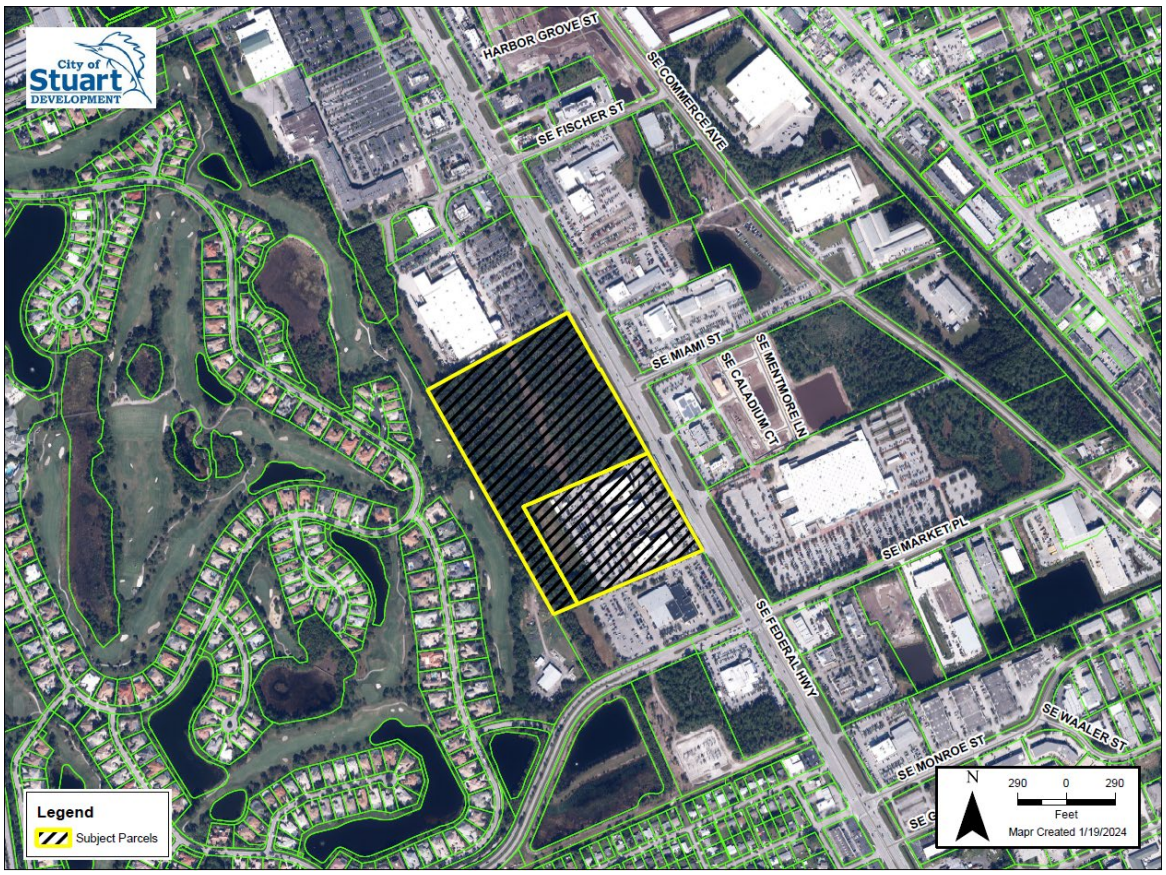
ORDINANCE NO. 2535-2025

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, FOR A SMALL-SCALE COMPREHENSIVE PLAN FUTURE LAND USE MAP AMENDMENT AS DEFINED IN F.S.§163.3187; AMENDING THE COMPREHENSIVE PLAN FUTURE LAND USE MAP FOR AN APPROXIMATE 22.76-ACRE PARCEL FROM COMMERCIAL TO THE NEIGHBORHOOD SPECIAL DISTRICT FUTURE LAND USE DESIGNATION, FOR A MAXIMUM RESIDENTIAL DENSITY OF 10.9 DWELLING UNITS PER ACRE; AMENDING THE FUTURE LAND USE MAP; PROVIDING DIRECTIONS TO THE CITY CLERK; PROVIDING FOR REPEAL OF ALL ORDINANCES IN CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

ORDINANCE NO. 2536-2025

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, FOR A MAJOR CPUD AMENDMENT TO THE 12.31-ACRE MAR-STUART (MARKET PLACE) COMMERCIAL PLANNED UNIT DEVELOPMENT (CPUD) LOCATED ON THE WEST SIDE OF SE FEDERAL HIGHWAY, TO INCORPORATE A 22.76-ACRE PARCEL WITHIN THE OVERALL MAR-STUART CPUD FOR A TOTAL LAND AREA OF 35.07-ACRES; AND ALLOWING FOR A FOUR (4) PHASE DEVELOPMENT FOR THREE (3) ADDITIONAL AUTOMOBILE DEALERSHIPS, ONE (1) DEALERSHIP CARWASH, TWO (2) 8,800 SQUARE FOOT ONE-STORY COMMERCIAL BUILDINGS, A 2,500 SQUARE FOOT ONE-STORY RESTAURANT/DRIVE THROUGH, ONE (1) THREE-STORY AND TWO (2) FOUR-STORY MULTI-FAMILY BUILDINGS TO ACCOMMODATE 249-UNIT MULTI-FAMILY UNITS, FOR A MAXIMUM RESIDENTIAL DENSITY OF 10.9 DWELLING UNITS PER ACRE; PROVIDING FOR MASTER SITE PLAN APPROVAL; PROVIDING FOR A PHASED DEVELOPMENT SCHEDULE; PROVIDING FOR CONDITIONS OF APPROVAL; PROVIDING FOR SPECIFIED COMMERCIAL USES; PROVIDING FOR SIGNAGE REQUIREMENTS; PROVIDING DIRECTIONS TO THE CITY CLERK; PROVIDING FOR REPEAL OF ALL ORDINANCES IN CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR

CODIFICATION; AND PROVIDING FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.



All interested parties are invited to attend and be heard. Copies of the items will be available at the Stuart City Hall. Written comments may be directed to the Development Director, City of Stuart, at the following address: 121 SW Flagler Avenue, Stuart, FL 34994, telephone (772) 288-5328.

ANY PERSON SEEKING TO APPEAL THE DECISION OF THE CITY COMMISSION AS TO THE FOREGOING IS ADVISED THAT A RECORD OF PROCEEDINGS IS REQUIRED IN ANY SUCH APPEAL AND THAT SUCH PERSON MAY NEED TO ENSURE THAT A VERBATIM RECORD OF PROCEEDINGS IS MADE INCLUDING THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

Under the Americans with Disabilities Act (ADA), and Section 286.26, Florida Statues, persons with disabilities needing special accommodation to participate in this meeting should contact the City of Stuart ADA Coordinator at (772) 288-5306 at least 48 hours in advance of the meeting, excluding Saturday and Sunday.

Mary Kindel, City Clerk
Publish Monday, January 6, 2025 / Local Display Ad /Affidavit Required

Airport

Continued from Page 1A

"No updates at this time," Fidgeon said in a Dec. 13 email.

Only one of the four airports on the Treasure Coast currently offers commercial flights, with Breeze Airways operating flights out of Vero Beach Regional Airport to multiple destinations in the Northeast.

So how much longer might people have to wait for a second one? Aviation industry experts said there is no way to know, and even if an airline does come here, it will only be the beginning of things to worry about.

How long does it take?

It is hard to set an average time that it takes for an airport to attract an airline after it receives its Part 139 certification, said Bigan Vasigh, a professor specializing in aviation economics at Embry-Riddle Aeronautical University in Daytona Beach. In some cases, when the airport is in an attractive location, it can be quick, Vasigh said. In other cases, it can take years or never happen at all, he cautioned.

"Some airports may not get any. Even if they have Part 139, they may not get any airlines because those are inherently not profitable. It means that they do not have enough potential for passengers," Vasigh said.

Len Tucker has been a pilot at Northeast Florida Regional Airport — located about a mile outside of St. Augustine — for four decades, and has watched it go through the process of trying to attract an airline, then struggling to keep it, multiple times in that span. He was also elected to the St. Johns County Airport Authority, the board that runs the airport, in November.

That airport, the closest option for the roughly 320,000 residents of St. Johns County, got its Part 139 in 1986, but it has had stretches without an airline operating there, including right now, Tucker said, a warning that the FAA green light does not necessarily mean airlines will be eager to fly somewhere.

"A lot of airports have Part 139 even without the commercial (flights)," Tucker said.

What attracts airlines?

Airlines look very carefully at areas where they are thinking about bringing service, including factors such as population and tourism data, but also things such as the number of businesses in the local chambers of commerce, Vasigh said. Business travel is one of the most reliable and profitable forms of travel, Vasigh said, so a large number of businesses or even a smaller number of large businesses can be very attractive to the airlines.

Airlines also look at proximity to other airports, Tucker said. For his airport, the proximity to Jacksonville — only about an hour away — has been an issue when trying to attract established airlines.

"None of the major carriers really seem to have an interest. Although they might say they have an interest, they really don't have an interest," Tucker said.

At one point, Frontier Airlines flew there, but stopped after it began flying to Jacksonville International Airport.

"As soon as they got to any sort of size that they started getting volume, they immediately uprooted from here and moved to Jacksonville, so I guess we were just like a stepping stone for them," Tucker said.

Treasure Coast International is about a 90-minute drive from Orlando International Airport and a little over an hour to Palm Beach International, so Tucker said there could be similar struggles.

In many cases, incentives also play a large role in wooing airlines. Smaller or newer airports can waive certain costs, which the airlines may pay at larger or more established airports, in order to attract an airline.

Vasigh pointed to Daytona Beach International Airport, which in 2016 had Delta Air Lines and American Airlines but wanted to add another carrier. JetBlue was given a $2.3 million incentive package to be that new airline. However, once those incentives ended, JetBlue left, Vasigh said.

Will the airlines stay?

That is the danger with relying on incentives to attract airlines, Vasigh and Tucker said. Once they run out, the airline may leave for somewhere more profitable.

"Please remember that the airlines are for profit. If a destination doesn't have enough profit, they will pack their bags and go to some other destination," Vasigh said.

Tucker has seen this story play out at least four times since he has been involved with the airport in St. Johns County.

Treasure Coast International Airport and Business Park, 3000 Curtis King Blvd., is 1.5 miles west of U.S. 1 on St. Lucie Boulevard. It has many assets for a commercial airline. ERIC HASERT/TCPALM

"They basically got everything that they would normally pay at another airport for free. We gave them it for free. In addition, we sometimes had to offer marketing dollars to them to help co-market the service," Tucker said. "And invariably, when any of those kind of little subsidies that were being handed out ran out, the airline would then disappear. It was very frustrating."

In the most recent round of negotiations, with Avelo Airlines, Tucker said the airport board declined to give the airline an incentive deal with no end date, and the airline went to Daytona Beach instead.

"At the same time, they were also negotiating to go into Daytona, but we didn't know that they were," Tucker said. "Avelo just said, 'Well, we'll make other plans.' And a week later, they were announcing that they were going to Daytona."

Tucker said when officials talk about negotiating with airlines they are often referring to incentive packages.

"I would be surprised if they were negotiating with one if that isn't part of the deal, that they're wanting the county or the local tourist marketing group to pony up some marketing money," Tucker said. "You're probably going to end up giving them most of the services at the airport at no charge."

Tucker offered a warning about those incentives, though.

"You should be careful, though, that you don't agree to do that forever. There needs to be some sort of stipulation that at some point in time in the future, if the levels get to this size, or something like that, it'll start weaning down so they're not on the hook for doing unlimited subsidies for as long as that airline decides they want to come there," Tucker said.

What airlines might fly here, and where to?

In July, when County Commissioner Cathy Townsend revealed in a campaign interview that the talks with airlines were ongoing, she gave some hints as to the sizes of the airlines in question.

"One is a commercial airline, well known, and the other is (also) a commercial airline, but a little bit smaller. It's more like a Breeze (Airways), or something like that, a smaller airline," Townsend said.

That larger airline would be looking at destinations in the South, Townsend said at the time, while the smaller would be looking at ones in the Northeast, possibly including the Boston area. Townsend indicated that the larger airline was not United Airlines, which has separate plans to open a pilot school at Treasure Coast International Airport.

Visegh said the destinations Townsend mentioned also make United an unlikely candidate, as its only hub in the South is in Houston, far from St. Lucie County. The major airlines — United, Delta and American — all operate on a hub-and-spoke model, meaning flights at small airports are usually always to and from hubs. Delta and American would fit Townsend's description better, Visegh said, with Delta's hub in Atlanta and American's hubs in Miami and Charlotte.

Smaller airlines and budget-focused airlines — including Southwest, JetBlue, Breeze and Avelo — operate on a different model, known as point-to-point. They offer far more direct flights from smaller airports, Visegh said.

Airport officials had communications with Breeze in 2022, before the airline started flying out of Vero Beach. Emails obtained via a public records request showed the former airport director also communicated with Avelo executives, to a lesser extent, shortly after Breeze picked Vero.

Breeze has a policy of neither confirming nor denying future destinations, but it is "all in with Vero," said company spokesperson Gareth Edmondson-Jones in July. At the same time, an Avelo spokesperson said there had been early talks with Treasure Coast International Airport, but that there were no immediate plans to add it as a destination.

Wicker Perlis is TCPalm's Watchdog Reporter for St. Lucie County. You can reach him at wicker.perlis@tcpalm.com.

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Lesson Three: Valuing Cultural and Generational Diversity
Lesson Four: Medication and the Older Adult
Lesson Five: Substance Abuse, Addiction, and Older Adults
Lesson Six: An Enhanced Quality of Life

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2750 SE Ocean Boulevard
Stuart, Florida 34996
727-286-9384

NOTICE OF PUBLIC HEARING CITY OF STUART

REQUEST FOR A SMALL-SCALE COMPREHENSIVE PLAN FUTURE LAND USE MAP AMENDMENT AND A MAJOR CPUD AMENDMENT

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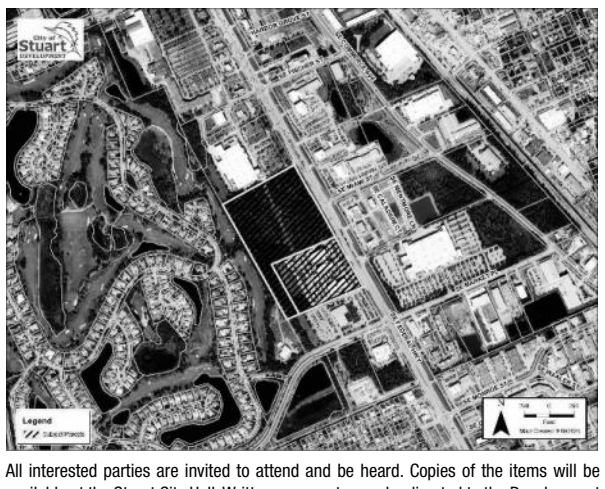

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Mary Kindel, City Clerk
Publish Monday, January 6, 2025 / Local Display Ad /Affidavit Required

TR-40992923

MAR-STUART CPUD &

MARKETPLACE OF STUART CPUD

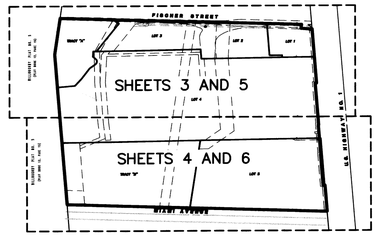
BACKGROUND

PACKET

2001 Sunbelt Center CPUD Plat

(Martin County Public Records Plat Book 15, Page 5)

2001 JUL 10 PM 1:28
CLERK OF CIRCUIT COURT
BY _____ D.C.



SHEET INDEX

Plat of Sunbelt Center, a CPUD

Being a replat of a portion of Tracts 112, 113, 114, 115, 142, 143, 144 and 145 of the Plat of Port Sewall as recorded in Plat Book 3, Page 7, Public Records, Martin County, Florida and abandoned Miami Avenue. lying in the Hanson Grant, City of Stuart, Martin County, Florida

CLERK'S RECORDING CERTIFICATE

I, MARSHA EWING, CLERK OF THE CIRCUIT COURT OF MARTIN COUNTY, FLORIDA, HEREBY CERTIFY THAT THIS PLAT WAS FILED FOR RECORD IN PLAT BOOK 15, PAGE 5, MARTIN COUNTY, FLORIDA, PUBLIC RECORDS THIS 10TH DAY OF July, 2001.

MARSHA EWING, CLERK OF THE CIRCUIT COURT MARTIN COUNTY, FLORIDA.

FILE NUMBER 1509387 BY Laurie L. Copus DEPUTY CLERK

38-38-41-016-000-0000.0
SUBDIVISION PARCEL CONTROL NUMBER

LEGAL DESCRIPTION

BEING A PORTION OF TRACTS 112, 113, 114, 115, 142, 143, 144 AND 145 ACCORDING TO THE PLAT OF PORT SEWALL (SEWALL'S POINT LAND COMPANY SUBDIVISION) AS RECORDED IN PLAT BOOK 3, PAGE 7, OF THE PUBLIC RECORDS OF PALM BEACH (NOW MARTIN) COUNTY, FLORIDA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE POINT OF INTERSECTION OF THE SOUTH LINE OF THE SAID PLAT OF PORT SEWALL AND THE WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 1, THENCE NORTH 29°01'32" WEST, ALONG SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 2325.51 FEET TO THE POINT OF BEGINNING; THENCE DEPARTING SAID RIGHT-OF-WAY LINE SOUTH 66°47'01" WEST, A DISTANCE OF 968.06 FEET TO A POINT ON THE EASTERLY BOUNDARY OF WILLOUGHBY PLAT NO. 8, AS RECORDED IN PLAT BOOK 13, PAGE 1, OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; THENCE ALONG SAID BOUNDARY BY THE FOLLOWING COURSES AND DISTANCES; THENCE NORTH 29°01'32" WEST, A DISTANCE OF 1264.02 FEET; THENCE NORTH 23°12'59" WEST, A DISTANCE OF 307.47 FEET; TO A POINT ON THE CENTERLINE OF A 50.00 FOOT WIDE RIGHT-OF-WAY CONTIGUOUS TO TRACTS 113, 114, AND 115 AS SHOWN ON SAID PLAT OF PORT SEWALL; THENCE NORTH 66°47'01" EAST, ALONG SAID CENTERLINE, A DISTANCE OF 898.79 FEET; THENCE DEPARTING SAID CENTERLINE SOUTH 23°12'59" EAST, A DISTANCE OF 34.00 FEET; THENCE NORTH 69°16'50" EAST, A DISTANCE OF 41.68 FEET TO A POINT ON THE WESTERLY RIGHT-OF-WAY LINE OF SAID U.S. HIGHWAY NO. 1; THENCE ALONG SAID RIGHT-OF-WAY BY THE FOLLOWING COURSES AND DISTANCES THENCE SOUTH 29°01'32" EAST, A DISTANCE OF 457.33 FEET; THENCE SOUTH 60°58'28" WEST, A DISTANCE OF 5.00 FEET; THENCE SOUTH 29°01'32" EAST, A DISTANCE OF 350.00 FEET; THENCE SOUTH 60°58'28" WEST, A DISTANCE OF 1.00 FOOT; THENCE SOUTH 29°01'32" EAST, A DISTANCE OF 250.00 FEET; THENCE SOUTH 60°58'28" WEST, A DISTANCE OF 1.00 FOOT; THENCE SOUTH 29°01'32" EAST, A DISTANCE OF 260.00 FEET; THENCE NORTH 60°58'28" EAST, A DISTANCE OF 7.00 FEET; THENCE SOUTH 29°01'32" EAST, A DISTANCE OF 219.75 FEET TO THE POINT OF BEGINNING.

CONTAINING 34.52 ACRES, MORE OR LESS.

CERTIFICATE OF OWNERSHIP AND DEDICATION

SUNBELT PARTNERS, A FLORIDA GENERAL PARTNERSHIP, AND LOWE'S HOME CENTERS, INC., A NORTH CAROLINA CORPORATION, BY AND THROUGH THEIR UNDERSIGNED OFFICERS, AND H. RODES HART AND F.I. NEBHUT, JR., AS TENANTS IN COMMON, HEREBY CERTIFY THAT THEY ARE THE OWNERS OF THE PROPERTY DESCRIBED ON THE PLAT OF SUNBELT CENTER, A CPUD, AND HEREBY DEDICATE AS FOLLOWS:

1. ACCESS WAYS
   THE PRIVATE ACCESS WAY SHOWN ON THIS PLAT OF SUNBELT CENTER, A CPUD, AS TRACT A-2, IS HEREBY DECLARED TO BE THE PROPERTY OF THE SUNBELT CENTER PROPERTY OWNERS ASSOCIATION, INC. (HEREINAFTER "ASSOCIATION"), AND THE PRIVATE ACCESS WAY SHALL BE CONVEYED BY DEED TO THE ASSOCIATION, FOR ACCESS AND UTILITY PURPOSES (INCLUDING CATV), AND SHALL BE MAINTAINED, REPAIRED AND REPLACED BY THE ASSOCIATION. THE CITY OF STUART HAS REGULATORY AUTHORITY OVER, BUT SHALL BEAR NO RESPONSIBILITY, DUTY OR LIABILITY FOR, THE PRIVATE ACCESS WAY DESIGNATED AS SUCH ON THIS PLAT.

2. UTILITY EASEMENTS
   THE UTILITY EASEMENTS SHOWN ON THIS PLAT OF SUNBELT CENTER, A CPUD, MAY BE USED FOR UTILITY PURPOSES (INCLUDING CATV) BY ANY UTILITY IN COMPLIANCE WITH SUCH ORDINANCES AND REGULATIONS AS MAY BE ADOPTED FROM TIME TO TIME BY THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA. THE CITY OF STUART HAS REGULATORY AUTHORITY OVER, BUT SHALL BEAR NO RESPONSIBILITY, DUTY OR LIABILITY FOR, THE UTILITY EASEMENTS DESIGNATED AS SUCH ON THIS PLAT.

3. PRESERVE AREA
   THE PRESERVE AREA SHOWN ON THIS PLAT OF SUNBELT CENTER, A CPUD, AS TRACT "A" IS HEREBY DECLARED TO BE THE PROPERTY OF THE SUNBELT CENTER PROPERTY OWNERS ASSOCIATION, INC. (HEREINAFTER "ASSOCIATION"), AND THE PRESERVE AREA SHALL BE CONVEYED BY DEED TO THE ASSOCIATION FOR PRESERVATION PURPOSES, AND SHALL BE MAINTAINED BY THE ASSOCIATION. NO CONSTRUCTION IN, OR ALTERATION OR DESTRUCTION OF THE TRACT SHALL OCCUR EXCEPT AS APPROVED BY THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA. THE CITY OF STUART HAS REGULATORY AUTHORITY OVER, BUT SHALL BEAR NO RESPONSIBILITY, DUTY OR LIABILITY FOR, ANY PRESERVE AREA DESIGNATED AS SUCH ON THIS PLAT.

4. PRESERVE AREA
   THE PRESERVE AREA SHOWN ON THIS PLAT OF SUNBELT CENTER, A CPUD, AS TRACT "B" IS HEREBY DECLARED TO BE THE PROPERTY OF LOWE'S HOME CENTERS, INC. (HEREINAFTER "LOWE'S"), AND IS FURTHER DECLARED TO BE A PRIVATE PRESERVE AREA, AND SHALL BE MAINTAINED BY LOWE'S IN ACCORDANCE WITH THE PRESERVE AREA MANAGEMENT PLAN (PAMP) APPROVED BY THE CITY OF STUART. NO CONSTRUCTION IN, OR ALTERATION OR DESTRUCTION OF THE TRACT SHALL OCCUR EXCEPT AS SPECIFIED WITHIN THE PAMP APPROVED BY THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA. THE CITY OF STUART HAS REGULATORY AUTHORITY OVER, BUT SHALL BEAR NO RESPONSIBILITY, DUTY OR LIABILITY FOR, ANY PRESERVE AREA DESIGNATED AS SUCH ON THIS PLAT.

5. RETENTION AREA
   THE PRIVATE RETENTION AREA SHOWN ON THIS PLAT OF SUNBELT CENTER, A CPUD, AS TRACT "A-1", IS HEREBY DECLARED TO BE THE PROPERTY OF THE SUNBELT CENTER PROPERTY OWNERS ASSOCIATION, INC. (HEREINAFTER "ASSOCIATION"), AND SHALL BE CONVEYED BY DEED TO THE ASSOCIATION FOR DRAINAGE PURPOSES, AND ALL DRAINAGE FACILITIES LOCATED THEREIN SHALL BE MAINTAINED, REPAIRED AND REPLACED BY THE ASSOCIATION. THE CITY OF STUART HAS REGULATORY AUTHORITY OVER, BUT SHALL BEAR NO RESPONSIBILITY, DUTY OR LIABILITY FOR, THE PRIVATE RETENTION AREA DESIGNATED AS SUCH ON THIS PLAT.

6. SIGN EASEMENT
   THE SIGN EASEMENT SHOWN ON THIS PLAT OF SUNBELT CENTER, A CPUD, AND DESIGNATED AS SUCH ON THE PLAT, IS HEREBY DECLARED TO BE THE PROPERTY OF THE SUNBELT CENTER PROPERTY OWNERS ASSOCIATION, INC. (HEREINAFTER "ASSOCIATION"), AND SHALL BE CONVEYED BY DEED TO THE ASSOCIATION FOR SIGNAGE AND LANDSCAPING PURPOSES, AND ALL SIGNAGE AND LANDSCAPING FACILITIES LOCATED THEREIN SHALL BE MAINTAINED, REPAIRED AND REPLACED BY THE ASSOCIATION. THE CITY OF STUART HAS REGULATORY AUTHORITY OVER, BUT SHALL BEAR NO RESPONSIBILITY, DUTY OR LIABILITY FOR, THE SIGN EASEMENT DESIGNATED AS SUCH ON THIS PLAT.

7. INGRESS/EGRESS EASEMENT
   THE INGRESS/EGRESS EASEMENT SHOWN ON THIS PLAT OF SUNBELT CENTER, A CPUD, AS TRACT "A-2," IS HEREBY DECLARED TO BE THE PROPERTY OF THE SUNBELT CENTER PROPERTY OWNERS ASSOCIATION, INC. (HEREINAFTER "ASSOCIATION"), AND SHALL BE CONVEYED BY DEED TO THE ASSOCIATION FOR INGRESS/EGRESS PURPOSES, AND ALL FACILITIES LOCATED THEREIN SHALL BE MAINTAINED, REPAIRED AND REPLACED BY THE ASSOCIATION. THE CITY OF STUART HAS REGULATORY AUTHORITY OVER, BUT SHALL BEAR NO RESPONSIBILITY, DUTY OR LIABILITY FOR, THE PRIVATE INGRESS/EGRESS EASEMENT DESIGNATED AS SUCH ON THIS PLAT.

DATED THIS 27 DAY OF June, 2001.

WITNESSES

Laurie E. Hester
PRINT NAME: Laurie E. Hester

PRINT NAME: DAVID W. SCHRIVER

Carol A. Woods
PRINT NAME: CAROL A. WOODS

Cheryl D. Hawkens
PRINT NAME: Cheryl D. Hawkins

PRINT NAME: Lee Current

PRINT NAME: Chris Thalmann

Carol A. Woods
PRINT NAME: CAROL A. WOODS

Cheryl D. Hawkens
PRINT NAME: Cheryl D. Hawkins

Carol A. Woods
PRINT NAME: CAROL A. WOODS

Cheryl D. Hawkens
PRINT NAME: Cheryl D. Hawkins

SUNBELT PARTNERS, A FLORIDA GENERAL PARTNERSHIP, BY: COOJO INVESTMENT CO., A FLORIDA GENERAL PARTNER

BY: _____
J. MICHAEL STETSON, PRESIDENT

SUNBELT PARTNERS, A FLORIDA GENERAL PARTNERSHIP, BY: NEBHART, INC., A FLORIDA GENERAL PARTNER

BY: _____
F.I. NEBHUT, JR., PRESIDENT

LOWE'S HOME CENTERS, INC. A NORTH CAROLINA CORPORATION

BY: David E Shelton
NAME: DAVID E. SHELTON
TITLE: SENIOR VICE PRESIDENT

H. Rodes Hart
H. RODES HART

F.I. NEBHUT, JR.

TITLE CERTIFICATION

I, ROBERT S. RAYNES, JR., A MEMBER OF THE FLORIDA BAR, HEREBY CERTIFY THAT AS OF JUNE 8, 2001, AT 8:00 a.m.:

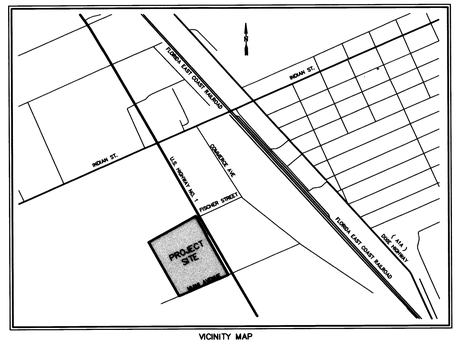
1. RECORD TITLE TO THE LAND DESCRIBED AND SHOWN ON THIS PLAT IS IN THE NAME OF THE PERSONS, CORPORATIONS AND/OR OTHER ENTITIES EXECUTING THE CERTIFICATE OF OWNERSHIP AND DEDICATION HEREON.

2. ALL MORTGAGES NOT SATISFIED OR RELEASED OF RECORD ENCUMBERING THE LAND DESCRIBED HEREON IS AS FOLLOWS:
   NONE.

3. ALL TAXES THAT ARE DUE AND PAYABLE PURSUANT TO SECTION 197.192, F.S., HAVE BEEN PAID.

DATED THIS 28TH DAY OF JUNE, 2001.

Robert S. Raynes, Jr.
ROBERT S. RAYNES, JR.
ATTORNEY-AT-LAW, FLORIDA BAR NO. 0124672
GUNSTER, YOAKLEY & STEWART, P.A.
800 SE MONTEREY COMMONS BLVD., SUITE 200
STUART, FLORIDA 34996



VICINITY MAP

ACKNOWLEDGMENTS

STATE OF FLORIDA
COUNTY OF MARTIN

BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, PERSONALLY APPEARED J. MICHAEL STETSON, TO ME WELL KNOWN TO BE THE PRESIDENT OF COOJO INVESTMENT CO., A FLORIDA CORPORATION, A GENERAL PARTNER OF SUNBELT PARTNERS, A FLORIDA GENERAL PARTNERSHIP, AND HE ACKNOWLEDGED THAT HE EXECUTED SUCH CERTIFICATE OF OWNERSHIP AND DEDICATION AS SUCH OFFICER OF SAID CORPORATION AND THAT THE SEAL AFFIXED IS THE CORPORATE SEAL OF SAID CORPORATION AND THAT IT WAS AFFIXED BY DUE AND REGULAR CORPORATE AUTHORITY, AND THAT IT IS THE FREE ACT AND DEED OF SAID CORPORATION, ON BEHALF OF THE PARTNERSHIP. HE IS [√] PERSONALLY KNOWN TO ME OR [ ] HAS PRODUCED _____ AS IDENTIFICATION.

(NOTARIAL SEAL)

Laurie E. Hester
PRINT NAME: Laurie E. Hester
NOTARY PUBLIC – STATE OF FLORIDA
COMMISSION NUMBER:
MY COMMISSION EXPIRES:

STATE OF TENNESSEE
COUNTY OF Davidson

BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, PERSONALLY APPEARED F.I. NEBHUT, JR., TO ME WELL KNOWN TO BE THE PRESIDENT OF NEBHART, INC., A FLORIDA CORPORATION, A GENERAL PARTNER OF SUNBELT PARTNERS, A FLORIDA GENERAL PARTNERSHIP, AND HE ACKNOWLEDGED THAT HE EXECUTED SUCH CERTIFICATE OF OWNERSHIP AND DEDICATION AS SUCH OFFICER OF SAID CORPORATION AND THAT THE SEAL AFFIXED IS THE CORPORATE SEAL OF SAID CORPORATION AND THAT IT WAS AFFIXED BY DUE AND REGULAR CORPORATE AUTHORITY, AND THAT IT IS THE FREE ACT AND DEED OF SAID CORPORATION, ON BEHALF OF THE PARTNERSHIP. HE IS [X] PERSONALLY KNOWN TO ME OR [ ] HAS PRODUCED _____ AS IDENTIFICATION.

(NOTARIAL SEAL)

Lazerne M. Wright
PRINT NAME: LaVerne M. Wright
NOTARY PUBLIC – STATE OF TENNESSEE
COMMISSION NUMBER:
MY COMMISSION EXPIRES: 7-27-02

STATE OF NORTH CAROLINA
COUNTY OF Wilkes

BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, PERSONALLY APPEARED David E. Shelton, TO ME WELL KNOWN TO BE THE Sr. Vice President OF LOWE'S HOME CENTERS, INC., A NORTH CAROLINA CORPORATION, AND HE ACKNOWLEDGED THAT HE EXECUTED SUCH CERTIFICATE OF OWNERSHIP AND DEDICATION AS SUCH OFFICER OF SAID CORPORATION AND THAT THE SEAL AFFIXED IS THE CORPORATE SEAL OF SAID CORPORATION AND THAT IT WAS AFFIXED BY DUE AND REGULAR CORPORATE AUTHORITY, AND THAT IT IS THE FREE ACT AND DEED OF SAID CORPORATION. HE IS [X] PERSONALLY KNOWN TO ME OR [ ] HAS PRODUCED _____ AS IDENTIFICATION.

(NOTARIAL SEAL) OFFICIAL SEAL SANDRA P. CARDWELL NOTARY PUBLIC-STATE OF NORTH CAROLINA COUNTY OF WILKES My Comm. Exp. 7/7/04

Sandra P Cardwell
PRINT NAME: Sandra P Cardwell
NOTARY PUBLIC – STATE OF NORTH CAROLINA
COMMISSION NUMBER:
MY COMMISSION EXPIRES:

STATE OF TENNESSEE
COUNTY OF Davidson

BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, PERSONALLY APPEARED H. RODES HART, TO ME WELL KNOWN, AND HE ACKNOWLEDGED BEFORE ME THAT HE EXECUTED THE FOREGOING CERTIFICATE OF OWNERSHIP AND DEDICATION. HE IS [X] PERSONALLY KNOWN TO ME OR [ ] HAS PRODUCED _____ AS IDENTIFICATION.

(NOTARIAL SEAL)

Lazerne M. Wright
PRINT NAME: LaVerne M. Wright
NOTARY PUBLIC – STATE OF TENNESSEE
COMMISSION NUMBER:
MY COMMISSION EXPIRES: 7-27-02

STATE OF TENNESSEE
COUNTY OF Davidson

BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, PERSONALLY APPEARED F.I. NEBHUT, JR., TO ME WELL KNOWN, AND HE ACKNOWLEDGED BEFORE ME THAT HE EXECUTED THE FOREGOING CERTIFICATE OF OWNERSHIP AND DEDICATION. HE IS [X] PERSONALLY KNOWN TO ME OR [ ] HAS PRODUCED _____ AS IDENTIFICATION.

(NOTARIAL SEAL)

Lazerne M. Wright
PRINT NAME: LaVerne M. Wright
NOTARY PUBLIC – STATE OF TENNESSEE
COMMISSION NUMBER:
MY COMMISSION EXPIRES: 7-27-02

SURVEYOR'S NOTES

1) THIS PLAT, AS RECORDED IN ITS ORIGINAL FORM IN THE PUBLIC RECORDS, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREON AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER FORM OF THE PLAT, WHETHER GRAPHIC OR DIGITAL.

2) THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.

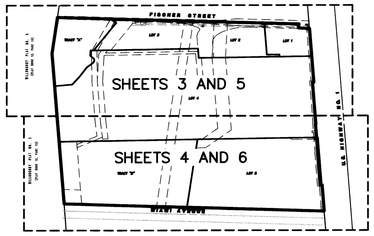
3) THERE SHALL BE NO BUILDING OR ANY OTHER KIND OF CONSTRUCTION, OR PLACEMENT OF TREES OR SHRUBS ON DRAINAGE EASEMENTS.

4) BEARINGS SHOWN HEREON ARE REFERENCED TO THE WEST LINE OF U.S. HIGHWAY ONE, A 200 FOOT RIGHT-OF-WAY. SAID LINE BEARS N29°01'32"W.

5) SEE SHEETS 5, 6 AND 7 OF 7 FOR EASEMENT DETAILS.

Job Number 00-1036-02-02
Licensed Business #4108

GOY INCORPORATED
PROFESSIONAL SURVEYORS AND MAPPERS
P.O. BOX 1469, PALM CITY, FLORIDA 34991
1505 S.W. MARTIN HWY. • 561-286-8083
CERTIFICATE OF AUTHORIZATION LB 4108



SHEET INDEX

Plat of Sunbelt Center, a CPUD

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CLERK'S RECORDING CERTIFICATE

I, MARSHA EWING, CLERK OF THE CIRCUIT COURT OF MARTIN COUNTY, FLORIDA, HEREBY CERTIFY THAT THIS PLAT WAS FILED FOR RECORD IN

PLAT BOOK 15, PAGE 5,
MARTIN COUNTY, FLORIDA, PUBLIC RECORDS THIS
10th DAY OF July, 2001.

MARSHA EWING, CLERK OF THE CIRCUIT COURT
MARTIN COUNTY, FLORIDA.

FILE NUMBER 1509387 BY [signature]
DEPUTY CLERK

SUBDIVISION PARCEL CONTROL NUMBER

CITY APPROVAL

THIS PLAT IS HEREBY APPROVED BY THE UNDERSIGNED ON THE DATES INDICATED:

DATE: 7/9/01 — Gene C. Rifkin
GENE RIFKIN, CITY MAYOR

DATE: 7/9/01 — Dianne O'Donnell
DIANNE O'DONNEL, CITY CLERK

DATE: 7/9/01 — Carl Coffin
CARL COFFIN, CITY ATTORNEY

DATE: 6/29/01 — Joseph W. Capra
JOSEPH CAPRA, CITY ENGINEER

CERTIFICATE OF SURVEYOR AND MAPPER

I, DAVID W. SCHRYVER, HEREBY CERTIFY THAT THIS PLAT OF SUNBELT CENTER, A CPUD IS A TRUE AND CORRECT REPRESENTATION OF THE LANDS SURVEYED, THAT SUCH SURVEY WAS MADE UNDER MY RESPONSIBLE DIRECTION AND SUPERVISION; THAT SUCH SURVEY IS ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF; THAT PERMANENT REFERENCE MONUMENTS HAVE BEEN PLACED AS REQUIRED BY LAW. AND, FURTHER, THAT THE SURVEY DATA COMPLIES WITH ALL OF THE REQUIREMENTS OF CHAPTER 177, PART 1 FLORIDA STATUTES, AND APPLICABLE ORDINANCES OF THE CITY OF STUART, MARTIN COUNTY, FLORIDA.

DATED THIS 27th DAY OF JUNE, 2001

[signature]
DAVID W. SCHRYVER, PSM
FLORIDA SURVEYOR AND MAPPER REGISTRATION NO. 4864

SURVEYOR'S NOTES

1) THIS PLAT, AS RECORDED IN ITS ORIGINAL FORM IN THE PUBLIC RECORDS, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREON AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER FORM OF THE PLAT, WHETHER GRAPHIC OR DIGITAL.

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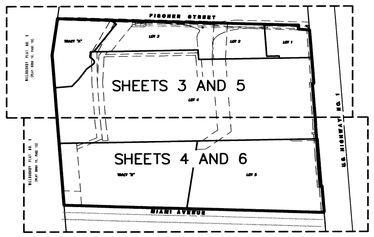
4) BEARINGS SHOWN HEREON ARE REFERENCED TO THE WEST LINE OF U.S. HIGHWAY ONE, A 200 FOOT RIGHT-OF-WAY. SAID LINE BEARS N29°01'32"W.

5) SEE SHEETS 5, 6 AND 7 OF 7 FOR EASEMENT DETAILS.

Job Number 00-1036-02-02
Licensed Business #4108

SEAL SEAL SEAL SEAL SEAL SEAL SEAL
City

GCY
INCORPORATED
PROFESSIONAL SURVEYORS AND MAPPERS
P.O. BOX 1469, PALM CITY, FLORIDA 34991
1505 S.W. MARTIN HWY. • 561-286-8083
CERTIFICATE OF AUTHORIZATION LB 4108



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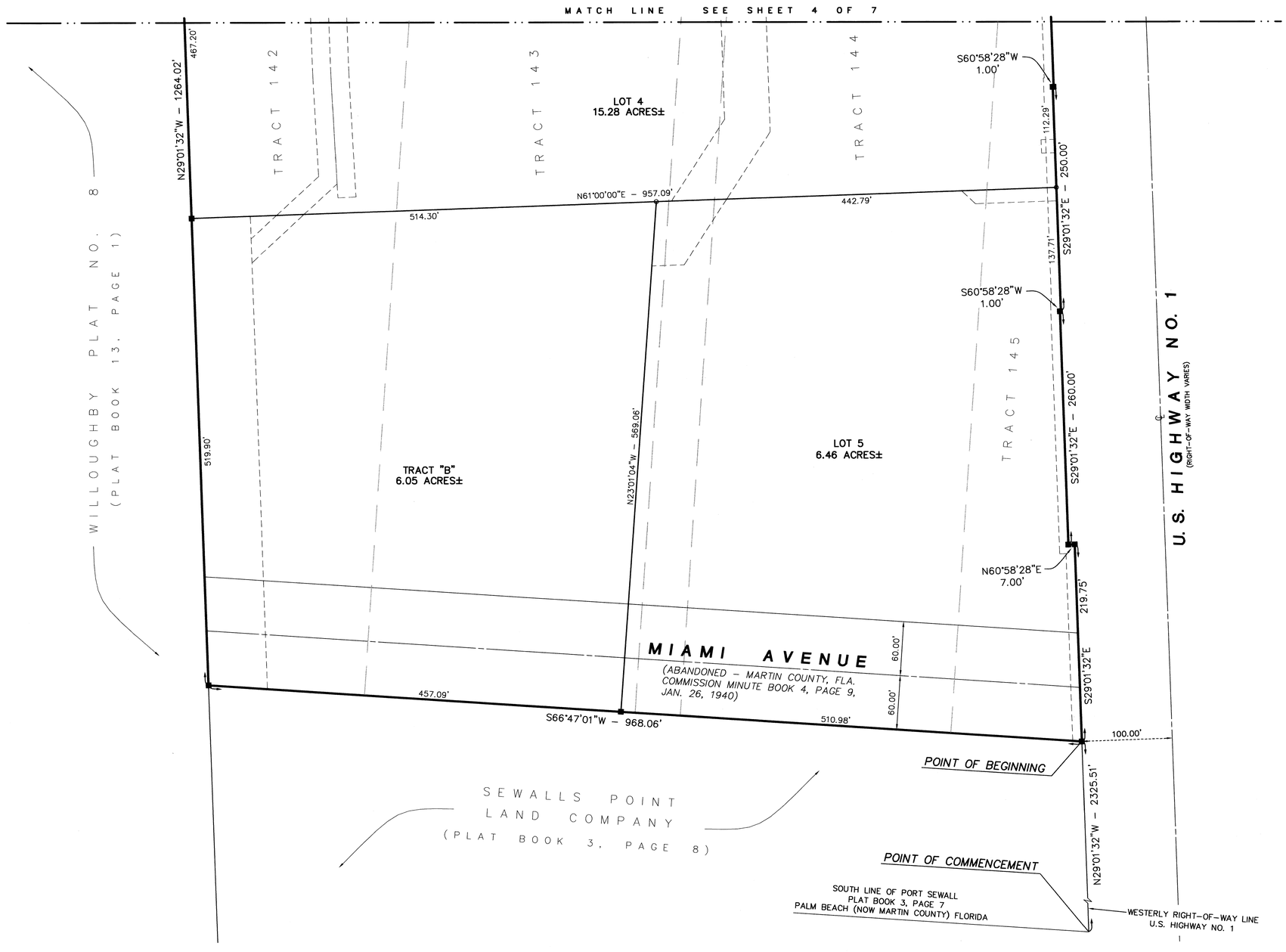
MARSHA EWING, CLERK OF THE CIRCUIT COURT MARTIN COUNTY, FLORIDA.

FILE NUMBER 1509387 BY Jennifer Lopez DEPUTY CLERK

SUBDIVISION PARCEL CONTROL NUMBER



GRAPHIC SCALE

60 0 60 120

(IN FEET)
1 inch = 60 ft.

LEGEND

O	=	SET 3/4" IRON PIPE WITH YELLOW CAP LABELED "CCY, INC. LB 4108"
■	=	SET PERMANENT REFERENCE MONUMENT (PRM) 4"x4" CONCRETE MONUMENT WITH DISK LABELED "CCY INC. P.R.M. LB 4108, PSM 4864"
D	=	DELTA (CENTRAL ANGLE)
L	=	ARC LENGTH
R	=	RADIUS
CB	=	CHORD BEARING
LB	=	LICENSED BUSINESS
O.R.B.	=	OFFICIAL RECORD BOOK
PSM	=	PROFESSIONAL SURVEYOR AND MAPPER
P.U.D.	=	PLANNED UNIT DEVELOPMENT
C.P.U.D.	=	COMMERCIAL PLANNED UNIT DEVELOPMENT
C.A.T.V.	=	CABLE TELEVISION
PG.	=	PAGE
±	=	PLUS OR MINUS
℄	=	CENTERLINE

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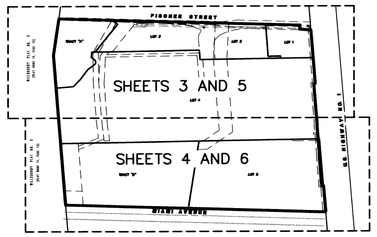
Job Number 00–1036–02–02
Licensed Business #4108

GCY INCORPORATED
PROFESSIONAL SURVEYORS AND MAPPERS
P.O. BOX 1469, PALM CITY, FLORIDA 34991
1505 S.W. MARTIN HWY. • 561–286–8083
CERTIFICATE OF AUTHORIZATION LB 4108



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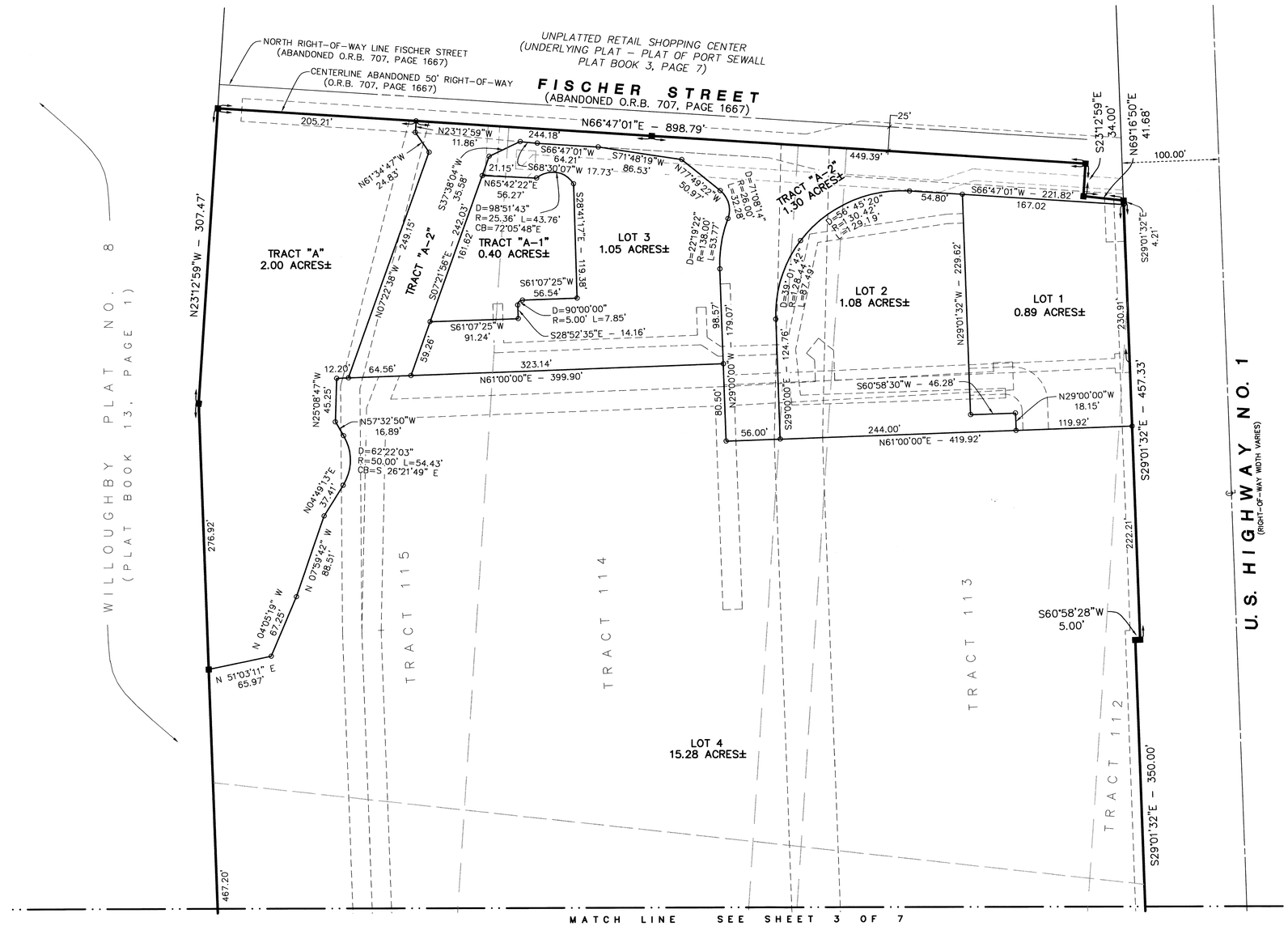
MARSHA EWING, CLERK OF THE CIRCUIT COURT MARTIN COUNTY, FLORIDA.

FILE NUMBER 1509387 BY Tammy K. Capers DEPUTY CLERK

SUBDIVISION PARCEL CONTROL NUMBER



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60 0 60 120

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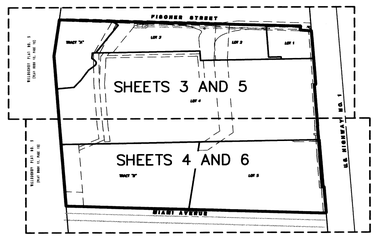

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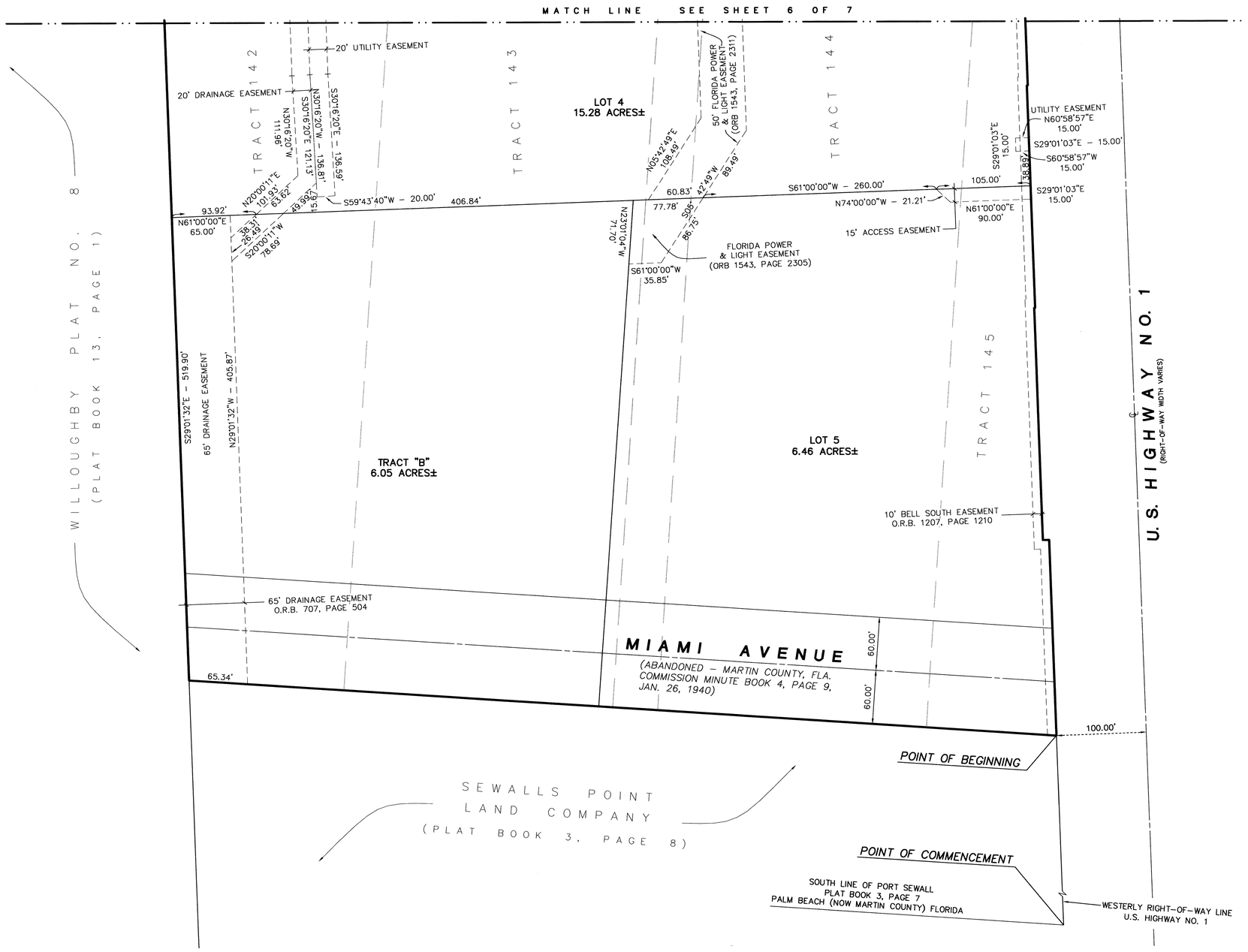
MARSHA EWING, CLERK OF THE CIRCUIT COURT MARTIN COUNTY, FLORIDA.

FILE NUMBER 1509387 BY Tammy L Copus DEPUTY CLERK

SUBDIVISION PARCEL CONTROL NUMBER



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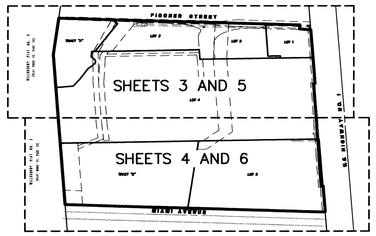

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CLERK'S RECORDING CERTIFICATE

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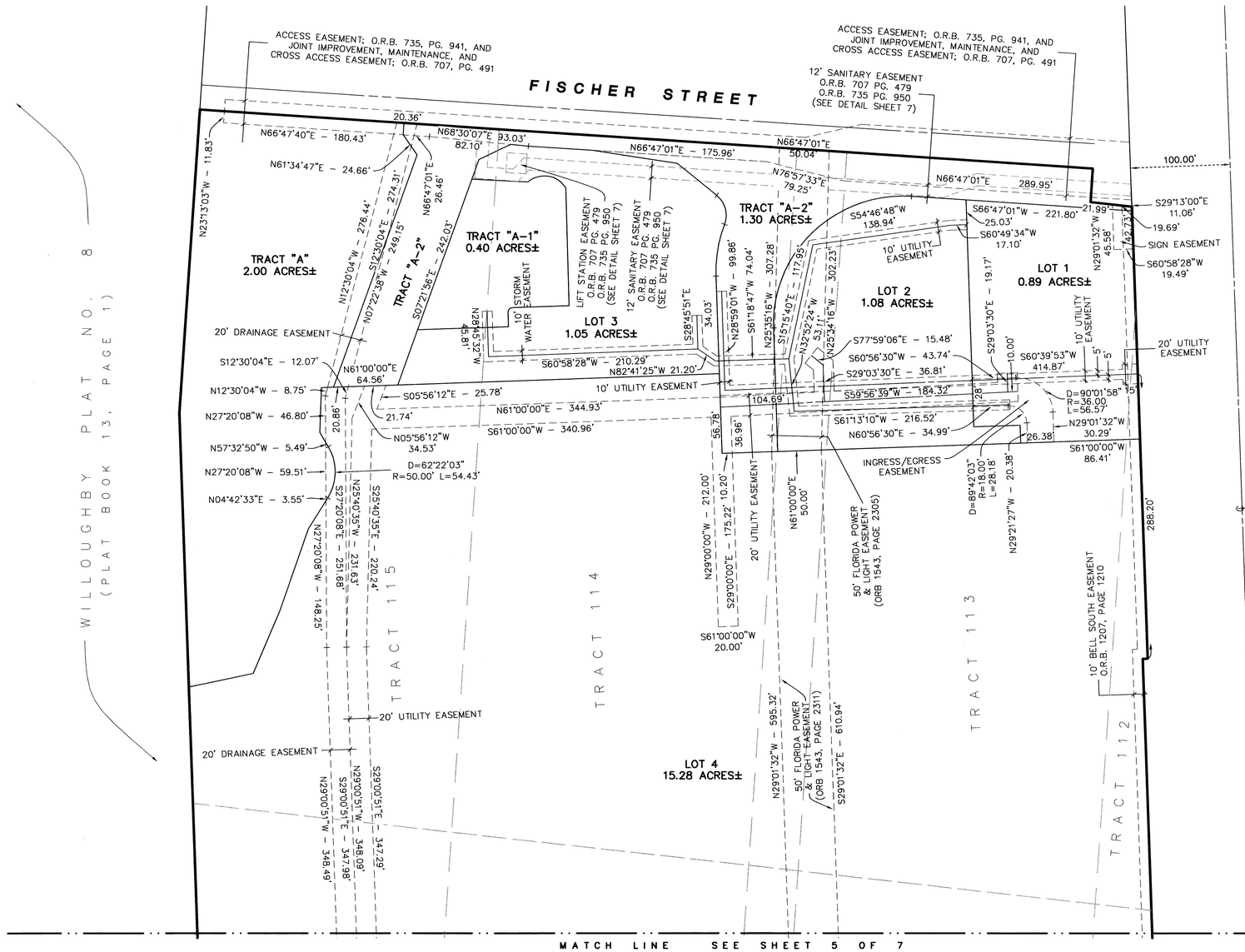
PLAT BOOK 15, PAGE 5, MARTIN COUNTY, FLORIDA, PUBLIC RECORDS THIS 16th DAY OF July, 2001.

MARSHA EWING, CLERK OF THE CIRCUIT COURT MARTIN COUNTY, FLORIDA.

FILE NUMBER 1509387 BY Tamara L Capus *DEPUTY CLERK*

SUBDIVISION PARCEL CONTROL NUMBER



GRAPHIC SCALE

60 0 60 120

(IN FEET)
1 inch = 60 ft.

LEGEND

○	= SET 3/4" IRON PIPE WITH YELLOW CAP LABELED "GCY, INC. LB 4108"
■	= SET PERMANENT REFERENCE MONUMENT (PRM) 4"x4" CONCRETE MONUMENT WITH DISK LABELED "GCY INC. P.R.M. LB 4108, PSM 4864"
D	= DELTA (CENTRAL ANGLE)
L	= ARC LENGTH
R	= RADIUS
CB	= CHORD BEARING
LB	= LICENSED BUSINESS
O.R.B.	= OFFICIAL RECORD BOOK
PSM	= PROFESSIONAL SURVEYOR AND MAPPER
P.U.D.	= PLANNED UNIT DEVELOPMENT
C.P.U.D.	= COMMERCIAL PLANNED UNIT DEVELOPMENT
C.A.T.V.	= CABLE TELEVISION
PG.	= PAGE
±	= PLUS OR MINUS
℄	= CENTERLINE

SURVEYOR'S NOTES

1) **THIS PLAT, AS RECORDED IN ITS ORIGINAL FORM IN THE PUBLIC RECORDS, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREON AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER FORM OF THE PLAT, WHETHER GRAPHIC OR DIGITAL.**

2) **THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.**

3) THERE SHALL BE NO BUILDING OR ANY OTHER KIND OF CONSTRUCTION, OR PLACEMENT OF TREES OR SHRUBS ON DRAINAGE EASEMENTS.

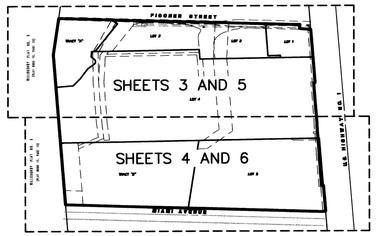
4) BEARINGS SHOWN HEREON ARE REFERENCED TO THE WEST LINE OF U.S. HIGHWAY ONE, A 200 FOOT RIGHT-OF-WAY. SAID LINE BEARS N29°01'32"W.

5) SEE SHEETS 5, 6 AND 7 OF 7 FOR EASEMENT DETAILS.

NOTE:
WHERE CENTERLINES ARE SHOWN FOR EASEMENTS, ALL DATA SHOWN REFERENCE SAID CENTERLINES

Job Number 00-1036-02-02
Licensed Business #4108

GCY INCORPORATED
PROFESSIONAL SURVEYORS AND MAPPERS
P.O. BOX 1469, PALM CITY, FLORIDA 34991
1505 S.W. MARTIN HWY. • 561-286-8083
CERTIFICATE OF AUTHORIZATION LB 4108



SHEET INDEX

Plat of Sunbelt Center, a CPUD

Being a replat of a portion of Tracts 112, 113, 114, 115, 142, 143, 144 and 145 of the Plat of Port Sewall as recorded in Plat Book 3, Page 7, Public Records, Martin County, Florida and abandoned Miami Avenue. lying in the Hanson Grant, City of Stuart, Martin County, Florida

CLERK'S RECORDING CERTIFICATE

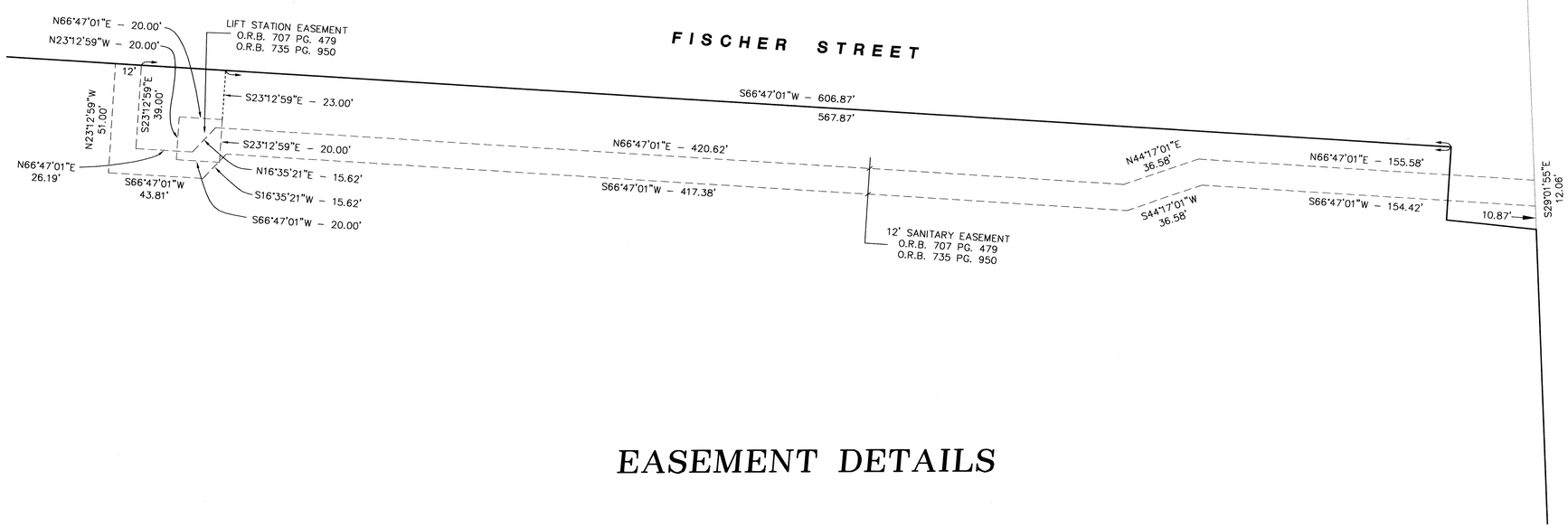
I, MARSHA EWING, CLERK OF THE CIRCUIT COURT OF MARTIN COUNTY, FLORIDA, HEREBY CERTIFY THAT THIS PLAT WAS FILED FOR RECORD IN

PLAT BOOK 15, PAGE 5, MARTIN COUNTY, FLORIDA, PUBLIC RECORDS THIS 10th DAY OF July, 2001.

MARSHA EWING, CLERK OF THE CIRCUIT COURT MARTIN COUNTY, FLORIDA.

FILE NUMBER 1509387 BY [signature] DEPUTY CLERK

SUBDIVISION PARCEL CONTROL NUMBER



EASEMENT DETAILS

GRAPHIC SCALE

30 0 30 60

(IN FEET)
1 inch = 30 ft.

LEGEND

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5) SEE SHEETS 5, 6 AND 7 OF 7 FOR EASEMENT DETAILS.

Job Number 00-1036-02-02
Licensed Business #4108

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1505 S.W. MARTIN HWY. • 561-286-8083
CERTIFICATE OF AUTHORIZATION LB 4108

2009 Marketplace of Stuart CPUD

INSTR # 2292941
OR BK 02536 PG 2095
Pgs 2095 - 2134; (40pgs)
RECORDED 09/14/2011 02:59:31 PM
MARSHA EWING
CLERK OF MARTIN COUNTY FLORIDA
RECORDED BY T Copus

Return to:

City Attorney's Office
City of Stuart
121 SW Flagler Street
Stuart, FL 34994

BEFORE THE CITY COMMISSION
CITY OF STUART, FLORIDA

ORDINANCE NUMBER 2190-09

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA TO APPROVE A MAJOR AMENDMENT TO THE SK PARTNERS II CPUD AND THE SUNBELT PARTNERS CPUD TO FORM A NEW COMMERCIAL PLANNED UNIT DEVELOPMENT TO BE KNOWN AS "MARKETPLACE OF STUART CPUD" LOCATED ON THE WEST SIDE OF S.E. FEDERAL HIGHWAY AND NORTH OF ADVANTAGE FORD AND SOUTH OF LOWES; PROVIDING FOR APPROVAL OF A FINAL SITE PLAN; PROVIDING CONDITIONS FOR COMPLIANCE WITH SITE DESIGN QUALITATIVE DEVELOPMENT STANDARDS; DECLARING THE DEVELOPMENT TO BE CONSISTENT WITH THE COMPREHENSIVE PLAN OF THE CITY; APPROVING CERTAIN DEVELOPMENT DOCUMENTS; APPROVING CERTAIN CONDITIONS OF DEVELOPMENT; REPEALING ALL ORDINANCES IN CONFLICT HEREWITH; PROVIDING A SEVERABILITY CLAUSE; PROVIDING AN EFFECTIVE DATE; PROVIDING FOR ACCEPTANCE BY THE APPLICANT; AND PROVIDING FOR DIRECTIONS TO THE CITY CLERK.

* * * * *

WHEREAS, the City Commission approved those certain Commercial Planned Unit Developments (CPUD) for the subject property for the SK Partners II CPUD (per Ordinance No. 1610-97, as amended by Ordinance No. 1951-03, Resolution No. 18-04, and Ordinance No.

Clerk's Note:
Legibility of this document
determined to be substandard

2163-08), and the Sunbelt Partners CPUD (per Ordinance No. 1740-00, as amended by Ordinance No. 1897-02); and

WHEREAS, the parties now wish to carve-out 35.07 acres of land located on the west side of S.E. Federal Highway north of Advantage Ford and south of Lowes as a separate Commercial Planned Unit Development to be known as "Marketplace of Stuart CPUD"; and

WHEREAS, an application to amend the CPUD was properly filed on behalf of the petitioner, Market Place Stuart, LLC ("Owner," "Applicant," or "Developer," as variously used herein); and

WHEREAS, the property is legally described as set forth in an exhibit to this ordinance; and

WHEREAS, the Applicant has committed to the City that its development will comply with all development codes, plans, standards and conditions approved by the City Commission; and that it will bind its successors in title to any such commitments made upon approval of the CPUD; and

WHEREAS, the City Commission held a properly noticed hearing at a regularly scheduled City Commission meeting to consider the application of the Owner for the Property to approve the amendment contained herein as a Commercial Planned Unit Development (the "CPUD"); and

WHEREAS, at the hearing the applicant showed by substantial competent evidence that the application is consistent with the Stuart Comprehensive Plan, and the Land Development Code of the City, and with the procedural requirements of law; and

WHEREAS, the City Commission has determined the application is consistent with the overall planning and development goals and objectives of the City; and

WHEREAS, the CPUD development will be in harmony with surrounding properties and their anticipated development.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA THAT:

SECTION 1: The foregoing recitals are true and adopted as findings of fact and conclusions of law.

SECTION 2: A legal description of the property is set forth in **"Exhibit A"** attached hereto and made a part hereof by reference. A map depicting the Property is attached hereto as **"Exhibit B"** and made a part hereof by reference. The conditions of development for the property are attached hereto as **"Exhibit C"** and made a part hereof by reference and each shall constitute one of the development documents.

SECTION 3: The Owner's written acceptance of this Ordinance shall constitute an agreement with the City for the purposes expressed herein, but the same shall not be construed as a "Development Agreement," as provided in Section 163.3221, Florida Statutes.

SECTION 4: The following documents on file as a public record of the City at the office of the City Development Department in City Hall, and as listed on **Exhibit "C"**, and as attached hereto, hereinafter the "Development Documents", shall be deemed a part of the development conditions applicable to the Property, and shall replace any earlier approved final site plan:

1. **Final Site Plan prepared by Lucido and Associates, Project #08-180, Last Revised July 27, 2009, reflecting revisions that have occurred since the July 13, 2009, public hearing and which will be overviewed by the applicant during the July 27th hearing.**
2. **Landscape Plan prepared by Lucido and Associates, Project #08-180, Last Revised July 27, 2009, reflecting revisions that have occurred since the July 13, 2009, public**

hearing and which will be overviewed by the applicant during the July 27th hearing.

3. **Tree Mitigation Plan prepared by Lucido and Associates, project #08-180, last revised July 27, 2009, reflecting revisions that have occurred since the July 13, 2009, public hearing and which will be overviewed by the applicant during the July 27th hearing**
4. **Architectural and Building Elevation Plans prepared by Marc Wiener, AIS, Architecture/Planning, Job #08041, Last Revised June 30, 2009, and reflecting revisions that have occurred since the June 22, 2009, public hearing and which will be overviewed by the applicant during the July 13th hearing**
5. **Development Conditions revised July 27, 2009.**

SECTION 5: Except as otherwise provided herein, no development permits, site permits or building permits shall be issued by the City except in compliance with the aforesaid Development condition Documents. The failure of the Developer to complete development, or to comply with the development conditions and documents, or with any term or condition of development set forth in this ordinance, shall be deemed a zoning violation and no further permits, or other development approvals or orders shall be issued by the City to the owner until the violation has been resolved, and the matter may become the subject of a code enforcement action brought by the City. This section shall not impair the due process or other legal rights of the Developer to seek administrative or judicial redress.

SECTION 6: Following the adoption and acceptance of this ordinance by the Owner, and in addition to any other action for failure to complete development or otherwise comply with the Development Documents, the City Development Director may obtain a hearing before the City Commission, and shall thereupon give at least five (5) days written notice of the time, date and location of the hearing, along with specific notice of the alleged breach. At the hearing before the City Commission the developer may appear, and may contest the allegation of breach

or explain the reason or reasons for the breach. Upon a finding of a material breach of the Development Documents and therefore, the Ordinance(s) adopting the same, the City Commission may impose or do any or all of the following:

a. Initiate the process to amend or repeal this or any other ordinance pertaining to the development.
b. Direct the City Development Director to initiate the process to rezone the PUD property or any portion of the PUD property.
c. Impose an administrative penalty of up to $1,000.00 for each violation, and up to $5,000.00 for each repeat violation that occurs, along with all reasonable costs, including attorney's fees incurred by the City.

Any breach of any provision or condition of this PUD ordinance by the developer shall be considered a zoning violation subject to any remedies provided herein, or as otherwise provided by law. In the event a violation found continues from day to day, each day the violation is found to continue shall be deemed a separate violation.

SECTION 7: All ordinances or parts of ordinances in conflict with this ordinance or any part thereof are hereby repealed to the extent of such conflict. If any provision of this ordinance conflicts with any prior contractual provision between the City and the developer of the site, this ordinance shall prevail.

SECTION 8: If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the invalidity shall not affect other provisions or applications which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared severable.

SECTION 9: This ordinance and agreement shall be effective upon the last of the following to occur: adoption by the City Commission, and proper execution by the Owner.

SECTION 10: Upon complete execution of this Ordinance, including the Acceptance and Agreement by the Owner, the City Clerk is directed to record a Certified Copy of the same in the Public Records of Martin County, Florida.

PASSED on First Reading this 13th day of July, 2009.

Commissioner WAXLER offered the foregoing ordinance and moved its adoption. The motion was seconded by Commissioner MORTELL and upon being put to a roll call vote, the vote was as follows:

	YES	NO	ABSENT
JAMES A. CHRISTIE, JR., MAYOR	X		
MICHAEL J. MORTELL, VICE MAYOR	X		
MARY L. HUTCHINSON, COMMISSIONER		X	
JEFFREY A. KRAUSKOPF, COMMISSIONER	X		
CAROL S. WAXLER, COMMISSIONER	X		

ADOPTED on second and final reading this 27th day of July, 2009.

ATTEST:

CHERYL WHITE
CITY CLERK

JAMES A. CHRISTIE, JR.
MAYOR

APPROVED AS TO FORM
AND CORRECTNESS:

PAUL J. NICOLETTI
CITY ATTORNEY

CITY OF STUART · FLORIDA · INCORPORATED 1914 · SAILFISH CAPITAL OF THE WORLD

ACCEPTANCE AND AGREEMENT

BY SIGNING THIS ACCEPTANCE AND AGREEMENT, THE UNDERSIGNED HEREBY ACCEPTS AND AGREES TO ALL OF THE TERMS AND CONDITIONS CONTAINED IN THE FOREGOING ORDINANCE, AND ALL EXHIBITS, ATTACHMENTS AND DEVELOPMENT DOCUMENTS, INTENDING TO BE BOUND THEREBY, AND THAT SUCH ACCEPTANCE AND AGREEMENT IS DONE FREELY, KNOWINGLY, AND WITHOUT ANY RESERVATION, AND FOR THE PURPOSES EXPRESSED WITHIN THE FOREGOING ORDINANCE. IF IT IS LATER DISCOVERED THAT THE UNDERSIGNED, OR ITS SUCCESSORS OR ASSIGNS HAVE FAILED IN ANY MATERIAL WAY TO DEVELOP THIS COMMERCIAL PLANNED UNIT DEVELOPMENT ACCORDING TO THIS ORDINANCE, ITS CONDITIONS, AND THE DEVELOPMENT DOCUMENTS, THE UNDERSIGNED UNDERSTANDS AND AGREES THAT THIS ORDINANCE MAY BE AMENDED OR REPEALED BY THE CITY COMMISSION, AND THAT OTHER ADMINISTRATIVE ACTIONS AND PENALTIES MAY BE TAKEN AGAINST THE UNDERSIGNED, ITS SUCCESSORS OR ASSIGNS, BY THE CITY, INCLUDING BUT NOT LIMITED TO SANCTIONS DESCRIBED IN THIS ORDINANCE, CODE ENFORCEMENT ACTIONS, PERMIT AND LICENSING SUSPENSIONS OR REVOCATIONS, AND ANY OR ALL OTHER APPLICABLE CIVIL AND CRIMINAL ACTIONS.

IN WITNESS WHEREOF THE UNDERSIGNED HAS EXECUTED THIS ACCEPTANCE AND AGREEMENT:

WITNESSES:

Print Name: Barbara Gazzara

Print Name: Michael Augustine

By: _____

OWNERS ACKNOWLEDGMENT

The above Acceptance and Agreement of Ordinance No. 2190-09 was acknowledged before me this 6th day of July, 2010, by George Banks, the Authorized Signor of Marketplace Stuart Venture LLC

Sharon Beiner
Notary Public, State of Florida
My Commission Expires: 2/9/13
Notary Seal

SHARON BEINER
MY COMMISSION # DD859275
EXPIRES February 09, 2013
(407) 398-0153 FloridaNotaryService.com

Personally Known ✓ OR Produced Identification _____
Type of Identification Produced ____

EXHIBIT "A"

LEGAL DESCRIPTION

Parcels 1 & 3

Lot 5, according to the Plat of Sunbelt Center, a CPUD, as recorded in Plat Book 15, Page 5, of the Public Records of Martin County, Florida.

Containing 5.070 acres and 1.390 acres for a total of 6.46 acres more or less.

Parcel Control Numbers: 38-38-41-016-000-00050-0
38-38-41-016-000-00051-0

Parcel 2

Tract "B", according to the Plat of Sunbelt Center, a CPUD, as recorded in Plat Book 15, Page 5, of the Public Records of Martin County, Florida.

Containing 6.05 acres more or less.

Parcel Control Number (portion of): 38-38-41-016-000-00040-0

Parcel 4

Being a portion of Tracts 160, 161, 162, 163, 164, 193, 194, 195 and 196, according to the Plat of Port Sewall (Sewall's Point Land Company Subdivision), as recorded in Plat Book 3, Page 7, Public Records of Palm Beach (now Martin) County, Florida, and being more particularly described as follows:

Commence at the intersection of the South line of said Plat of Port Sewall and the Westerly right-of-way line of U.S. Highway No. 1; thence North 29°01'32" West along said Westerly right-of-way line, a distance of 852.95 feet to the Northerly right-of-way line of S.E. Market Place, according to the Plat of S.E. Willoughby Boulevard, as recorded in Plat Book 11, Page 57, of the Public Records of Martin County, Florida; thence continue North 29°01'32" West along said Westerly right-of-way line of said U.S. Highway No. 1, a distance of 452.02 feet to the POINT OF BEGINNING; thence continue North 29°01'32" West, a distance of 1020.54 feet; thence departing said Westerly right-of-way line of U.S. Highway No. 1, and along the South line of the Plat of Sunbelt Center, as recorded in Plat Book 15, Page 5, Public Records of Martin County, Florida; thence South 66°47'01" West, a distance of 808.94 feet; thence South 29°01'32" East, parallel to the Westerly right-of-way line of said U.S. Highway No. 1, a distance of 1020.54 feet; thence North 66°47'01" East, a distance of 810.11 feet to the POINT OF BEGINNING.

Containing 18.88 acres, more or less.

Parcel Control Number: 38-38-41-002-160-00000-4

Parcel 5

Parcel "B" according to the Plat of Advantage Ford of Stuart, a P.U.D. as recorded in Plat Book 15, Page 86 of the Public Records of Martin County, Florida.

Containing 3.68 acres, more or less.

Parcel Control Number (portion of): 38-38-41-017-000-00010-0

Total Acreage: 35.07 acres, more or less.

EXHIBIT "B"

SITE MAP

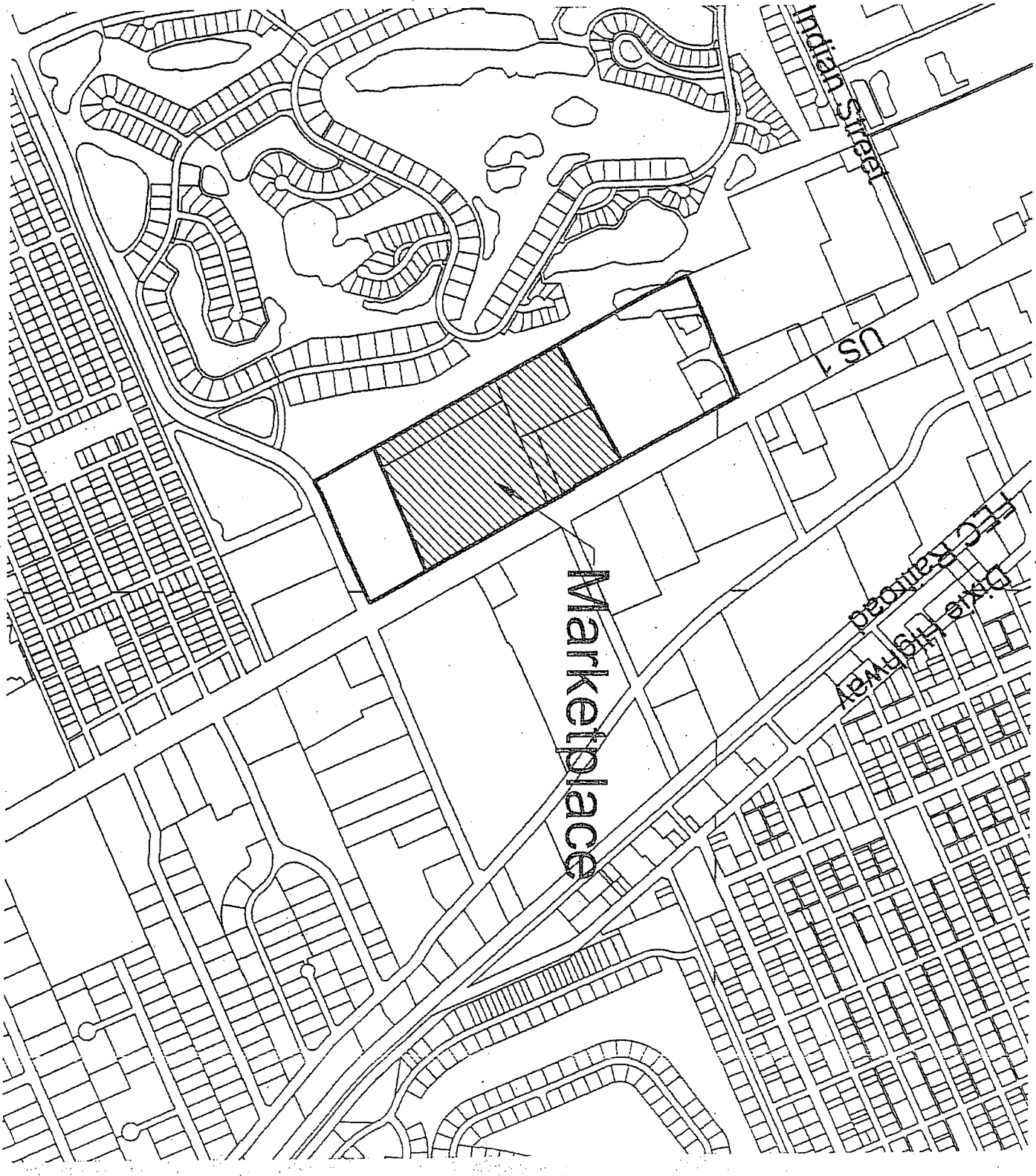


EXHIBIT "C"

DEVELOPMENT CONDITIONS

ORDINANCE # 2190-09 "MARKETPLACE OF STUART"

Approved Plans and Documents

1. The project shall comply with the Site Plan by Lucido and Associates; Project # 08-180, Last Revised July 27, 2009.

2. The project shall comply with the Landscape Plan by Lucido and Associates; Project # 08-180, Last Revised July 27, 2009.

3. The project shall comply with the Tree Mitigation Plan by Lucido and Associates Project # 08-180, Last Revised July 27, 2009.

4. The project shall comply with the Building Elevations by Marc Wiener, AIA, Architecture/Planning; Job # 08041, Last Revised June 30, 2009.

5. Any modifications to the CPUD Final Site Plan, due to final engineering, that exceeds 5% of the approved building footprint, building setbacks; gross square footage; building location; parking size; location and number; drainage areas; and location of landscaping shall require further approval by the City Commission via a public hearing.

Landscaping

6. All landscape areas shall be provided with an irrigation system of sufficient capacity to maintain the landscaping in a healthy growing condition.

7. The City's landscape inspector shall have the opportunity to inspect all trees and/or landscape material with the landscape architect prior to installation. The developer shall bear the pass-thru fee for landscape consulting fees not to exceed $1,500.00.

8. A Landscape maintenance plan, executed in accordance with the Land Development Regulations, shall be submitted to the Development Department and approved prior to the issuance of a certificate of occupancy.

9. In satisfaction of a portion of the tree mitigation requirements set forth in Condition 3, the 2,215 (2.5" caliper) slash pines to be planted within the preserve area, or the equivalent thereof in caliper inches, shall alternatively be allocated as set forth within this development condition. The applicant shall: (1) install 119 (2.5" caliper) slash pines, or the equivalent thereof in caliper inches, within the preserve area on the western side of the property; (2) deposit $85,000.00 into the City of Stuart Tree Mitigation fund within 60 days of receipt of a site permit, equivalent to 648 (2.5" caliper) slash pines; and (3)

pay $190,000.00, equivalent to 1,448 (2.5" caliper) slash pines, to the Willoughby Golf Club for the installation of landscaping on the Willoughby berm adjoining the Marketplace property. The payment to the Willoughby Golf Club shall be made prior to clearing the subject property or issuance of the site permit for the main anchor buildings, subject to receipt of a written agreement for installation from Willoughby Golf Club, to be provided to the City of Stuart prior to payment by the applicant.

In addition to the satisfaction of the tree mitigation requirements, the applicant shall pay $85,000.00 to the Willoughby Golf Club for the installation of additional landscaping on the Willoughby golf course berm adjoining the Marketplace property. The payment to the Willoughby Golf Club shall be made or prior to clearing the subject property or issuance of the site permit for the main anchor buildings, subject to receipt of a written agreement for installation from Willoughby Golf Club, to be provided to the City of Stuart prior to payment by the applicant.

10. "Hat racking" of trees is prohibited on the property.

Prior to Issuance of Site Permits

11. Prior to the clearing the project site, all protected trees, as defined by the City Land Development Code, must be flagged and barricaded and inspected by the City's environmental consultant at the expense of the applicant.

12. Site permits will not be issued until a building permit application for the first building to be constructed has been submitted.

13. Applicant shall provide a digital boundary survey and civil plan prior to the issuance of a site permit.

14. Civil Plans shall be reviewed and approved by all applicable City departments prior to the issuance of a site permit.

15. All regulatory agency permits, including but not limited to the South Florida Water Management District and Army Corp of Engineers, shall be obtained by the applicant and copies provided to the City prior to the issuance of a site permit.

16. Development shall comply with the City's Concurrency Management System prior to the issuance of building permits. A concurrency reservation certificate shall be issued and will be binding upon the applicant meeting the following three standards:

    1. Site Permit approval;
    2. The issuance of building permits to commence construction; and
    3. Payment of all applicable impact and permit fees.

    Payment of applicable impact and permit fees will be payable for each building at time of building permit approval.

17. If site construction is abandoned for a period of twelve months, the Applicant shall restore the site by grading and soil stabilization. Prior to the issuance of a site permit, the Applicant shall provide a cash bond, irrevocable letter of credit or other surety acceptable to the City Attorney in an amount equal to 110% of the estimated cost of final grading and soil stabilization of the entire site. The security will be returned to the Applicant upon completion of site infrastructure, perimeter landscaping and building pad stabilization.

    If building construction is abandoned for a period of twelve months, the Applicant shall remove any structural improvements and restore the site by grading and soil stabilization.

    The City of Stuart anticipates that it will consider an ordinance within one (1) year of approval of this PUD that will require bonds or other surety to be posted prior to issuance of building permits to assure completion or demolition of buildings when construction has been abandoned. For a period of one (1) year following the approval of this PUD the Applicant will be required to provide a cash bond, irrevocable letter of credit or other surety acceptable to the City Attorney in an amount equal to 110% of the estimate of cost of the removal of the building prior to the issuance of a building permit. The surety will be returned to the Applicant upon release of the certificate of occupancy. If after one (1) year the City has failed to adopt an ordinance requiring bonds to be provided prior to issuance of building permits, the Applicant shall be relieved of any such requirement stated herein until the City adopts such ordinance. Upon adoption of such ordinance by the City of Stuart, Applicant shall comply with the provisions thereof.

Traffic/Roadway Improvements

18. **Signal**. Commencing upon receiving cumulative certificates of occupancy that generate more than 412 two-way PM peak hour driveway trips entering and exiting of the project driveways, a signal warrant analysis shall be performed for the intersection of US 1 and Miami Street/Project Entrance. No additional certificates of occupancy shall be issued until the signal warrant analysis is provided for approval to the City of Stuart and the Florida Department of Transportation.

    The signal warrant analysis shall be continued on an annual basis until the signal is warranted. The analysis shall be performed during peak season (January, February, or March) and presented for approval to the City of Stuart and the Florida Department of Transportation by May 1st of each year.

    Additional certificates of occupancy shall not be issued after one year (to provide a permitting and design period) from analysis approval of warranted signal until contracts are let for installation of the traffic signal including the appropriate lane geometry, pavement markers, signing and lighting. Signal installation is required regardless of all remaining certificates of occupancy being issued within the one year design and permitting period.

Applicant shall provide, within 30 days of approval of a signal warrant analysis by the City of Stuart and the Florida Department of Transportation demonstrating a need for traffic signal, a cash bond, irrevocable letter of credit or other surety acceptable to the City Attorney in an amount equal to 110% of the estimate of cost, prepared by a professional agreed upon by the City, for the installation of the traffic signal including the appropriate lane geometry, pavement markers, signing, lighting, and associated improvements.

19. **Northbound left-turn lane**. No certificates of occupancy shall be issued for cumulative development that generates more than 565 two-way PM peak hour driveway trips entering and exiting the project driveways until contracts have been let to extend the existing northbound left-turn lane at the intersection of US 1 and Miami Street/Project Entrance by 190 feet, for a total turn-lane length of 525 feet.

    Applicant shall provide, within 30 days of approval of construction plans generating more than a cumulative 565 two-way PM peak hour driveway trips, a cash bond, irrevocable letter of credit or other surety acceptable to the City Attorney in an amount equal to 110% of the estimate of cost, prepared by a professional agreed upon by the City, for the extension of the existing northbound left-turn lane at the intersection of US 1 and Miami Street/Project Entrance by 190 feet, for a total turn-lane length of 525 feet.

20. **Southbound right-turn lane**. No certificates of occupancy shall be issued for cumulative development that generates more than 989 two-way PM peak hour driveway trips entering and exiting the project driveways until contracts have been let to construct a southbound right-turn lane at the intersection of US 1 and Pomeroy Street.

    Applicant shall provide, within 30 days of approval of construction plans generating more than of a cumulative 989 two-way PM peak hour driveway trips, a cash bond, irrevocable letter of credit or other surety acceptable to the City Attorney in an amount equal to 110% of the estimate of cost, prepared by a professional agreed upon by the City, for the construction of a southbound right-turn lane at the intersection of US 1 and Pomeroy Street.

21. **Southbound left-turn lane**. No certificates of occupancy shall be issued for cumulative development that generates more than 989 two-way PM peak hour driveway trips entering and exiting the project driveways until one of the following occurs:

    a) Contracts have been let to extend the existing southbound left-turn lane at the Pomeroy and US 1 intersection by 163 feet (for a total turn-lane length of 833 feet*);* or

    b) A traffic signal has been installed at the Project Entrance/ US 1 and Miami Street intersection as per condition 17 above, if a signal has been warranted.

    Applicant shall provide, within 30 days of approval of the construction plans generating more than of a cumulative 989 two-way PM peak hour driveway trips, a cash bond,

irrevocable letter of credit or other surety acceptable to the City Attorney in an amount equal to 110% of the estimate of cost, prepared by a professional agreed upon by the City, for the extension of the southbound left-turn lane at the intersection of US 1 and Pomeroy Street by 163 feet, for a total turn-lane length of 833 feet.

22. Applicant shall provide with each building permit application, a statement from the project traffic engineer stating the cumulative number of two-way PM peak hour trips that will be generated by the project upon the issuance of the building permit.

Upland Preservation

23. The SK II CPUD, the Marketplace of Stuart CPUD, and the Sunbelt Partners CPUD shall be considered together for the purpose of meeting the City's upland preservation requirements. Prior to development there were 49.09 acres of native upland habitat on the three CPUDs, with a preservation requirement of 12.27 acres. A total of 23.91 acres of native upland habitat will be preserved for the three projects, a portion of which shall be off-site upland preservation in accordance with Sec. 5.05.02.C.5.a (formerly Sec. 5.04.02.C.5.a) of Land Development Code. The credit for upland preservation is calculated as follows:

2.17 acres	Marketplace of Stuart CPUD
1.14 acres	Sunbelt Partners CPUD
10.30 acres	Preservation - ½ of 20.6 upland acres on the "Vista" parcel
13.61 acres	TOTAL CREDIT

Marketplace of Stuart shall convey title to the 20.6 acre "Vista" parcel to the City, subject only to title exceptions acceptable to the City. No construction permits shall be granted for the subject property until the off-site upland habitat has been conveyed to the satisfaction of the City Attorney, and a Preserve Area Management Plan has been approved, in accordance with City regulations, for the preservation of the on-site upland habitat and the 5 year preservation of the "Vista" parcel. If such conveyance has not occurred by December 31, 2011, applicant shall provide a surety acceptable to City Attorney in an amount equal to 110% of cost to remove exotics from "Vista" parcel.

Development and Construction

24. Construction activity shall be limited from 7:00 am to 6:00 pm Monday - Saturday.

25. Construction of all permanent buildings shall comply with section 6.09.11 of the City Land Development Code, and shall be limited to the heights specified on the approved Building Elevations. The Building height of the rear (west) facade of the main anchor buildings shall be limited to 26', and will include a parapet.

26. Building generators, if utilized, shall be located behind the building that they serve, and screened with decorative materials or landscaped with hedge material. Sound attenuation shall be provided to assure that noise levels do not exceed 65 db at the property line.

Non-emergency testing of generators shall be limited to the hours of 12:00 p.m. to 3:00 p.m. on weekdays.

27. All mechanical equipment associated with the development shall be roof top or located behind the building and decoratively screened or landscaped with hedge material except that air conditioning units shall be located no closer than 30' feet from the back of the main anchor buildings and screened from view. Roof top satellite dishes shall be limited to 3 feet in diameter and screened from view.

28. Backflow prevention devices and above ground utilities shall be delineated on the landscape plans during final site plan review and shall be out of view or screened from the public right-of-way.

29. All on-site utilities must be buried except the existing FPL transmission line. The property owner agrees to be liable for burying off-site overhead utilities adjacent to or upon its property, other than FPL transmission lines - whenever the City requires adjacent property owners to do the same as part of a comprehensive streetscape scheme. This provision shall not expire upon the transfer of the property from one owner to the next owner, but shall be deemed to "run with the land", and each and every deed out of an owner, as Grantor, and of all subsequent owners as grantors, shall contain this same provision, until such time as the overhead utilities are buried, and this provision is released by the City. This condition shall be memorialized by a separate writing signed by the owner and recorded in the public records of Martin County, as a deed restriction on the property.

30. Erosion and dust control measures to be implemented during construction shall be provided on the civil plans and submitted during site permit review. Water trucks shall be provided by the applicant as necessary during construction in order to reduce dust generated on-site.

31. All pole lighting, bollards, fencing and similar structures shall be of a decorative character and all lighting shall have a consistent theme throughout the development. Lighting poles in the parking areas shall not exceed 35 ft. in height except for lighting west of the main retail anchors which shall not exceed a height of 20 ft. Lighting shall include shields to direct the light away from the residential area to the west of the property. Building mounted lights on the rear of the main anchor buildings will be prohibited except for downward facing fixtures above access doors to the building. Halogen and metal-halide type lighting poles and fixtures are prohibited in the area behind the main anchor buildings. A photometric analysis shall be required during final site construction plan review to demonstrate that no light source exceeds 0.2 foot candles from the common boundary adjacent to any residential use or zoning district.

32. All utility improvements constructed by the developer within the City's right-of-way including all lift stations shall be conveyed to the City in a manner and form acceptable to the City Attorney and the City Public Works Director. The developer shall convey an

easement for any utilities required for the development of the site that are not located within the public right-of-way.

33. Building addresses and/or numbers shall be in plain view and shown on each building plan submitted at the time of building permit application in accordance with the City Code and shall be consistent with the sign plan.

34. Street furniture and lighting pole provided on-site shall be of high quality and aesthetically pleasing appearance. The design of street furniture and lighting pole shall be reviewed and approved by staff prior to the issuance of a development permit.

35. Any sidewalk damaged during construction shall be repaired or replaced prior to the issuance of a Certificate of Occupancy for the first building. of the affected phase.

36. Cleaning of the drainage ditch west of the property shall be included in the final civil plans. Prior to issuance of a Certificate of Occupancy for the first building, the drainage ditch shall be cleaned, pursuant to a permit obtained from the South Florida Water Management District.

37. Subject to receipt of an access and construction easement from Willoughby and written permission to replace the chain link fence on the eastern side of the Willoughby property, Marketplace of Stuart will replace the existing Willoughby fence with a new 8 foot high chain-link fence with barb-wire attachments within 180 days from the issuance of the site permit for the main anchor buildings. The height and design of the fence will be subject to compliance with all Martin County zoning and building codes.

38. Temporary or freestanding storage units are prohibited on the property once construction is complete.

39. Prior to Site Permit approval, applicant shall provide a 10 foot wide access and slope easement to Willoughby Golf Club through the parking area behind the main anchor building and across the western property boundary in an appropriate location. Such easement shall be permanent, but will be limited to temporary landscape maintenance and installation activities by Willoughby Golf Club, including the sloping and regrading of the Willoughby berm.

Development Timetable

40. Timetable for development shall be as follows:

TIMETABLE OF DEVELOPMENT*	
Site Permit Application by	**Dec. 31, 2011**
First Building Permit Application by	**June 1, 2013**
Final Certificate of Occupancy for main anchor buildings issued by	**June 1, 2015**

*Subject to a possible 2 year automatic extension in accordance with 2009 Senate Bill 360.

Prohibited

41. No temporary or modular buildings are permitted on the property except for permitted temporary construction/leasing trailers.

42. Delivery trucks are prohibited from idling engines overnight on the property. Truck deliveries to the main anchor buildings will be prohibited between the hours of 11:00 pm and 7:00 am.

43. Billboards are prohibited on the property.

44. Banners and any other sign or advertising device not in accordance with the City's Land Development Regulations are prohibited.

45. No vehicles shall be displayed or stored within the public right-of-way at any time.

46. To avoid noise disruption to the surrounding properties, the facility shall not utilize an outdoor public announcement (P.A.) system.

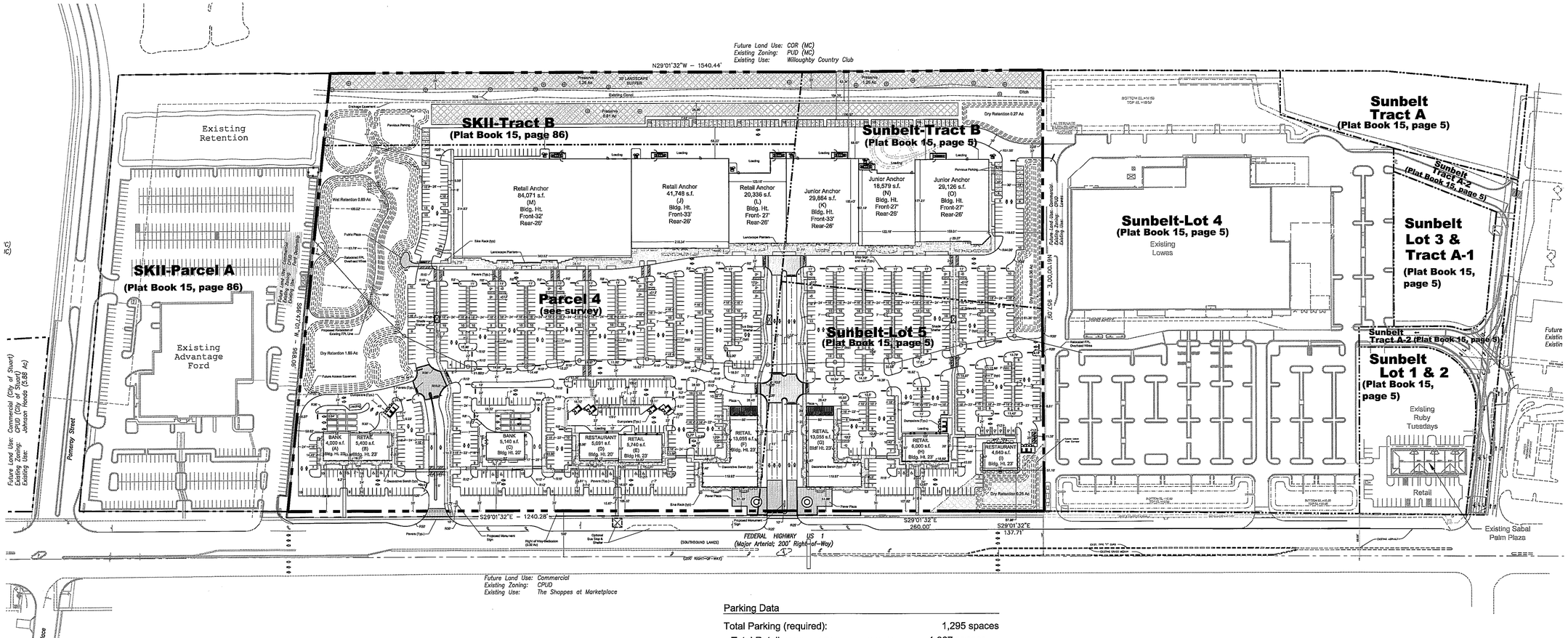
47. The following uses will be prohibited on the property - industrial, residential, skating rinks, bowling alleys, flea markets, discotheques, dance halls, video arcades, pool halls, bingo parlors, game rooms, car washes, massage parlors, betting facilities, adult businesses, radio, telephone and television transmission towers, funeral homes, residential care facilities, and laundromats equipped with coin-operated washing machines and dryers for public use.

Signage

48. A unified sign plan shall be reviewed and approved at the time of civil plan approval demonstrating compliance with the LDR for signs, as to number, location, size, height, lighting, and materials, and presenting a unified theme throughout the development.

Platting

49. The PUD property may be platted and conveyed to separate owners.



Site Data:

Total Site Area:		72.96 Ac.
SKII CPUD (Plat Book 15, page 86)*		38.44 Ac.
Parcel A (Developed Tract)	10.00 Ac.	
Tract B (Preserve/Drainage Tract)	3.68 Ac.	
Parcel 4	18.88 Ac.	
Johnson Honda	5.88 Ac.	
Sunbelt CPUD (Plat Book 15, page 5)*		34.52 Ac.
Lot 1 (Retail Center)	0.89 Ac.	
Lot 2 (Ruby Tuesdays)	1.09 Ac.	
Lot 3 (Vacant)	1.05 Ac.	
Lot 4 (Lowes)	15.28 Ac.	
Lot 5 (Vacant)	6.46 Ac.	
Tract A (Preserve)	2.00 Ac.	
Tract A-1 (Drainage)	0.40 Ac.	
Tract A-2 (Access)	1.30 Ac.	
Tract B (Preserve)	6.05 Ac.	

Native Preserve Requirements

Total Site Area:	72.96 Ac.
Wetlands	4.12 Ac.
Disturbed/Non Native Habitat	13.87 Ac.
Johnson Honda**	5.88 Ac.
Total Native Upland Habitat	49.09 Ac.
25% Preserve Requirement	12.27 Ac.
Preserve Provided	13.61 Ac.
On-Site Lowes	1.14 Ac.
On-Site Advantage Ford	0.00 Ac.
On-Site Marketplace	2.17 Ac.
Off-Site Mitigation	10.3 Ac.

(10.3x2 (2:1 ratio) = 20.6 acres provided on Vista Parcel)

Notes:
* Site data from recorded Plats of Advantage Ford and Sunbelt Center CPUD and from approved Final Site Plan of Johnson Honda

** Native Preserve requirements have been met within the site area of Johnson Honda as part of the approval of the CPUD known as "Johnson Honda of Stuart CPUD"

Development Site Data

Total Site Area	35.07 Ac.	(1,527,657 sf)	
SKII CPUD	22.56 Ac.	(982,713 sf)	
Vacant	18.88 Ac.	(822,413 sf)	
Parcel B (Preserve/Drainage Tract)	3.68 Ac.	(160,300 sf)	
Sunbelt CPUD	12.51 Ac.	(544,936 sf)	
Lot 5 (Vacant)	6.46 Ac.	(281,398 sf)	
Tract B (preserve)	6.05 Ac.	(263,538 sf)	
Less ROW Dedication	0.32 Ac.	(14,007 sf)	
Development Site Area	34.75 Ac.	(1,513,650 sf)	(100%)
Impervious	23.13 Ac.	(1,007,748 sf)	67%
Building Envelope	6.56 Ac.	(285,845 sf)	19%
Pavement	13.87 Ac.	(604,320 sf)	40%
Sidewalks/Plazas	1.65 Ac.	(71,807 sf)	5%
Wet Retention	0.89 Ac.	(38,847 sf)	2.5%
Pervious Parking (50%)	0.16 Ac.	(6,929 sf)	0.5%
Pervious	11.61 Ac.	(505,902 sf)	33%
Landscape	6.54 Ac.	(285,069 sf)	19%
Dry Retention	2.74 Ac.	(119,427 sf)	7.5%
Native Preserve Area	2.17 Ac.	(94,477 sf)	6%
Pervious Parking (50%)	0.16 Ac.	(6,929 sf)	0.5%
Open Space (25% Req.)	8.69 Ac.	(378,413 sf)	25%
Open Space (Provided)	8.72 Ac.	(379,836 sf)	25%
Dry Retention	0.89 Ac.	(38,829 sf)	2.5%
Perimeter Landscaping	2.92 Ac.	(127,010 sf)	8.5%
Preserve Area (on-site)	2.17 Ac.	(94,477 sf)	6%
Naturalized Retention Area	2.74 Ac.	(119,520 sf)	8%

"No Trespassing" Sign per
City of Stuart Police Dept. Standards

Parking Data

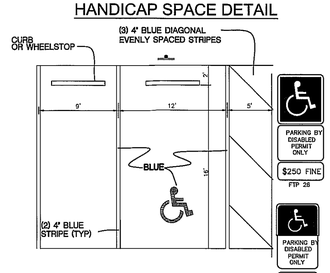
Total Parking (required):	1,295 spaces
Total Retail (266,974 s.f @1 space per 250 s.f.):	1,067 spaces
Retail B (5,400 s.f. @ 1/250 s.f.):	22 spaces
Retail E (5,740 s.f. @ 1/250 s.f.):	23 spaces
Retail F (13,055 s.f. @ 1/250 s.f.):	52 spaces
Retail G (13,055 s.f. @ 1/250 s.f.):	52 spaces
Retail H (6,000 s.f. @ 1/250 s.f.):	24 spaces
Retail J (41,748 s.f. @ 1/250 s.f.):	167 spaces
Retail K (29,864 s.f. @ 1/250 s.f.):	119 spaces
Retail L (20,336 s.f. @ 1/250 s.f.):	81 spaces
Retail M (84,071 s.f. @ 1/250 s.f.):	336 spaces
Retail N (18,579 s.f. @ 1/250 s.f.):	74 spaces
Retail O (29,126 s.f. @ 1/250 s.f.):	117 spaces
Total Restaurant (9,731 s.f.): (1 space per 3 seats + 1 per emp.):	198 spaces
Restaurant D (5,091 s.f. - 255 seats + 19 emp.):	104 spaces
Restaurant I (4,640 s.f. - 232 seats + 17 emp.):	94 spaces
Total Bank (9,140 s.f. @ 1 space per 300 s.f.):	30 spaces
Bank A (4,000 s.f. @ 1/300 s.f.):	13 spaces
Bank C (5,140 s.f. @ 1/300 s.f.):	17 spaces
Total Parking (provided):	1,366 spaces

- Over 1000 spaces = 23 handicap spaces
- (46) handicap spaces provided

General Notes

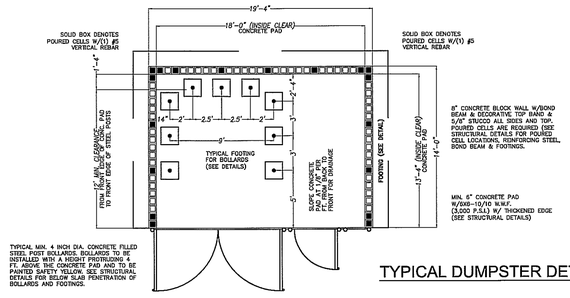
- All building, parking and access areas shall document compliance with the requirements of the American Disabilities Act prior to the issuance of a building permit.
- Refer to Landscape Plan for landscape details and specifications.
- All exotic plant species shall be removed and all required landscaping shall be installed prior to the issuance of a Certificate of Occupancy.
- Certificates of Occupancy may be phased subject to approval of Development Director of an infrastructure and landscape phasing plan.
- The applicant will request in writing, prior to any land clearing, that the City of Stuart Development Dept. Perform a field inspection to determine if barricades have been properly installed on the site.
- All signs will comply with the sign regulations at the time of permitting and shall be compatible. in design with the buildings' architecture.
- "No Trespass" signs to be posted during construction and displayed at all entrances and exits.
- All building numbers to be no less than four (4) inches tall, illuminated, and not blocked by landscaping.
- Sediment control measures shall be maintained in working order at all times.
- Provisions shall be made to minimize the deposit of sediment by transport vehicles onto public paved surfaces.
- Sediment basin and traps, perimeter dikes, sediment barriers and other measures intended to trap sediment shall be constructed as a first step in any land activity and shall be made functional before land disturbance takes place.
- All public sidewalks (service areas excluded) shall be a minimum of 6' in net width.
- A crime watch contact shall be established on site.
- Any sidewalk damaged during construction shall be repaired or replaced.
- Screening of A/C Units, trash receptacles, back flow preventer, and other above ground utilities shall adhere to Section 6.06.03.B-6 of the City of Stuart LDR.
- Loading and trash service details for anchor uses shall be demonstrated on Civil Engineering/Site Construction Plans.
- Outparcels (buildings only) may be phased to market demand and shall remain sodded until developed.
- Building heights shall be governed by the building elevations developed by Marc Wiener and Associates last revised on 6.30.09.

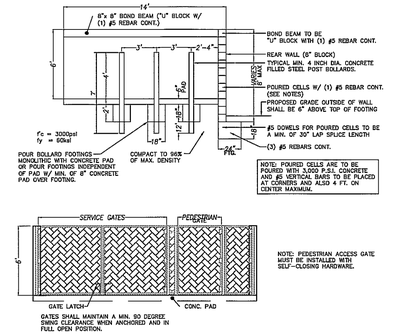
HANDICAP SPACE DETAIL



NOTES:
1. TOP PORTION OF FTP 25 & 26 SHALL HAVE A REFLECTIVE BLUE BACKGROUND WITH WHITE REFLECTIVE SYMBOL AND BORDER.
2. BOTTOM PORTION SHALL HAVE A REFLECTIVE WHITE BACKGROUND WITH BLACK OPAQUE LEGEND AND BORDER.
3. FTP 25 & 26 MAY BE FABRICATED ON ONE PANEL OR TWO.
4. FTP 25 IS FOR USE IN AREAS WHERE SPACE IS LIMITED.

TYPICAL DUMPSTER DETAIL



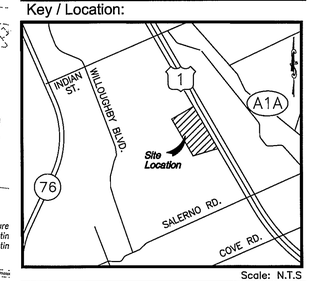


Lucido & Associates

Land Planning / Landscape Architecture

701 E Ocean Blvd., Stuart, Florida 34994 (772) 220-2100, Fax (772) 223-0220
100 Avenue A Suite 2A, Fort Pierce, Florida 34950 (772) 467-1301, Fax (772) 467-1303
827 North Thornton Avenue, Orlando, Florida 32803 (407) 898-9321, Fax (407) 898-9768

Key / Location:



Scale: N.T.S

Project Team:

Surveyor	Dave Schryver DYC, Inc PO Box 1490 Palm City FL 34991 (T) 772-286-6233 (F) 772-286-6134 Email dschryver@dycinc.com	Arch.	Marc Wiener, AIA 33 SE 4th Street, Suite 101 Boca Raton, FL 33432 (T) 954-759-9111 (F) 561-750-9288 (C) 954-868-1413 Email marc@marcwiarchitecture.com
Env. Plnr.	Chris Sopnicki Ecological Consulting of Florida 4645 SE Pompano Terrace Stuart, FL 34997 (T) 772-220-7317 (F) 866-230-8514 Email csopnicki@bellsouth.net	Engineer	Rick Cvetnich Cvetnich Engineering, Inc. 2000 NE Jensen Beach Boulevard Jensen Beach, FL 34957 (T) 772-334-7717 (F) 772-220-7391 Email rcvetnich@cvetnichinc.com
		Arch. Schlimmer	paschlimmer@greenchinc.com
Attorney	Linda Hoke Gunster Yoakley 800 SE Monterey Commons Blvd Suite 200 Stuart, FL 34996-3346 (T) 772-288-1550 (F) 772-288-0910 Email lhoke@gunster.com	Traffic	Jason Matson Kimley-Horn & Associates, Inc. 10521 SW Village Center Drive Suite 103 Port St. Lucie, FL 34987 (T) 772-345-3200 (F) 772-286-0136 Email jason.matson@kimley-horn.com
Planner	Tom Lucido Lucido & Associates 701 East Ocean Boulevard Stuart, FL 34994 (T) 772-220-2100 (F) 772-223-0220 Email tlucido@lucidodesign.com		
Mark Wolfrom Steven Gamm	mwolfrom@lucidodesign.com sgamm@lucidodesign.com		

Marketplace of Stuart

Final Site Plan
Key Sheet

City of Stuart, Florida

Date	By	Description
7.3.08		Reinstatement & Resubmittal
9.19.08		Resubmittal
10.08.08	BAM	2nd Resubmittal
2.24.09	SAW	3rd Resubmittal
5.28.09	SAW	4th Resubmittal
6.11.09	SAW	City Commission Submittal
7.13.09	SAW	2nd Public Hearing-City Commission
7.17.09	SAW	2nd 2nd Reading-City Commission
7.27.09	SAW	Post Approval

NORTH

SCALE: 1" = nts

0

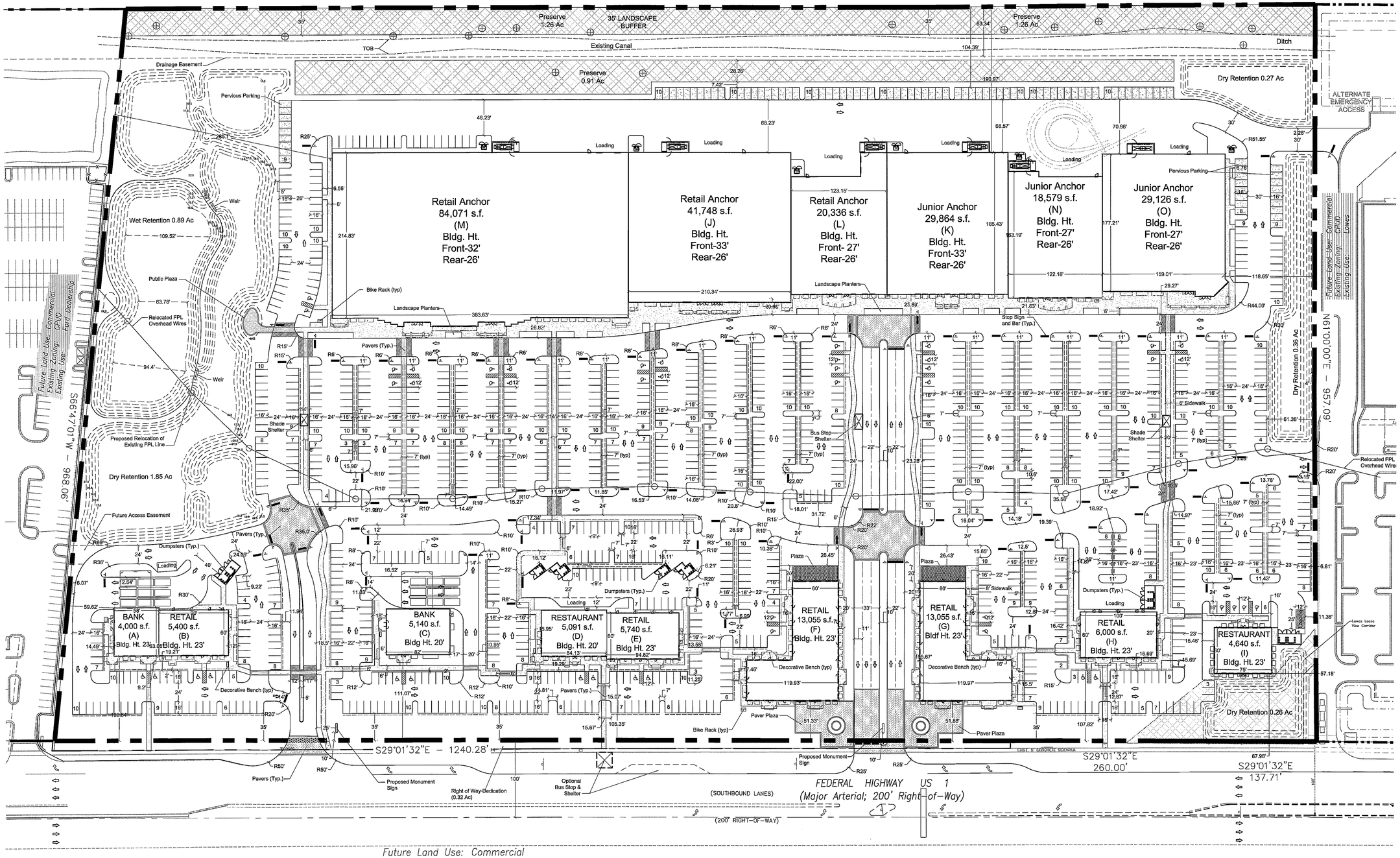
APPROVED

REG. # 1018
Thomas P. Lucido

Designer	SW
Manager	MM
Project Number	08-180
Municipal Number	—
Computer File	08-180 Market Place of Stuart FSP.dwg

Sheet **1 of 2**

Attachment 1 to Exhibit C



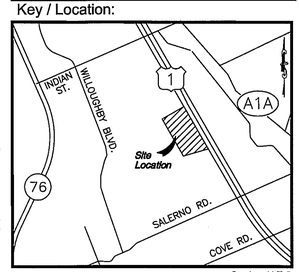
Future Land Use: Commercial
Existing Zoning: CPUD
Existing Use: The Shoppes at Marketplace

Lucido & Associates

Land Planning / Landscape Architecture

701 E Ocean Blvd., Stuart, Florida 34994 (772) 220-2100, Fax (772) 223-0220
100 Avenue A Suite 2A, Fort Pierce, Florida 34950 (772) 467-1301, Fax (772) 467-1303
827 North Thornton Avenue, Orlando, Florida 32803 (407) 898-9521, Fax (407) 898-9768

Key / Location:



Scale: N.T.S

Project Team:

Surveyor: Dave Schryver, GYC, Inc., PO Box 1489, Palm City Fl 34991, (T) 772-288-5043, (F) 772-283-5474, Email dschryver@gyinc.com

Arch.: Marc Wiener, AIA, 33 SE 4th Street, Suite 101, Boca Raton, FL 33432, (T) 561-750-4111, (F) 561-750-3266, (C) 561-866-1411, Email marc@mwarchitecture.com

Env. Plan.: Cindy Sagebiela, Ecological Consulting of Florida, 4648 SE Pompano Terrace, Jensen Beach, FL 34957, (T) 772-220-7917, (F) 866-230-8451, Email sagebiela@bellsouth.net

Engineer: Rob Creech, Creech Engineering, Inc., 2000 NE Jensen Beach Boulevard, Jensen Beach, FL 34957, (T) 772-283-1413, (F) 772-220-7881, Email rcreech@creechinc.com

Adam Schlemeier: aschlemeier@creechinc.com

Attorney: Linda Hoke, Gunster Yoakley, 500 SE Monterey Commons Blvd, Suite 200, Stuart, FL 34996-3346, (T) 772-288-1900, (F) 772-288-0610, Email lhoke@gunster.com

Traffic: Jason Mehlen, Kimley-Horn & Associates, Inc., 10521 SW Village Center Drive, Suite 103, Port St. Lucie, FL 34987, (T) 772-345-3600, (F) 772-286-0136, Email jason.mehlen@kimley-horn.com

Planner: Tom Lucido, Lucido & Associates, 701 East Ocean Boulevard, Stuart, FL 34994, (T) 772-220-2100, (F) 772-223-0220, Email tlucido@lucidodesign.com

Mark Mathes, Steven Garrett: mmathes@lucidodesign.com, sgarrett@lucidodesign.com

Marketplace of Stuart

Final Site Plan

City of Stuart, Florida

Date	By	Description
7.3.08		Reinstatement & Resubmittal
9.19.08		Resubmittal
10.08.08	BAM	2nd Resubmittal
2.24.09	SAW	3rd Resubmittal
5.28.09	SAW	4th Resubmittal
6.11.09	SAW	City Commission Submittal
7.13.09	SAW	2nd Public Hearing-City Commission
7.17.09	SAW	2nd 2nd Reading-City Commission
7.27.09	SAW	Post Approval

NORTH

SCALE: 1" = 60'

0 30' 60' 120'

REG. # 1018
Thomas P. Lucido

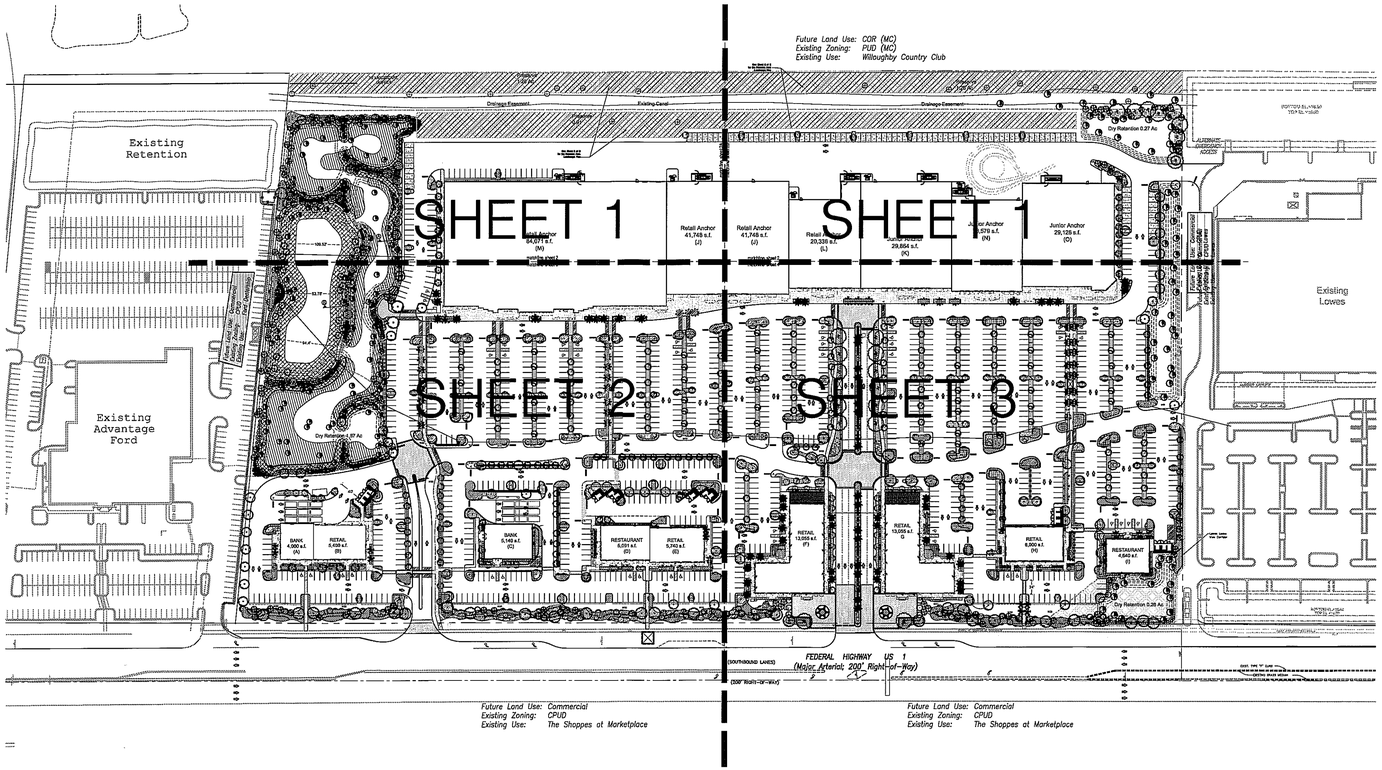
Designer	SW
Manager	MM
Project Number	08-180
Municipal Number	---
Computer File	08-180 Market Place of Stuart FSP.dwg

Sheet **2 of 2**

Marketplace of Stuart

City of Stuart, Forida

Landscape Plan



LANDSCAPE DATA:

Total Site Area:		**1,527,657 sf.**	**35.07 ac.**
Less R.O.W. Dedication		**14,007 sf.**	**0.32 ac.**
Less Native Preserve		**94,477 sf.**	**2.17 ac.**
Total Developed Area:		**1,419,173 sf.**	**32.58 ac.**
Landscape Area Required: (20% of Developed Area)		283,835 sf.	6.52 ac.
Landscape Area Provided:		284,119 sf.	6.52 ac.
Total Trees Required: (1/2500 sf of developed area)			568
Total Trees Provided:	Landscape: 537 tree credits Nat. Retention: 106 tree credits Preserve: 70 tree credits		713
Shade Trees Required: (50% of total trees required)			284
Shade Trees Provided:			559
Perimeter Trees Required: (4,355lf./30) 1,170 lf. adjacent to street 3,185 lf. adjacent to private property			145
Perimeter Trees Provided:			261
Perimeter Shrubs Required: (4,355lf./2.5) 1,170 lf. adjacent to street 3,310 lf. adjacent to private property			1,742
Perimeter Shrubs Provided:			1,742
Perimeter Groundcover Required: (L.F. x 10 x 0.25) 1,170 lf. adjacent to street 3,310 lf. adjacent to private property			10,887 sf.
Perimeter Groundcover Provided:			10,887 sf.
Interior Landscape Area Required: (50% of Required Landscape Area)			141,918 sf.
Interior Landscape Area Provided:			157,109 sf.
Interior Trees Required: (Interior Landscape Area / 500)			284
Interior Trees Provided:			452

Required Xeriscape Points

At least 51% of the grass areas are made up of drought-tolerant grass species	10 points
At least 51% of the required shrubs are made up of drought-tolerant species	10 points
At least 51% of the required trees are made up of drought-tolerant species	10 points
Utilization of moisture sensing controller other than a rain-sensor override device	5 points
Utilization of mulch other than cypress mulch	5 points
Utilization of compacted mulch with a 3" min. depth in all planted areas except ground cover.	10 points
	50 total points

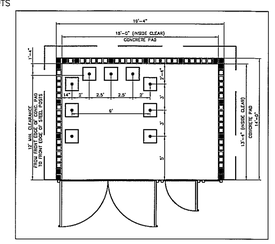
LANDSCAPE NOTES:

- Alternative plant species and enhanced landscaping beyond minimum requirements may be permitted subject to review and approval by the City of Stuart prior to installation.
- All required landscape improvements must be inspected and approved by City of Stuart prior to the issuance of a Certificate of Occupancy.
- No Cypress Mulch is to be used on site. Eucalyptus or Melaleuca Mulch is to be used in a 3" consistent layer in all planting beds.
- Where existing vegetation meets minimum Martin County standards, this vegetation may be credited toward landscape requirements.
- Existing vegetation to remain undisturbed outside of construction limits. Proposed vegetation may be relocated due to unforseen site conditions or in order to preserve existing vegetation.
- All prohibited exotic and invasive species shall be removed from the site prior to the issuance of a certificate of occupancy.
- 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'
- 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 30') from the nearest overhead power line. Medium height tree (height at maturity between 20' and 30' shall be offset at least 20' and small trees (height at maturity of less than 20') require no offset.
- No tree shrubs, hedges or vines shall be planted within 5' of an 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 frond length plus two (2) feet from power lines. Tree species shall be selected as to minimize conflicts with existing or proposed utilities.
- Irrigation source shall be potable.
- All above ground utilities shall be screened in accordance with City of Stuart requirements
- In the event any existing tree within the Windemere Dr. right-of-way and labeled 'to remain' is damaged or removed due to construction activities, then it shall be replaced with a tree of comparable size.

NOTE: See sheet 5 of 6 for additional landscape requirements for Preserve Area and Naturalized Retention Area.

Dumpster/Recycle Enclosure Detail

NTS



Index of Drawings

Sheet 1 Cover Sheet
Sheet 2-4 Landscape Plans
Sheet 5 Naturalized Retention Area and Preserve Area
Sheet 6 Specifications and Details

PLANT LIST

SYM	QTY	COMMON	BOTANICAL	SIZE
TREES				
IC	39	Dahoon Holly	Ilex cassine	FG, 14' HTx5' SPR, 3" C, STD, AS
IE	182	East Palatka Holly	Ilex x attenuata 'East Palatka'	FG, 14' HTx6' SPR, 3" C, SP, AS
* JS	61	Southern Red Cedar	Juniperus silicicola	FG, 16' HTx6' SPR, 4.5"C. FTB, SP, HO, AS
LM	28	Muskogee Crape Myrtle	Lagerstroemia indica ' muskogee'	FG, 10' HTx5' SPR, ML, SP, HO, AS
LN	14	Natchez Crape Myrtle	Lagerstroemia indica ' Natchez'	FG, 10' HTx5' SPR, ML, SP, HO, AS
/ ** PE	2,096	Slash Pine	Pinus elliotti	FG, 8'-10 HTx 5' SPR, 2.5" C, F, SP, HO 3 months min., Sprayed for borers, AS
QV	173	Live Oak	Quercus virginiana	FG, 14' HTx6' SPR, 3"C, F, SP,HO w/feeder roots exposed, AS
QV1	42	Live Oak	Quercus virginiana	FG, 16' HTx6' SPR, 4" C, CH, SP, HO w/feeder roots exposed, AS
* QV2	21	Live Oak	Quercus virginiana	FG, 18' HTx7' SPR, 5" C, CH, SP, HO w/feeder roots exposed, AS
PALM TREES				
AM	44	Christmas Palm	Adonidia merrillii	25G, 8' CT, DB, SP, AS
AM2	6	Triple Christmas Palm	Adonidia merrillii	25G, 8'-12' CT, TP, SP, AS
PD	4	Medjool Date Palm	Phoenix dactylifera 'Medjool'	FG, 8' CW, Full Head, Classic cut, SP, AS
SP	24	Sabal Palm	Sabal palmetto	FG, 14'-20' CT HT, (BTD OR SLK) TR, HV CAL., SP, Hurricane Cut, (see mitigation plan)
* SP	109	Sabal Palm	Sabal palmetto	FG, 14'-20' CT HT, (BTD OR SLK) TR, HV CAL., SP, Hurricane Cut, (see mitigation plan)
VM	67	Montgomery Palm	Veitchia montgomeryana	FG, 14' HT, Full head, SP, AS
WB	30	Foxtail Palm	Wodyetia bifurcata	FG, 8' GW, Full head, No scars, SP, AS
* WP	83	Washingtonia Palm	Washingtonia robusta	FG, 14'-18' CT HT, HV Cal., SP, AS (see mitigation plan)
ACCENTS				
CO	6	Orange Geiger Tree	Cordia sebestena	15G, 6' HTx4' SPR, SP, AS
HS	7	Hibiscus Tree	Hibiscus rosa-Sinensis	15G, 6' HTx3' SPR, SP, F, AS
LJ	39	Japanese Privet Tree	Ligustrum japonicum	CG, 8' OA, STD, F, SP, AS
NC	52	Pink Oleander	Nerium oleander 'Calypso Pink'	CG, 6' HTx5 SPR, STD, SP, AS
SHRUBS				
ALN	279	Bush Allamanda	Allamanda schottii	3G, 30"HTx 24"SPR, F, 30"OC
CHH	238	Horizontal Cocoplum	Chrysobalanus icaco 'Horizontal'	3G, 12" HTx18" SPR, F, 24" OC
CHR	1647	Red Tipped Cocoplum	Chrysobalanus icaco 'Red Tip'	3G, 24" HTx18" SPR, F, 30"OC
COS	147	Silver Buttonwood	Conocarpus erectus 'Sericeus'	3G, 30" HTx24" SPR, FTB, 36" O.C.
DUR	304	Golden Dew Drop	Duranta erecta 'Saphire Showers'	3G, 24" OA, FTB, 30" OC
GAG	2421	Thryallis	Galphimia glauca	3G, 18" OA, FTB, 30" OC
HAC	490	Dwarf Firebush	Hamelia patens ' compacta'	3G, 24" OA, F, 30" OC
IXN	1136	Nora Grant Ixora	Ixora 'Nora Grant'	3G, 18" OA, F, 24" OC
JAC	247	Jatropha	Jatropha integerrima 'Compacta'	3G, 24" OA, F, 30" OC
JAM	291	Downy Jasmine	Jasminum multiflorum	3G, 18" HTx24" SPR, F, 24" OC
JAN	157	Star Jasmine	Jasminum nitidum	3G, 24" OA, F, 30" OC
JAV	281	Wax Jasmine	Jasminum volubile	3G, 18" HTx24" SPR, F, 24" OC
MYC	72	Wax Myrtle	Myrica cerifera	3G, 30" HTx24" SPR, FTB, 36" OC
NEI	445	Ice Pink Oleander	Nerium oleander 'Ice Pink'	3G, 24" OA, F, 36" OC
PHX	620	Xanadu	Philodendron 'Xanadu'	3G, 18" OA, F, 30" OC
PLI	2495	Imperial Blue Plumbago	Plumbago auriculata 'Imperial Blue'	3G, 18" OA, F, 24" OC
POP	1075	Dwarf Podocarpus	Podocarpus macrophyllus 'Pringles'	CG, 10" OA, F, SP, 18"OC
SCT	545	Trinette	Schefflera arboricola 'Trinette'	3G, 24" OA, F, 30" OC
SYP	366	Brush Cherry	Syzygium paniculatum	7G, 4' HTx2' SPR, FTB, 30" OC
TRD	574	Fakahatchee Grass	Tripsacum dactyloides	3G, 24" OA, F, 48" OC
VIO	249	Sweet Viburnum	Viburnum odoratissimum	3G, 30" HTx24" SPR, FTB, 30" OC
VIS	273	Sandankwa Viburnum	Viburnum suspensum	3G, 24" OA, F, 30" OC
GROUND COVERS				
AGA	179	Lily of the Nile	Agapanthus africanus	1G, 12"OA, F, 18" OC
BEA	308	Angel Wing Begonia	Begonia 'Angel Wing'	3G, (choose a variety - stalk or mound)
CAE	610	Dwarf Carissa	Carissa macrocarpa 'Emerald Blanket'	3G, 12" OA, F, 18" OC
DIT	2157	Blueberry Flax Lily	Dianella tasmanica	3G, 15" OA, F, 18"OC
EUR	586	Dwarf Crown of Thorns	Euphorbia milii 'Rosy'	2G, 8" OA, F, 12" OC
FIG	1201	Green Island Ficus	Ficus Mircrocarpa 'Green Island'	3G,12" HTx15" SPR, F, 24" OC
HES	298	Yellow Daylily	Hemerocallis sp.	1G, 12" OA, F, 18" OC
ILS	2582	Dwarf Yaupon	Ilex vomitoria 'Stokes Dwarf'	3G, 12" OA, F, 18" OC
JUB	1313	Blue Pacific Juniper	Juniperus conferta 'Blue Pacific'	3G, 6" HTx18" SPR, 3 RN, F, 24" OC
JUP	365	Parson's Juniper	Juniperus Chinensis 'Parsonii'	3G, 10" HTx18" SPR, F, 24" OC
LOR	1191	Dwarf Ruby Loropetalum	Loropetalum chinese rubrum 'Ruby'	3G, 18" OA, F, 24" OC
NEM	570	Macho Fern	Nephrolepis falcata 'Macho fern'	3G, 24" OA, F, 36" OC
RAI	1447	Dwarf Indian Hawthorn	Rhaphiolepis indica	3G, 12" HTx15" SPR, F, 24" OC
TRF	4306	Dwarf Fakahatchee Grass	Tripsacum floridiana	3G, 18" OA, F
TUV	1356	Society Garlic	Tulbaghia violacea	1G, 10" OA, F, 18" OC

* Denotes plant material being used to meet Tree Mitigation Replacement DBH

** 2,096 Slash Pines (2.5" caliper) to be planted to meet Tree Mitigation Replacement DBH with in the noted on-site Preserve Areas and within the landscape buffer located along US1.

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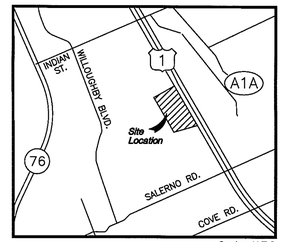

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Marketplace of Stuart

City of Stuart, Florida

Cover Sheet

Date	By	Description
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10.08.08	BAM	2nd Resubmittal
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7.27.09		Post Approval

NORTH

SCALE: 1" = nts

0 nts

APPROVED

REG. # 1018
Thomas P. Lucido

Designer	SAW	Sheet
Manager	SG	**1 of 6**
Project Number	08-180	
Municipal Number	—	
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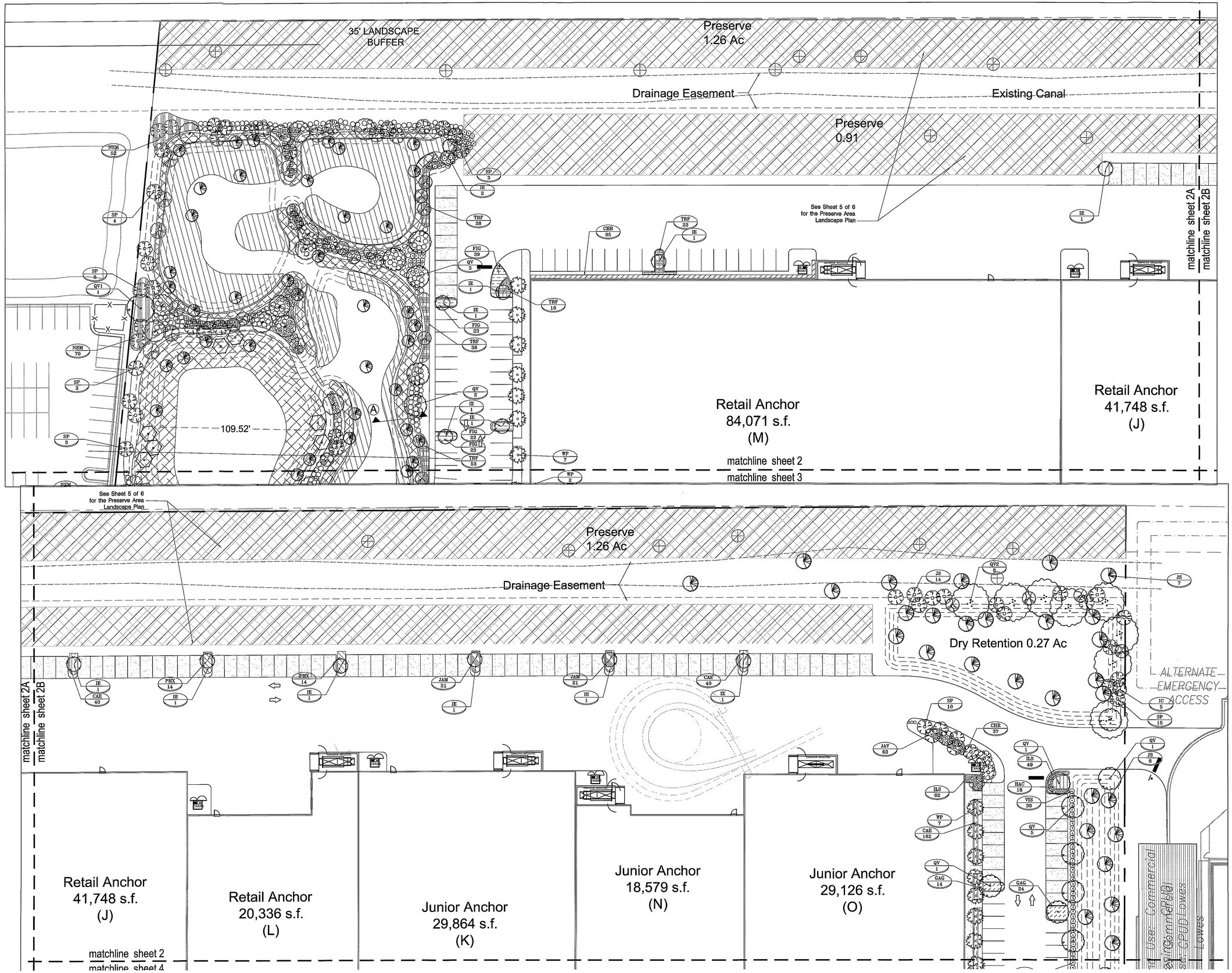

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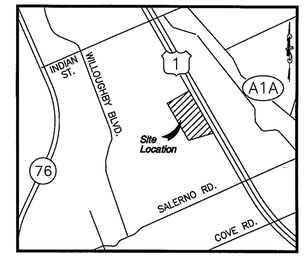

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Marketplace of Stuart

City of Stuart, Florida

Landscape Plan

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0 15' 30' 60'

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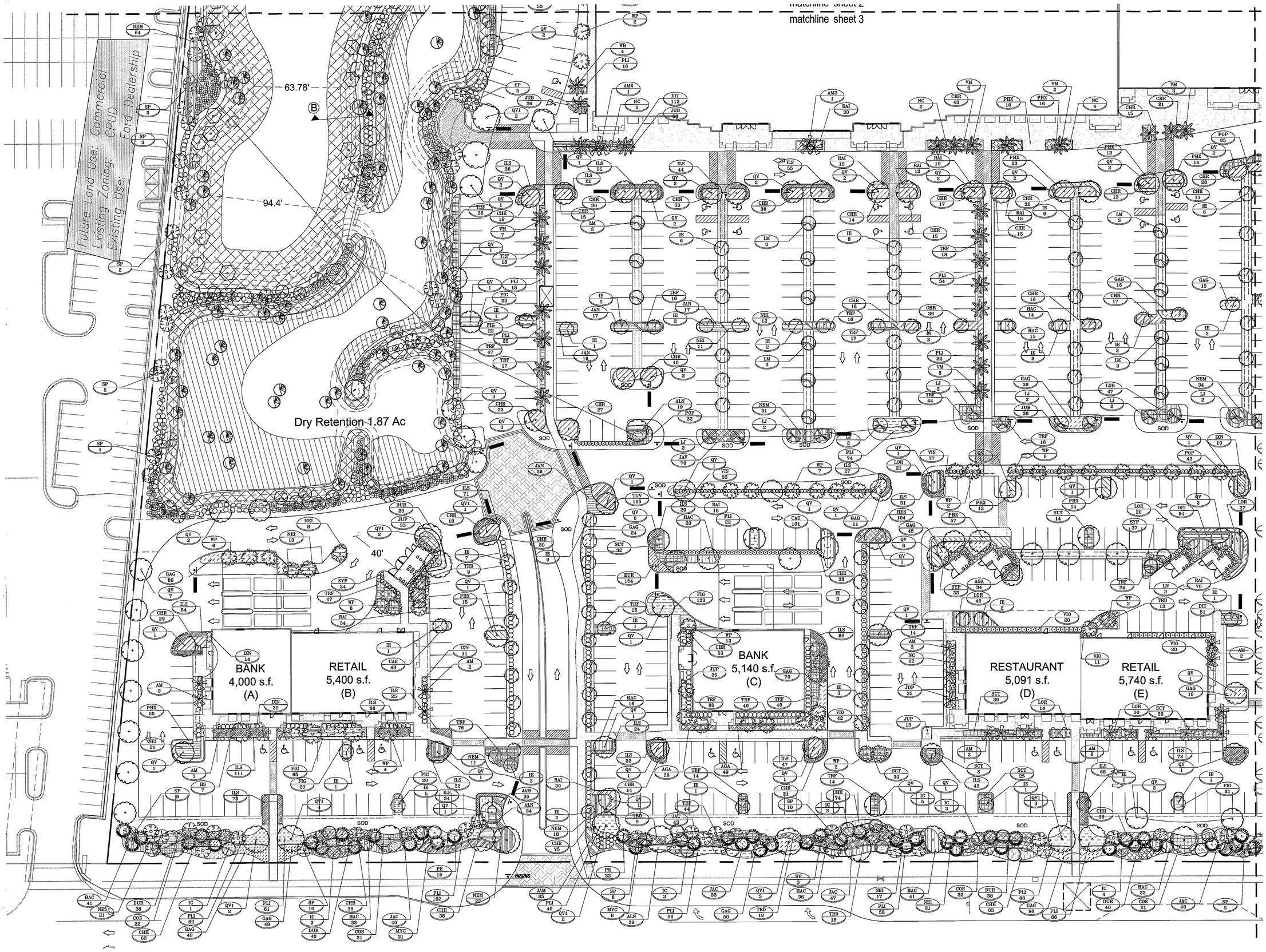

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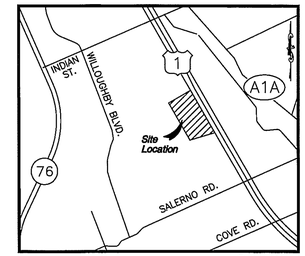

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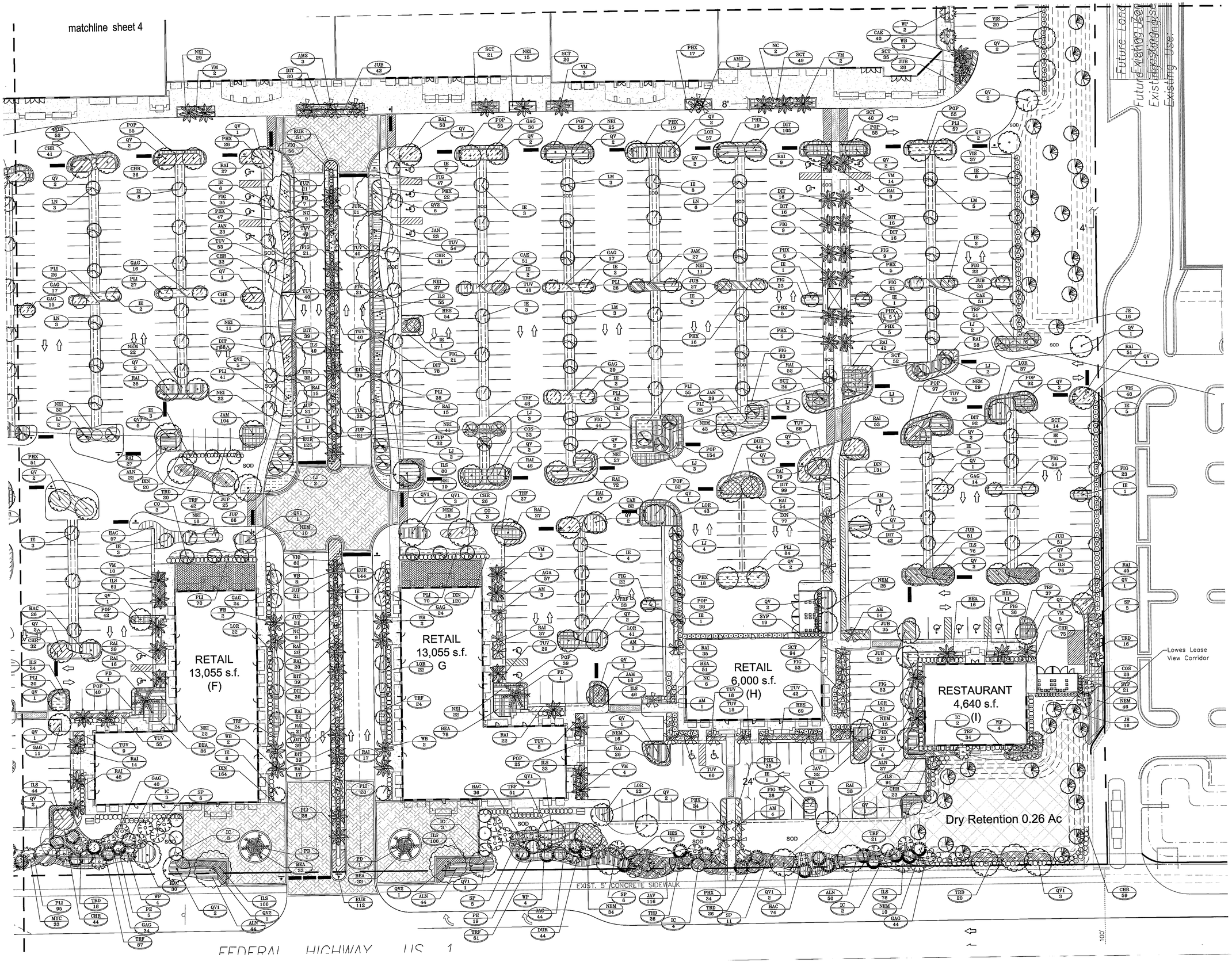

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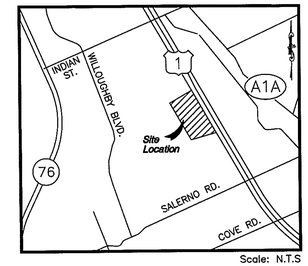

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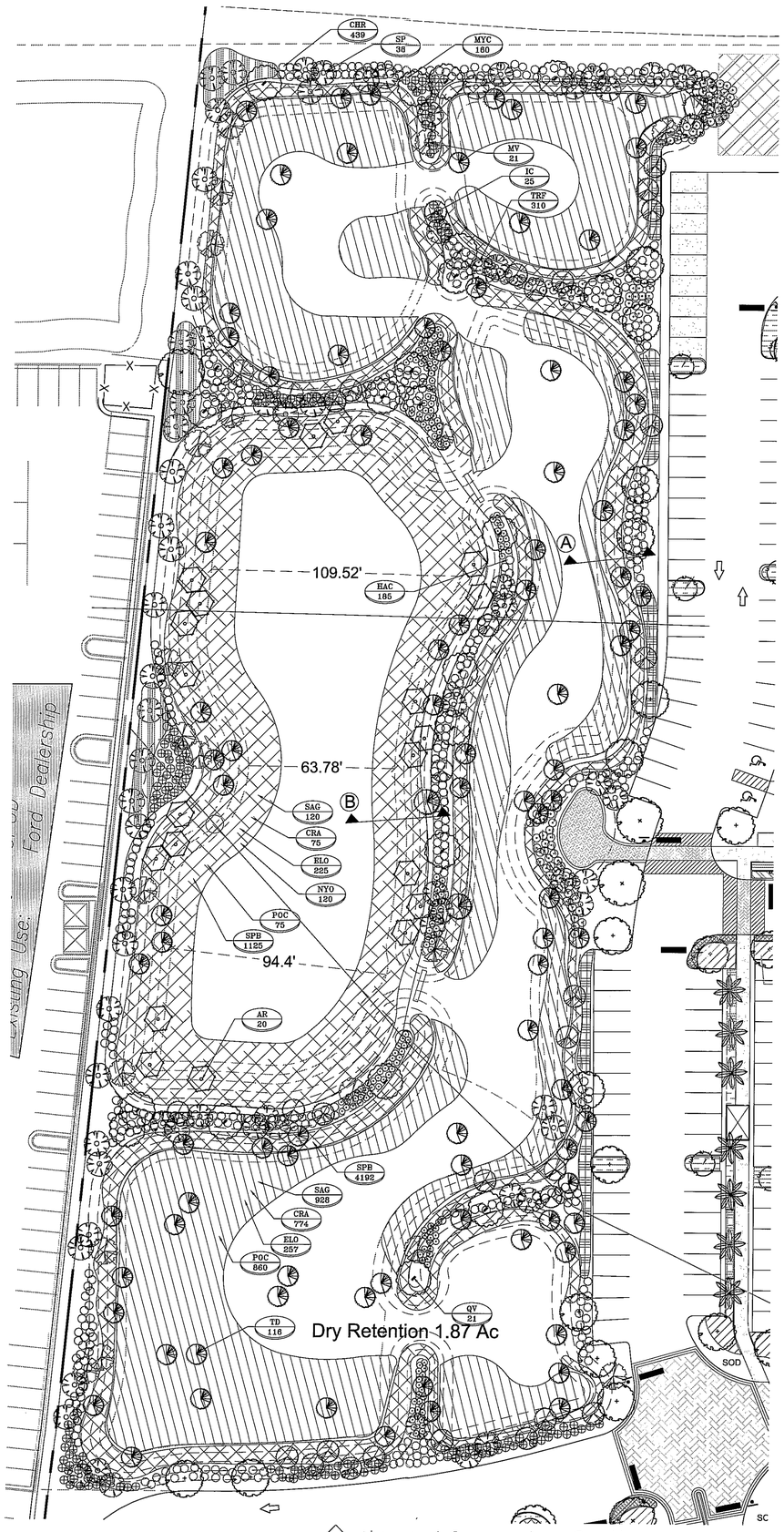

Naturalized Retention Area—Plan View
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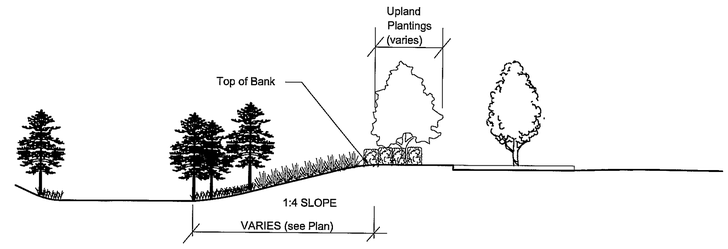
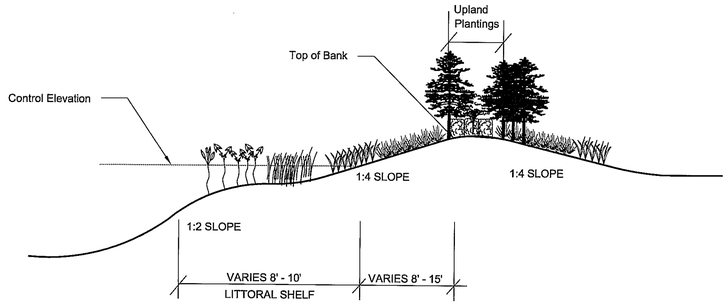
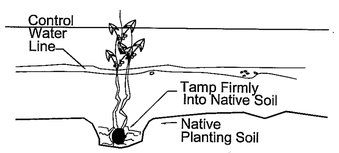


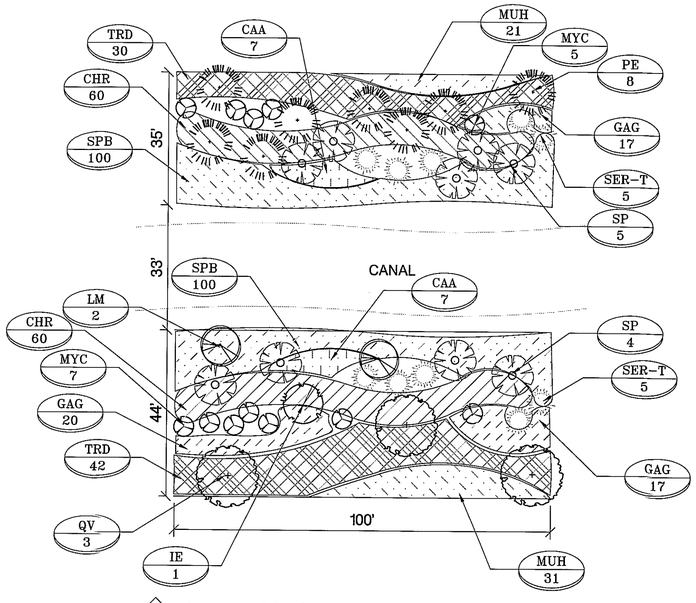
A Dry Retention Cross Section—Typical
Scale: NTS



B Wet Retention Cross Section—Typical
Scale: NTS



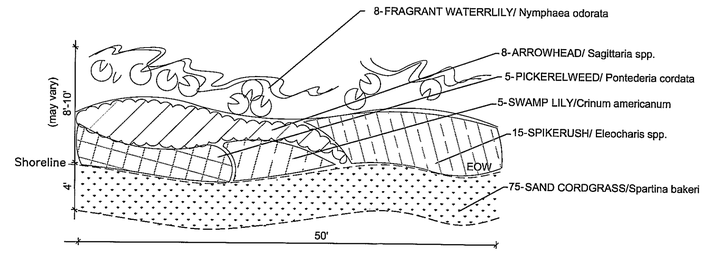
Littoral Detail—Typical
Scale: NTS'



Typical 100' Section—Preserve Plan
Scale: 1"=20' (15 sections)

PLANT LIST-Naturalized Retention Area

SYM	QTY	COMMON	BOTANICAL	SIZE
TREES				
AR	20	Red Maple	***Acer Rubrum***	FG, 14' HT x 5' SPR, 3"C,HO, AS
IC	25	Dahoon Holly	***Ilex cassine***	FG, 14' HTx6' SPR, 3" C, STD, AS
MV	21	Sweet Bay Magnolia	***Magnolia virginiana***	CG, 14' HTx 6' SPR, F, SP, AS
QV	21	Live Oak	***Quercus virginiana***	FG, 14' HTx6' SPR, 3"C, F, SP,HO w/feeder roots exposed, AS
TD	116	Bald Cypress	***Taxodium distichum***	FG, 8' HTx4' SPR, 2"C, F, SP,HO w/feeder roots exposed, AS
PALM TREES				
SP	38	Sabal Palm	***Sabal palmetto***	FG, 8'-20' CT HT, (BTD OR SLK) TR, Sun grown, HV CAL., SP, Hurricane Cut, AS
SHRUBS				
CHR	439	Red Tipped Cocoplum	***Chrysobalanus icaco 'Red Tip'***	3G, 24" HTx18" SPR, F, 30"OC
HAC	185	Dwarf Firebush	***Hamelia patens ' compacta'***	3G, 24" OA, F, 30" OC
MYC	160	Wax Myrtle	***Myrica cerifera***	3G, 30" HTx24" SPR, FTB, 36" OC
CRA	849	Swamp Lily	***Crinum americanum***	BR, 24"HT, free of weeds, 36"OC
GROUND COVERS				
ELO	482	Jointed Spikerush	***Eleocharis interstincta***	BR, 24"HT, free of weeds, 36"OC
NYO	120	Fragrant Water Lily	***Nymphaea odorata***	BR, 24"HT, free of weeds, 10' OC
POC	935	Pickerel Weed	***Pontederia cordata***	BR, 24"HT, free of weeds, 5' OC
SAG	1048	Duck Potato	***Sagittaria latifolia***	BR, 24"HT, free of weeds, 5'OC
SPB	5317	Sand Cordgrass	***Spartina bakeri***	1G, 18" HT x 12" SPR, Fully rooted, 24" OC



Typical 50' Section—Littoral Zone Plan
Scale: NTS

PLANT LIST-PRESERVE LANDSCAPE PLAN

SYM	QTY	COMMON	BOTANICAL	SIZE
TREES				
IE	15	East Palatka Holly	Ilex x attenuata 'East Palatka'	FG, 14' HTx6' SPR, 3" C, SP, AS
LM	30	Muskogee Crape Myrtle	Lagerstroemia indica ' muskogee'	FG, 12' HTx6' SPR, ML, SP, HO, AS
* PE	119	Slash Pine	Pinus elliotti	FG, 8'-10 HTx 5' SPR, 2.5" C, F, SP, HO 3 months min., Sprayed for borers, AS
QV	45	Live Oak	Quercus virginiana	FG, 14' HTx6' SPR, 3"C, F, SP,HO w/feeder roots exposed, AS
PALM TREES				
* SP	135	Sabal Palm	Sabal palmetto	FG, 8'-20' CT HT, (BTD OR SLK) TR, Sun grown, HV CAL., SP, Hurricane Cut, AS
SHRUBS				
CAA	210	BeautyBerry	Callicarpa americana	3G, 30" HTx24" SPR, FTB, 48" O.C.
CHR	1,800	Red Tipped Cocoplum	Chrysobalanus icaco 'Red Tip'	3G, 24" HTx18" SPR, F, 42"OC
GAG	810	Thryallis	Galphimia glauca	3G, 18" OA, FTB, 36" OC
MYC	180	Wax Myrtle	Myrica cerifera	3G, 30" HTx24" SPR, FTB, 5' OC
SER-T	150	Saw Palmetto	Serenoa repens	Existing clumps transplanted from site
TRD	1,080	Fakahatchee Grass	Tripsacum dactyloides	3G, 24" OA, F, 48" OC
GROUND COVERS				
MUH	780	Muhley Grass	Muhlenbergia	1G,18" HTx 12" SPR, Full pot, 36" OC
SPB	3,000	Sand Cordgrass	Spartina bakeri	1G, 18" HT x 12" SPR, Fully rooted, 30" OC

* Denotes plant material being used to meet Tree Mitigation Replacement DBH

lucido & assoc

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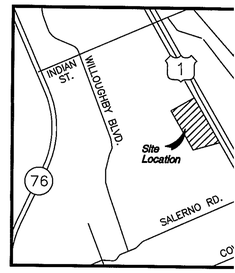
Key / Location:



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Marketplac of Stuart

City of Stuart, Florida

Naturalized Reten Area

Date	By	Description
07.03.08	SW	
2.24.09	SAW	3rd Resubmittal
5.21.09	SAW	4th Resubmittal
7.13.09	SAW	2nd City Commission
7.17.09	SAW	2nd-Reading City Cor
7.27.09		Post Approval

NORTH

SCALE: 1" = 30'

0 15' 30' 60'

REG. # 1
Thomas P.

Designer	SAW	Sheet
Manager	SG	5 c
Project Number	08-180	
Municipal Number	---	
Computer File	08-180 revised for preserve L	

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LANDSCAPE SPECIFICATIONS

PART 1: GENERAL CONDITIONS

1.01 A. SCOPE:
The landscape contract includes the supplying and planting of all trees, shrubs, vines, and ground cover together with all necessary labor, equipment, tools and materials needed for the successful completion, execution and maintenance of the landscape plans.

1.02 A. AGENCY STANDARDS:
Grades and standards of plant materials to be used shall be true to name, size, condition and graded Florida #1 or better as stated in: Grades and Standards of Florida Plant Materials published by the State of Florida Department of Agriculture, Tallahassee, Florida.

1.03 A. SITE EXAMINATION:
The Landscape Contractor shall personally examine the site and fully acquaint him/herself with all of the existing conditions in order that no misunderstanding may afterwards arise as to the character or extent of the work to be performed, and additionally, in order to acquaint him/herself with all precautions to be taken in order to avoid injury to property or persons. No additional compensation will be granted because of any unusual difficulties which may be encountered in the execution or maintenance of any portion of the work.

1.04 A. ERRORS AND EMISSIONS:
The plant list is a part of the drawings and is furnished as a convenience. The plant list indicates the name, size and quantities of specific plant materials as called for and is located on the drawings. The Landscape Contractor is responsible for his/her own quantity count, and any discrepancy between drawings and plant list shall be considered as correct on the drawings.

B. The Landscape Contractor shall not take advantage of errors or omissions in the specifications or contract drawings. Full instruction will be given if such errors are discovered. Upon the discovery of any discrepancies in, or omissions from the drawings or documents, or should the Landscape Contractor be in doubt as to their meaning, the Landscape Architect shall be notified and will determine the actions necessary to each query.

C. If plans and specifications are found to disagree after the contract is awarded, the Landscape Architect shall be the judge as to which was intended.

1.05 A. EXECUTION OF THE WORK:
The Landscape Contractor shall have his labor crews controlled and directed by a Foreman well versed in plant materials, planting methods, reading blueprints, and coordination between job and nursery in order to execute installation correctly and in a timely manner.

B. The Landscape Contractor shall provide a competent English-speaking Superintendent on the project at all times, who shall be fully authorized as the Contractor's agent on the work. The Superintendent shall be capable of reading and thoroughly understanding the Plans, Specifications and other Contract Documents. If the Superintendent is deemed incompetent by the Landscape Architect, he (the superintendent) shall be immediately replaced.

C. The Landscape Contractor shall be available for any meetings with the Owner and/or Landscape Architect during implementation of the job. Any additional work or changes required as a result of failure to communicate with the Owner or Landscape Architect during implementation will be the responsibility of the Landscape Contractor.

1.06 A. PROTECTION OF PUBLIC AND PROPERTY:
The Landscape Contractor shall protect all materials and work against injury from any cause and shall provide and maintain all necessary safeguards for the protection of the public. He shall be held responsible for any damage or injury to persons or property which may occur as a result of his fault or negligence in the execution of the work, i.e. damage to underground pipes or cables.

1.07 A. CHANGES AND EXTRAS:
The Contractor shall not start work on any changes or 'extras' in the project until a written agreement setting forth the adjusted prices has been executed by the Owner and the Contractor. Any work performed on changes or 'extras' prior to execution of a written agreement may or may not be compensated for by the Owner at his discretion.

1.08 A. GUARANTEE:
The Landscape Contractor shall furnish a written guarantee warranting all materials, workmanship and plant materials, except sod, for a period of ONE (1) YEAR from the time of completion and acceptance by the Landscape Architect and Owner. Sod shall be guaranteed to 90 calendar days after acceptance by the Landscape Architect and Owner. All plant material shall be alive and in satisfactory condition and growth for each specific kind of plant at the end of the guarantee period. The guaranteeing of plant material shall be construed to include complete and immediate replacement with plant material of the same variety, type, size, quality and grade as that of the originally specified material. During the guarantee period it shall be the Landscape Contractor's responsibility to immediately replace any dead or unhealthy material as determined by the Landscape Architect. The guarantee will be null and void if plant material is damaged by lightning, hurricane force winds, or any other acts of God, as well as vandalism or lack of proper maintenance.

B. At the end of the specified guarantee period, any plant required under this contract that is dead or not in satisfactory condition, as determined by the Landscape Architect, shall be removed. The Landscape Contractor shall be responsible for the full replacement cost of plant materials for the first replacement and share subsequent replacement (s) costs equally with the Owner, should the replacement plant fail to survive.

C. All replacements shall be plants of the same kind and size as specified in the plant list. They shall be furnished and planted as specified.

1.09 A. CARE AND MAINTENANCE:
The Landscape Contractor shall be responsible for the care and maintenance of all plant materials until final acceptance by the Owner or Landscape Architect.

A. Upon final acceptance of the work, the Landscape Contractor shall furnish the Owner with a written and detailed description for the care and maintenance of all plant material at the time of final acceptance.

B. The Owner agrees to execute the instructions for such care and maintenance.

1.10 A. SAFETY:
It shall be the responsibility of the Landscape Contractor to protect all persons from injury and to avoid property damage. Adequate warning devices shall be placed and maintained during the progress of the work.

B. It shall be the contractor's responsibility to conform to all local, state, and federal safety laws and codes including the Federal Occupational Safety And Health Act (O.S.H.A.).

1.11 A. CONTRACTOR QUALIFICATION:
The Owner may require the apparent contractor (s) to qualify him/herself to be a responsible entity by furnishing any or all of the following documentary data:
1. A financial statement showing assets and liabilities of the company current to date.
2. A listing of not less than (3) completed projects of similar scope and nature.
3. Permanent name and address of place of business.
4. The number of regular employees of the organization and length of time the organization has been in business under the present name.

1.12 A. INSURANCE AND BONDING:
The contractor (s) shall submit proof of insurance for this job for the time period that the work is done. The minimum amount of insurance shall be $300,000.00 per person and $300,000.00 per aggregate. The successful bidder shall be required to have this coverage in effect before beginning work on the site.

B. The Owner shall have the right to require the Contractor to furnish bonds covering faithful performance of the Contract and payment obligations arising thereunder as stipulated in bidding requirements or specifically required in the Contract Documents on the date of execution of the Contract.

1.13 A. PERMITS AND CERTIFICATES:
All contractors shall secure and pay for all permits and certificates required for his/her class of work.

PART 2: MATERIALS

2.01 A. PLANT MATERIALS:
A complete list of plants is shown on the drawings, including a schedule of quantities, sizes, and such other requirements deemed necessary. In the event discrepancies occur, the specifications on the drawings shall govern.

B. Substitutions: Substitutions of plant materials or changes in size or spacing of materials will be permitted ONLY upon written authorization by the Owner or the Landscape Architect. If plant material is not of sufficient size to meet applicable codes, a letter of variance from the appropriate agency must be obtained by the Contractor prior to issuance of any change orders. If material of smaller size is to be accepted, the quantity of material shall be increased, at no additional cost to the Owner, to meet the intent of the drawings.

C. All plant materials shall have a habit of growth that is normal for the species and shall be healthy, vigorous and equal to or exceed the measurements specified in the plant list, which are the minimum acceptable sizes. Plants shall be measured before pruning with branches in normal position. Any necessary pruning shall be done at the time of planting.

D. All plant materials shall be nursery grown, unless otherwise noted, Florida #1 or better and shall comply with all required inspections, grading standards and plant regulations as set forth by the Florida Department of Agriculture's Grades and Standards for Nursery Plants, Part I revised edition 1973, and Grades and Standards for Nursery Plants, Part II, for Palms and Trees, revised edition 1972.

E. Plants that do not have the normal balance of height and spread typical for the respective plant shall not be acceptable.

F. The Landscape Contractor shall install each plant to display its best side. Adjustments may be required if plants are not installed properly and/or approved by the Landscape Architect.

2.02 A. INSPECTION
The Landscape Architect and Owner may inspect trees and shrubs at place of growth or at site before planting, for compliance with requirements for genus, species, variety, size and quality. The Landscape Architect and Owner retain the right to further inspect trees and shrubs for size and condition of balls and root systems, insects, injuries and latent defects, and to reject unsatisfactory or defective material at any time during progress of work. Rejected plant materials shall be immediately removed from project site.

2.03 A. PROTECTION OF PLANT MATERIALS:
Balled and burlapped plants (B & B) shall be dug with firm natural balls of earth of sufficient diameter and depth to encompass the fibrous and feeding root system necessary for full recovery of the plant. Balls shall be firmly wrapped with burlap similar materials and bound with cord, rope, or wire mesh. All collected plants shall be balled and burlapped.

B. Plants with broken, damaged or insufficient balls will be rejected.

C. All plant material shall be protected from possible bark injury or breakage of branches. All plants transported by open trucks shall be adequately covered to prevent windburn, drying or damage to plants.

D. Plants which cannot be planted immediately on delivery to the site shall be covered with moist soil, mulch or other protection from the drying of wind and sun. All plants shall be watered as necessary by the Landscape Contractor until planted.

2.04 A. STORAGE:
All plant materials shall be stored on the site in designated areas, specified by the Landscape Architect or Owner's agent.

B. No plant material shall be stored longer than seventy-two (72) hours.

C. The Landscape Architect reserves the right to reject any plant materials not in conformance with these specifications.

D. All rejected material shall be immediately removed from the site and replaced with acceptable material at no cost to the Owner.

2.05 A. PROTECTION DURING PLANTING:
Trees moved by winch or crane shall be thoroughly protected from chain marks, girdling or bark slippage by means of burlap, wood battens or other approved methods. Battens shall NOT be attached to the tree with nails.

2.06 A. PLANTING SOIL:
Planting soil for all plantings shall consist of existing native soil and shall be free of debris, roots, clay, stones, plants or other foreign materials which might be a hindrance to planting operations or be detrimental to good growth.

2.07 A. FERTILIZER:
Commercial fertilizer shall comply with the state fertilizer laws. Nitrogen shall not be less than 40% from organic source. Inorganic chemical nitrogen shall not be derived from the sodium form of nitrate. Fertilizers shall be delivered to the site in unopened original containers, each bearing the manufacturer's guaranteed analysis. Any fertilizer that becomes caked or otherwise damaged shall be rejected.

B. To each cubic yard of planting soil (existing native soil) shall be added and thoroughly mixed 3 lbs. of commercial fertilizer.

C. Tabletized Fertilizer shall be Agriform planting tablets 20-10-5 formula, 21 gram or equal. All trees and shrubs shall be fertilized with tabletized fertilizer as follows. While backfilling plant holes, fertilizer tablets shall be equally spaced and placed adjacent to the ball mid-way in depth in accordance with the following rates:

1 gallon container	1 tablet
3 gallon container	2 tablets
5 gallon container	3 tablets
7 gallon	5 tablets

Large tubs, wire baskets, grow bags, and balled and burlapped material shall have 1 tablet for each 1/2 inch of trunk diameter measured 3 feet from ground or for each foot of height or spread of larger shrub material.
The Landscape Architect reserves the right to inspect and review the application of fertilizer.

2.08 A. MULCH:
Mulch material shall be clean, dry Eucalyptus or Melaleuca Mulch free of weeds, seeds and pests, maintained at the time of application to prevent wind displacement.

B. All trees and shrub beds shall receive 3" mulch immediately after planting and thoroughly watered.

PART 3: EXECUTION

3.01 A. DIGGING:
The Landscape Contractor shall exercise care in digging and other work so as not to damage existing work, including overhead wires, underground pipes and cables and the pipes and hydrants of watering systems. Should such overhead or underground obstructions be encountered which interfere with planting, the Owner shall be consulted and will adjust the location of plants to clear such obstruction. The Contractor shall be responsible for the immediate repair of any damage caused by his work.

3.02 A. GRADING:
Grading for drainage, swales, etc. to within 4 inches of the finished grade to be provided by others.

B. It shall be the responsibility of the Landscape Contractor to provide the final grading during the course of landscape installation so as to bring sod and planting areas to their proper elevations in relation to walks, paving, drain structures, and other site conditions. The site grading plan must be checked prior to installation of sod to insure that drainage and other conditions will NOT be modified.

3.03 A. PLANTING:
Planting shall take place during favorable weather conditions.

B. The Contractor shall ascertain the location of all utilities and easements so proper precautions can be taken not to damage or encroach them.

C. Planting shall be located where it is shown on the plan. No planting holes shall be dug until the proposed locations have been staked on the ground by the Contractor.

D. Excavation of holes shall extend to the required subgrades as specified on the planting diagrams located in the planting plans. Plant pits shall be circular in outline and shall have a profile which conforms to the aforementioned 'Tree and Shrub Planting Diagrams'.

E. A representative number of planting pits (a minimum of one in every 25 feet throughout the entire site) shall be tested for proper drainage. See Landscape Plan for complete testing methods and requirements.

F. Planting pits shall be excavated to the following dimensions and refilled with a mixture of planting soil (half (1/2) muck, half (1/2) existing native soil):
1 Gallon material (1 gal.): 12" x 12" x 12" min.
3 Gallon material (3 gal.): 20" x 20" x 18" min.
Larger material (7 gal.): 30" x 30" x 24" min.
Field grown material and trees: 1-1/2 times width of ball and depth of ball plus 12" min.

G. No planting or laying of sod shall be initiated until the area has been cleaned of existing sod or other plant materials, rough grass, weeds, debris, stones etc. and the ground has been brought to an even grade, approved by the Landscape Architect.

H. Each plant shall be planted in an individual hole as specified for trees, shrubs, and vines.

I. All plants shall be set to ultimate finished grade. No filling will be permitted around trunks or stems. All ropes, wire, stakes, etc., shall be removed from sides and top of the ball and removed from hole before filling in.

J. All flagging ribbon shall be removed from trees and shrubs before planting.

K. Excess excavation (Fill) from all holes shall be removed from the site, at no additional expense to Owner.

L. All palms shall be planted in sand, thoroughly washed in during planting operations and with a shallow saucer depression left at the soil line for future waterings. Saucer areas shall be top-dressed two (2") inches deep with topsoil raked and left in a neat, clean manner.

3.04 A. PRUNING:
Remove dead and broken branches from all plant material. Prune to retain typical growth habit of individual plants with as much height and spread as possible in a manner which will preserve the plant's natural character.

B. Make all cuts with sharp instruments flush with trunk or adjacent branch, in such a manner as to insure elimination of stubs. Cuts made at right angles to line of growth will not be permitted.

C. Trees shall not be poled or topped.

D. Remove all trimmings from site.

E. Paint all cuts one-half (1/2") in diameter and larger, with waterproof antiseptic tree paint.

3.05 A. GUYING:
All trees over six (6') feet in height shall, immediately after setting to proper grade, be guyed with three sets of two strands, No. 12 gauge malleable galvanized iron, in tripod fashion.

B. Wires shall not come in direct contact with the tree but shall be covered with rubber hose at contact points. Wires shall be fastened in such a manner as to avoid pulling crotches apart.

D. Stakes shall be 2" x 2" lumber of sufficient length to satisfactorily support each tree.

E. Turnbuckles for guying trees shall be galvanized or cadmium plated and shall be of adequate size and strength to properly maintain tight guy wires.

3.06 A. WATER:
Each plant or tree shall be thoroughly watered in after planting. Watering of all newly installed plant materials shall be the responsibility of the Landscape Contractor until final acceptance by the Landscape Architect.

B. All trees shall be deep watered for a period of ninety (90) days after planting.

C. Irrigation Source: Well

3.07 A. SOD:
The Landscape Contractor shall submit a unit price per cubic yard for the supply and distribution of planting soil (muck) to be applied at a depth of one inch (1"), to all areas receiving sod.

B. The Landscape Contractor shall sod all areas indicated on the drawings.

C. It shall be the responsibility of the Landscape Contractor to fine grade all landscape areas, eliminating all bumps, depressions, sticks, stones, and other debris.

D. The sod shall be firm, tough texture, having a compacted growth of grass with good root development. It shall contain no noxious weeds, or any other objectionable vegetation, fungus, insects, or disease. The soil embedded in the sod shall be good clean earth, free from stones and debris.

E. Before being cut and lifted, the sod shall have been mowed at least three times with a lawn mower, with the final mowing not more than seven days before the sod is cut. The sod shall be carefully cut into uniform dimensions.

F. 6-6-6 fertilizer with all trace elements is to be applied at the rate of 40 lbs. per 1,000 sq. ft. prior to laying sod.

G. Solid sod shall be laid with closely abutting joints with a tamped or rolled, even surface.

H. The finished level of all sod areas after settlement shall be one (1") inch below the top of abutting curbs, walks, paving and wood borders to allow for building turf.

I. If in the opinion of the Landscape Architect, top dressing is necessary after rolling, clean yellow sand will be evenly applied over the entire surface and thoroughly washed in.

3.08 A. SEEDING:
The Landscape Contractor shall renove all vegetation and rocks larger than (1") in diameter from areas to be seeded, scarify the area, then apply fertilizer at a rate of 500 lbs. per acre.

B. Application: Argentine Bahia Grass seed - 200 Pounds per acre mixed with common hulled Bermuda seed - 20 lbs. per acre. All other seed mixtures shall be applied per the manufacturer's instructions.

C. Roll immediately after seeding with a minimum 500 pound roller, then apply straw mulch at the rate of 2,500 pounds per acre.

D. Apply fertilizer at the rate of 150 lbs. per acre 45-60 days after seeding.

3.09 A. CLEANING UP:
The contractor shall at all times keep the premises free from accumulations of waste materials or rubbish caused by his employees or work. He shall leave all paved areas "broom clean" when completed with his work.

3.10 A. MAINTENANCE:
Maintenance shall begin immediately after each plant is installed and shall continue until all planting has been accepted by the Owner or Landscape Architect. Maintenance shall include watering, weeding, removal of dead materials, resetting plants to proper grades or upright positions, spraying, restoration of planting saucer and/or any other necessary operations.

B. Proper protection to lawn areas shall be provided and any damage resulting from planting operations shall be repaired promptly.

C. Replacement of plants during the maintenance period shall be the responsibility of the Contractor, excluding vandalism or damage on the part of others, lighting, or hurricane force winds, until final acceptance.

D. In the event that weeds or other undesirable vegetation become prevalent, it shall be the Contractor's responsibility to remove them.

E. Trees or other plant material which fall or are blown over during the maintenance period will be reset by the Contractor at no additional expense to the Owner, the only exception being hurricane force winds.

3.11 A. COMPLETION, INSPECTION AND ACCEPTANCE:
Completion of the work shall mean the full and exact compliance and conformity with the provisions expressed or implied in the Drawings and in the Specifications, including the complete removal of all trash, debris, soil or other waste created by the Landscape Contractor.

B. Inspection of work to determine completion of contract, exclusive of the possible replacement of plants, will be made by the Owner and/or Landscape Architect at the conclusion of all planting and at the request of the Landscape Contractor.

C. All plant material shall be alive and in good growing condition for each specified kind of plant at the time of acceptance. The rating of each plant according to Florida Grades and Standards shall be equal to or better than that called for on the plans and in these Specifications at the time of final inspection and acceptance.

D. After inspection, the Landscape Contractor will be notified by the Owner of the acceptance of all plant material and workmanship, exclusive of the possible replacement of plants subject to guarantee.

END OF SECTION

DRAINAGE TESTING/DRAINAGE CHANNEL REQUIREMENTS

PRIOR TO PLANTING ALL PLANTING PITS SELECTED FOR TESTING SHALL BE TESTED IN THE FOLLOWING MANNER

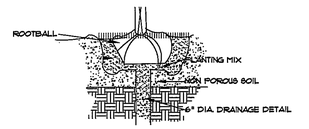
A. DIG EACH PLANTING PIT TO THE MINIMUM SPECIFIED SIZE.

B. FILL PLANTING PIT WITH TWELVE INCHES (12") OF WATER. IF THE WATER LEVEL DROPS FOUR (4") OR MORE WITHIN FOUR (4) HOURS, THE DRAINAGE IS SUFFICIENT AND A DRAINAGE CHANNEL IS NOT REQUIRED IF THE WATER LEVEL DROPS LESS THAN FOUR INCHES (4") WITHIN THE FOUR (4) HOUR PERIOD, A DRAINAGE CHANNEL IS REQUIRED.

C. WHERE REQUIRED, THE DRAINAGE CHANNEL MUST EXTEND DOWN THROUGH THE NON POROUS SOIL AND INTO POROUS SOIL. (SEE DETAIL)

D. ALL MATERIAL REMOVED FROM THE DRAINAGE CHANNEL SHALL BE DISCARDED.

E. WHEN BACKFILLING PLANTING PITS WITH PLANTING MIXTURE, CARE MUST BE TAKEN TO KEEP THE CONSISTENCY OF THE SOIL MIX THE SAME THROUGHOUT THE PLANTING PIT AND DRAINAGE CHANNEL.



DRAINAGE TESTING DETAIL

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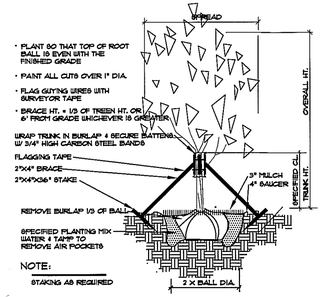
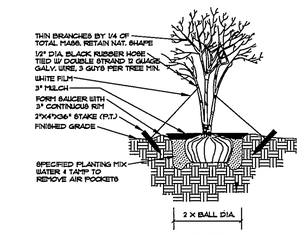


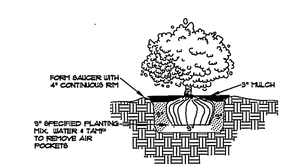
TREE PLANTING - ANGLE STAKES

SCALE: NOT TO SCALE



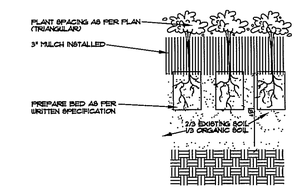
MULTI-TRUNK TREE STAKING

SCALE: NOT TO SCALE



SHRUB PLANTING

SCALE: NOT TO SCALE



GROUNDCOVER PLANTING DETAIL

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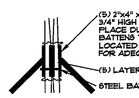
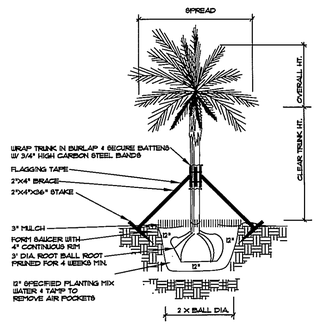


BRACING DETAIL

SCALE: NOT TO SCALE



PALM PLANTING - ANGLE STAKE

SCALE: NOT TO SCALE

lucido & associates

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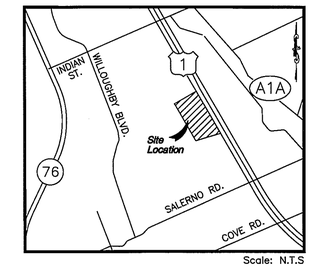
827 North Thornton Avenue, Orlando, Florida 32803 (407) 898-9321, Fax (407) 898-9768

Key / Location:



Scale: N.T.S

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Email tlucido@lucidodesign.com

Mark Mathes: mmathes@lucidodesign.com
Steven Garrett: sgarrett@lucidodesign.com

Marketplace of Stuart

City of Stuart, Florida

Specifications and Details

Date	By	Description
07.03.08	SW	
10.08.08	BAM	2nd Resubmittal
2.24.09	SAW	3rd Resubmittal
5.21.09	SAW	4th Resubmittal
7.13.09	SAW	2nd City Commission Submittal
7.17.09	SAW	2nd Reading City Commission
7.27.09	SAW	Post Approval

NORTH

SCALE: 1" = 0

0 0 0 0

REG. # 1018
Thomas P. Lucido

Designer	SAW	Sheet
Manager	SG	6 of 6
Project Number	08-180	
Municipal Number	---	
Computer File	08-180 revised for preserve LA.dwg	

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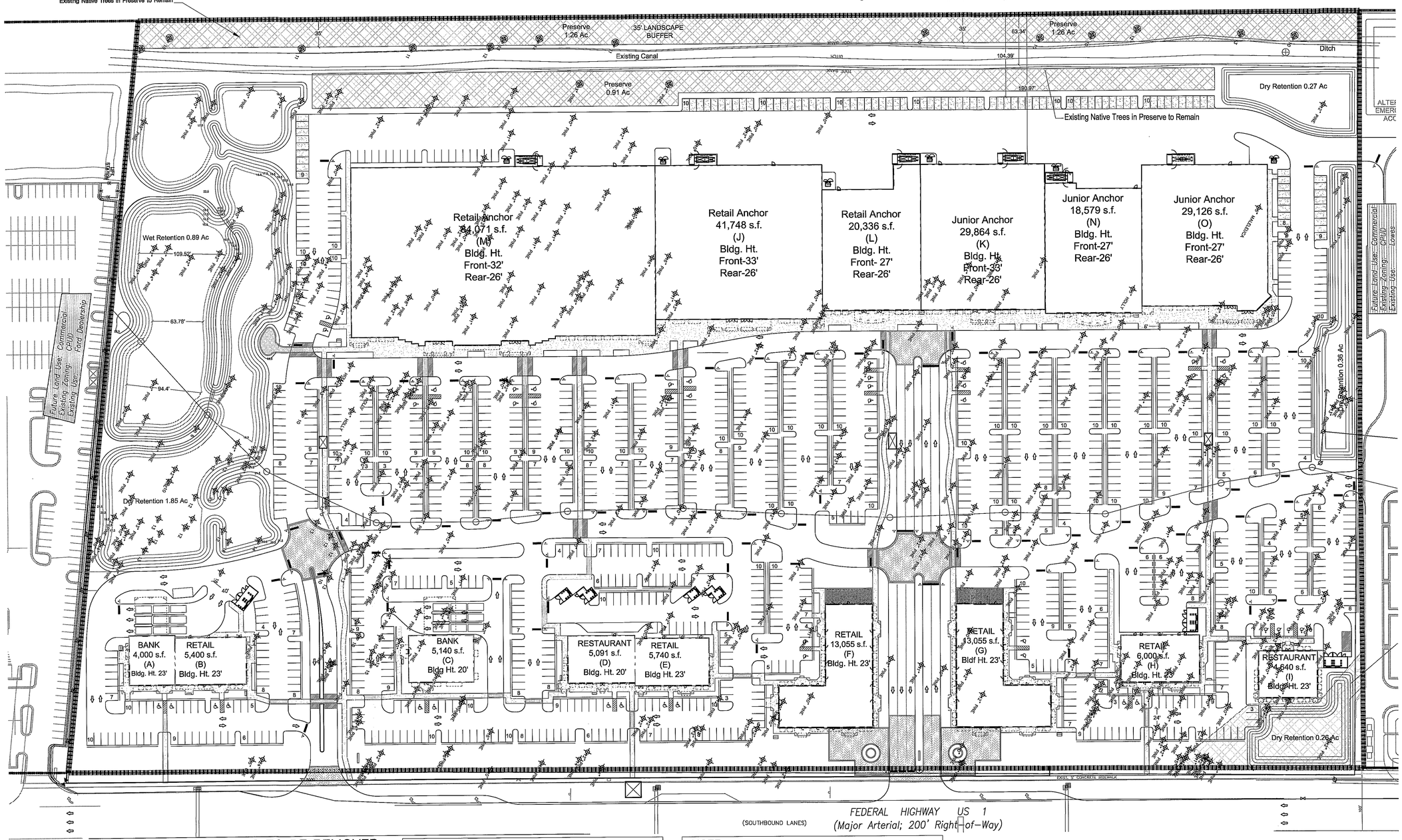
Future Land Use: COR (MC)
Existing Zoning: PUD (MC)
Existing Use: Willoughby Country Club



LEGEND

- Pine Tree Removed
- Pine Tree Preserved
- Palm Preserved
- Oak Tree Preserved

PROTECTED TREES TO BE REMOVED:

Species	Qnty.	Total DBH
Slash Pines	477	5,574"
Holly Tree	4	24"
Oak Tree	3	17"

TREE REPLACEMENT DATA:

HARDWOODS	
Total DBH Removed:	41"
Required Replacement DBH: (41x 2.5 = 102.5)	102.5"
Required Minimum Replacement Trees: (102.5/5 (min. replacement DBH) = 23)	21
Provided Replacement Trees: • (21) 5" Live Oaks	21

SLASH PINE

DBH Removed:	5,574"
Required Replacement DBH: (5,574 x 1.5 = 8,361)	8,361"
Provided "On-Site" Replacement DBH:	8,654"

Hard Woods:

Qnty:	Material:		Total = 274.5"
(61)	Southern Red Cedar @ 4.5" = 274.5		274.5"

Soft Woods:

Qnty:	Material:		Total = 8,379.5"
(2,215)	Slash Pine @ 2.5":		5,537.5"
(244)	Sabal Palms:	76@14' ct. (6")	456.0"
		79@16' ct. (8")	632.0"
		89@20' ct. (12")	1068.0"
(83)	Washington Palms:	20@14' ct. (6")	120.0"
		32@16' ct. (8")	256.0"
		31@18' ct. (10')	310.0"

NOTE:
2,215 2.5" caliper Slash Pines will be planted within the noted on-site Preserve Areas and within the landscape buffer located along US 1.

Lucido & Associates
Land Planning / Landscape Architecture
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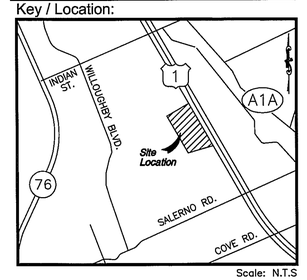
827 North Thornton Avenue, Orlando, Florida 32803 (407) 898-9521, Fax (407) 898-9768

Key / Location:



Scale: N.T.S

Project Team:

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Arch.: Marc Werner, AIA, 33 SE 4th Street Suite 101, Boca Raton, FL 33432, (T) 561-750-1113, (F) 561-750-0288, (C) 561-856-1411, Email mwer@swarchitecture.com

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Engineer: Rick Creech, Creech Engineering, Inc, 2000 NE Jensen Beach Boulevard, Jensen Beach, FL 34957, (T) 772-783-1413, (F) 772-220-7691, Email rcreech@creechinc.com; Adam Smithmeyer, asmithmeyer@creechinc.com

Attorney: Linda Hake, Gunster Yoakley, 800 SE Monterey Commons Blvd, Suite 200, Stuart, FL 34996-3345, (T) 772-288-1980, (F) 772-288-0910, Email lhake@gunster.com

Traffic: Jason Matson, Kimley-Horn & Associates, Inc, 10521 SW Village Center Drive, Suite 103, Port St. Lucie, FL 34987, (T) 772-345-3600, (F) 772-286-0136, Email jason.matson@kimley-horn.com

Planner: Tom Lucido, Lucido & Associates, 701 East Ocean Boulevard, Stuart, FL 34994, (T) 772-220-2100, (F) 772-220-0220, Email tlucido@lucidodesign.com; Mark Mathes, mmathes@lucidodesign.com; Steven Garrett, sgarrett@lucidodesign.com

Marketplace of Stuart

City of Stuart, Florida

Tree Mitigation Plan

Date	By	Description
3-24-06	BAM	
4-06-06	BAM	City Submittal
8-14-06	BAM	Resubmittal
7-03-08	BAM	Reinstatement & resubmittal
10-08-08	BAM	2nd Resubmittal
2-24-09	BAM	3rd Resubmittal
5-27-09	BAM	4th Resubmittal
6-11-09	BAM	City Commission Submittal
7-02-09	BAM	2nd Public Hearing-City Commission
7-17-09	SAW	2nd Reading City Commission
7-27-09		Post Approval

NORTH

SCALE: 1" = 60'

0

APPROVED

REG. # 1018
Thomas P. Lucido

Designer	BAM	Sheet
Manager	SG	1 of 1
Project Number	08-180	
Municipal Number	---	
Computer File	08-180 market MITIGATION.dwg	

Attachment 3 of 40 Exhibit C

RETAIL M

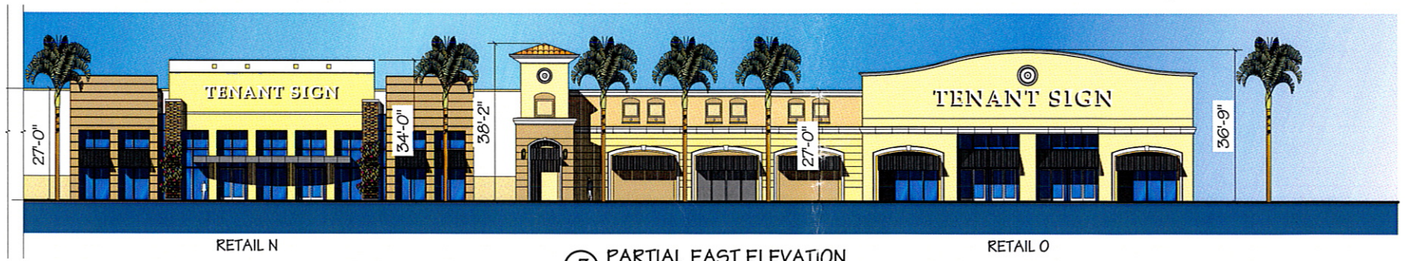
1 PARTIAL EAST ELEVATION

RETAIL J

RETAIL L

RETAIL K

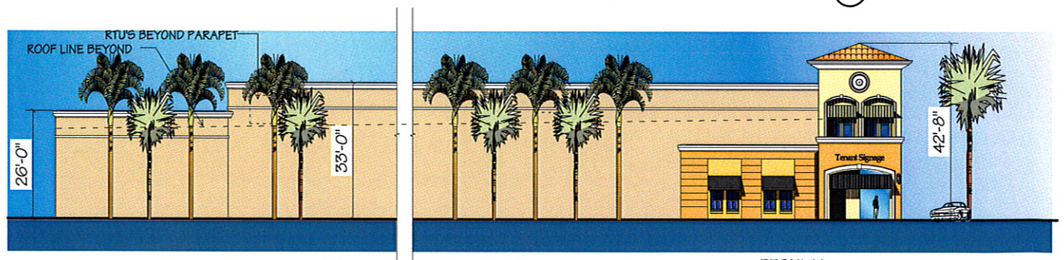
2 PARTIAL EAST ELEVATION



RETAIL N

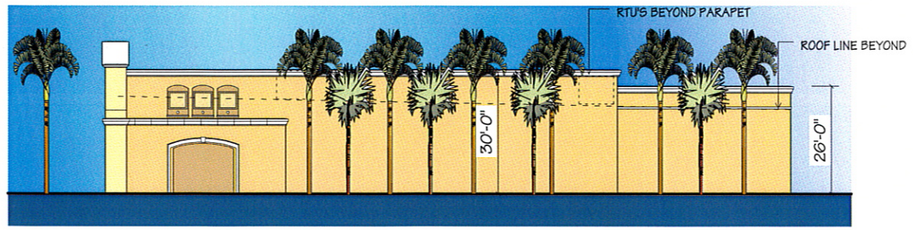
RETAIL O

3 PARTIAL EAST ELEVATION



4 SOUTH ELEVATION

RETAIL M

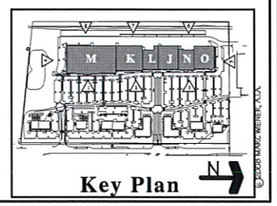


RETAIL O

5 NORTH ELEVATION

MATERIAL SCHEDULE

08041		THE MARKETPLACE		08.06.11	
CATEGORY	MARK	MATERIAL	FINISH	COLOR	MANUFACTURER #
					BENJAMIN MOORE
EXTERIOR WALLS					
FIELD	1	STUCCO	PAINT	MEDIUM OCHER	HC-28 SHELBURNE BUFF
ACCENT	2	STUCCO	PAINT	LIGHT TAN	HC-81 MANCHESTER TAN
ACCENT	3	STUCCO	PAINT	DARK TAN	HC-89 NORTHAMPTON PUTTY
ACCENT	4	STUCCO		TERRA	HC-42 ROXBURY CARAMEL
ACCENT	5	STUCCO	PAINT	CREAM	HC-30 PHILADELPHIA CREAM
ACCENT	6	STUCCO		DARK OCHER	HC-38 DECATUR BUFF
TRIM	7	EIFS/STUCCO	PAINT	WHITE	OC-17 WHITE DOVE
					HC-77 ALEXANDRIA BEIGE
ENTRY DOORS	8	HOLLOW METAL	PAINT	MEDIUM OCHER	HC-28 SHELBURNE BUFF
STOREFRONT	9	ALUMINUM & GLASS		CLEAR ANODIZED	
LIGHT FIXTURE	10	ALUMINUM	ESP	DARK GRAY	
ROOF	11	CONCRETE			HANSON SPANISH 'S' (HASCIENDA-TUSCANY)
PRECAST EMBLEM	12	CONCRETE		NATURAL	PINEAPPLE GROVE
AWNINGS	13	ALUMINUM	ESP	DARK GRAY	
CULTURED STONE VENEER	14	CONCRETE		CULTURED STONE - FAWN SOUTHERN LEDGESTONE	



Key Plan

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08041 - A3.01 05 - 09.07.16
PLOT : 09.07.16

REVISIONS	BY

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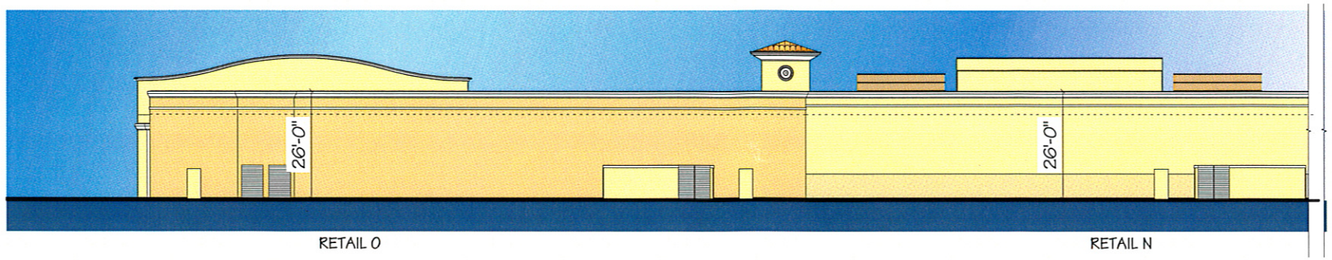
Market Place Stuart Venture, LLC
12765 West Forest Hill Blvd
Suite 1311
Wellington, Fl 33414

Marketplace of Stuart

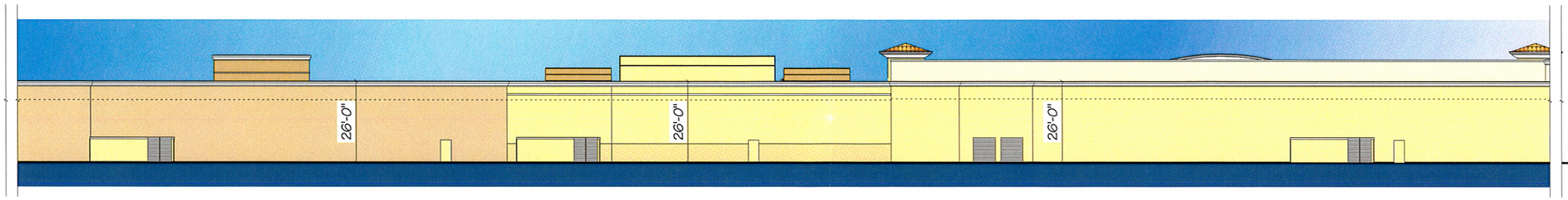
Stuart, Florida

Contract
Permit
Bid
Date 6/30/09
Scale 1/16"=1'-0"
Drawn mw
Job 08041
Sheet A3.01
Of X/X Sheets

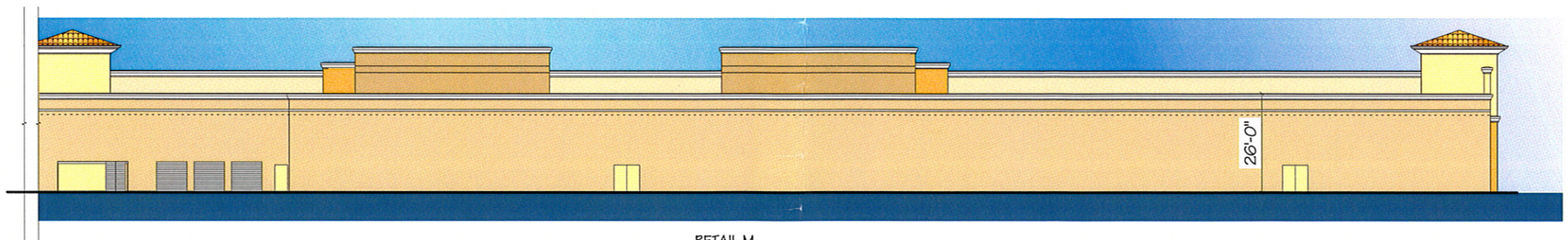
Attachment 4 to EXHIBIT C



6 PARTIAL WEST ELEVATION



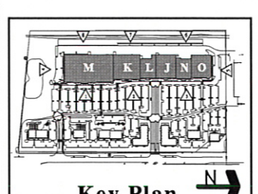
7 PARTIAL WEST ELEVATION



8 PARTIAL WEST ELEVATION

MATERIAL SCHEDULE

08041		THE MARKETPLACE		08.08.11	
CATEGORY	MARK	MATERIAL	FINISH	COLOR	MANUFACTURER #
					BENJAMIN MOORE
EXTERIOR WALLS					
FIELD	1	STUCCO	PAINT	MEDIUM OCHER	HC-28 SHELBURNE BUFF
ACCENT	2	STUCCO	PAINT	LIGHT TAN	HC-81 MANCHESTER TAN
ACCENT	3	STUCCO	PAINT	DARK TAN	HC-88 NORTHAMPTON PUTTY
ACCENT	4	STUCCO		TERRA	HC-42 ROXBURY CARAMEL
ACCENT	5	STUCCO	PAINT	CREAM	HC-30 PHILADELPHIA CREAM
ACCENT	6	STUCCO		DARK OCHER	HC-28 DECATUR BUFF
TRIM	7	EIFS/STUCCO	PAINT	WHITE	OC-17 WHITE DOVE
					HC-77 ALEXANDRIA BEIGE
ENTRY DOORS	8	HOLLOW METAL	PAINT	MEDIUM OCHER	HC-28 SHELBURNE BUFF
STOREFRONT	9	ALUMINUM & GLASS		CLEAR ANODIZED	
LIGHT FIXTURE	10	ALUMINUM	ESP	DARK GRAY	
ROOF	11	CONCRETE			HANSON SPANISH 'S' (HACIENDA-TUSCANY)
PRECAST EMBLEM	12	CONCRETE		NATURAL	PINEAPPLE GROVE
AWNINGS	13	ALUMINUM	ESP	DARK GRAY	
CULTURED STONE VENEER	14	CONCRETE		CULTURED STONE - FAWN SOUTHERN LEDGESTONE	



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08041 - A3.02 05 - 09.07.16
PLOT : 09.07.16

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Marketplace of Stuart

Stuart, Florida

Contract	
Permit	
Bid	
Date	6/30/09
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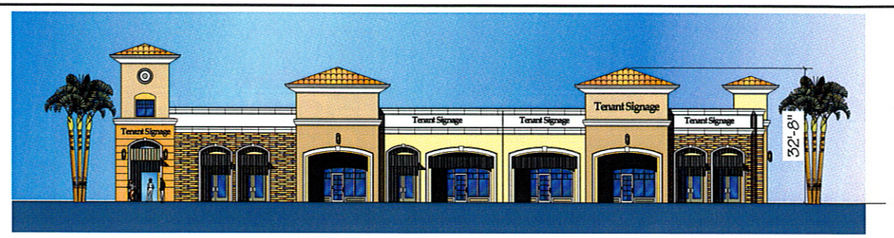
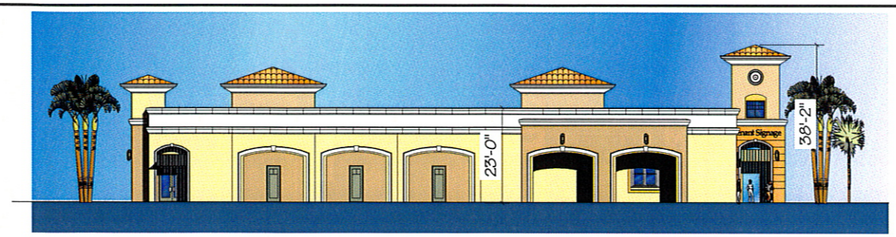
Drawn	mw
Job	08041
Sheet	A3.02
Of	X/X Sheets



BANK A

1 EAST ELEVATION RETAIL B



RETAIL B

2 WEST ELEVATION BANK A

BANK A

3 SOUTH ELEVATION

RETAIL B

4 NORTH ELEVATION

MATERIAL SCHEDULE

08041		THE MARKETPLACE		08.08.11	
CATEGORY	MARK	MATERIAL	FINISH	COLOR	MANUFACTURER #
					BENJAMIN MOORE
EXTERIOR WALLS					
FIELD	1	STUCCO	PAINT	MEDIUM OCHER	HC-28 SHELBURNE BUFF
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ACCENT	3	STUCCO	PAINT	DARK TAN	HC-88 NORTHAMPTON PUTTY
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LIGHT FIXTURE	10	ALUMINUM	ESP	DARK GRAY	
					HANSON SPANISH 'S' (HABCIENDA-TUSCANY)
ROOF	11	CONCRETE			
PRECAST EMBLEM	12	CONCRETE		NATURAL	PINEAPPLE GROVE
AWNINGS	13	ALUMINUM	ESP	DARK GRAY	
CULTURED STONE VENEER	14	CONCRETE		CULTURED STONE - FAWN SOUTHERN LEDGESTONE	

BANK C

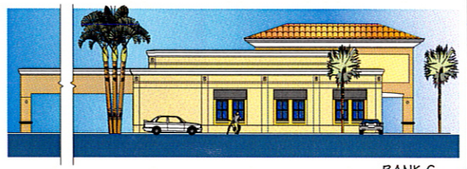
5 EAST ELEVATION

BANK C

6 WEST ELEVATION

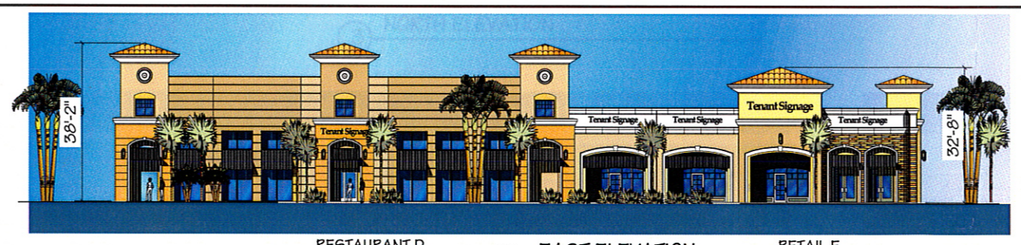
BANK C

8 NORTH ELEVATION



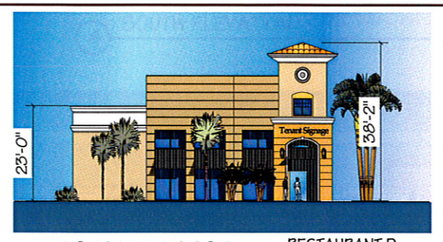
BANK C

7 SOUTH ELEVATION



RESTAURANT D RETAIL E

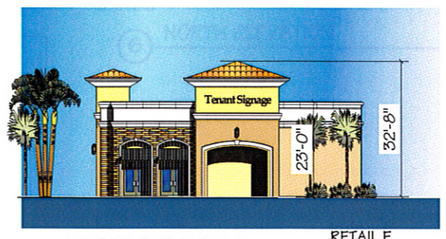
9 EAST ELEVATION



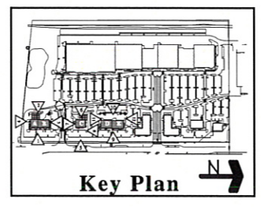
11 SOUTH ELEVATION RESTAURANT D

RETAIL E RESTAURANT D

10 WEST ELEVATION



12 NORTH ELEVATION RETAIL E



©2009 MARC WIENER, A.I.A.

08041 - A3.03 02 - 09.07.16
PLOT : 09.07.16

REVISIONS	BY

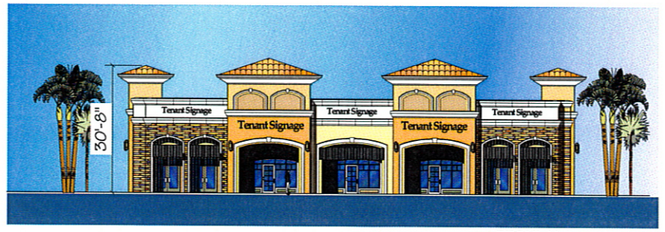
MARC WIENER, A.I.A.
ARCHITECTURE/PLANNING
AR # 0010440
35 S.E. 4TH STREET SUITE 101
BOCA RATON, FLORIDA 33432
561-750-4111 FAX 561-750-9229

Market Place Stuart Venture, LLC
12765 West Forest Hill Blvd
Suite 1311
Wellington, Fl 33414

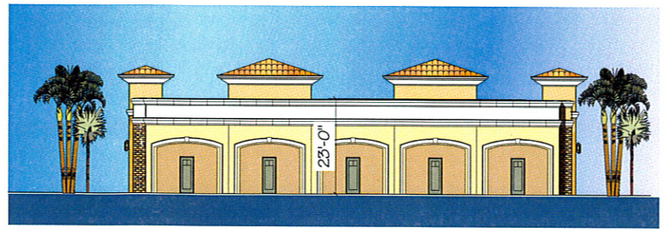
Marketplace of Stuart

Stuart, Florida

Contract	
Permit	
Bid	
Date	6/30/09
Scale	1/16" = 1'-0"
Drawn	mw
Job	08041
Sheet	A3.03
Of	XX Sheets

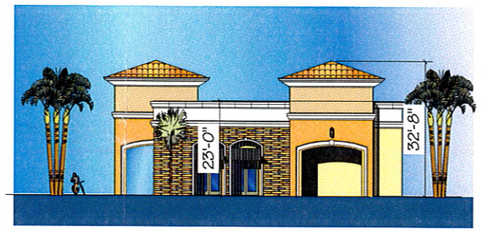


1 EAST ELEVATION — RETAIL H



2 WEST ELEVATION — RETAIL H

3 SOUTH ELEVATION — RETAIL H



4 NORTH ELEVATION — RETAIL H

MATERIAL SCHEDULE

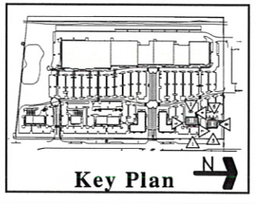
08041		THE MARKETPLACE		08.06.11	
CATEGORY	MARK	MATERIAL	FINISH	COLOR	MANUFACTURER #
					BENJAMIN MOORE
EXTERIOR WALLS					
FIELD	1	STUCCO	PAINT	MEDIUM OCHER	HC-28 SHELBURNE BUFF
ACCENT	2	STUCCO	PAINT	LIGHT TAN	HC-81 MANCHESTER TAN
ACCENT	3	STUCCO	PAINT	DARK TAN	HC-89 NORTHAMPTON PUTTY
ACCENT	4	STUCCO		TERRA	HC-42 ROXBURY CARAMEL
ACCENT	5	STUCCO	PAINT	CREAM	HC-30 PHILADELPHIA CREAM
ACCENT	6	STUCCO		DARK OCHER	HC-36 DECATUR BUFF
TRIM	7	EIFS/STUCCO	PAINT	WHITE	OC-17 WHITE DOVE
					HC-77 ALEXANDRIA BEIGE
ENTRY DOORS	8	HOLLOW METAL	PAINT	MEDIUM OCHER	HC-28 SHELBURNE BUFF
STOREFRONT	9	ALUMINUM & GLASS		CLEAR ANODIZED	
LIGHT FIXTURE	10	ALUMINUM	ESP	DARK GRAY	
ROOF	11	CONCRETE			HANSON 'SPANISH 'S' (HASCIENDA-TUSCANY)
PRECAST EMBLEM	12	CONCRETE		NATURAL	'PINEAPPLE GROVE'
AWNINGS	13	ALUMINUM	ESP	DARK GRAY	
CULTURED STONE VENEER	14	CONCRETE		CULTURED STONE - FAWN SOUTHERN LEDGESTONE	

5 EAST ELEVATION — RETAIL I

6 WEST ELEVATION — RETAIL I

7 SOUTH ELEVATION — RETAIL I

8 NORTH ELEVATION — RETAIL I



08041 - A3.05 02 - 09.07.16
PLOT : 09.07.16

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REVISIONS	BY

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561-750-4111 FAX 561-750-4289

Market Place Stuart Venture, LLC
12765 West Forest Hill Blvd
Suite 1311
Wellington, Fl 33414

Marketplace of Stuart

Stuart, Florida

Contract	
Permit	
Bid	
Date	6/30/09
Scale	1/16" = 1'-0"
Drawn	mw
Job	08041
Sheet	A3.05
Of	XX Sheets

PRESERVE AREA PROTECTION AND MAINTENANCE PLAN

MARKETPLACE AT STUART

CITY OF STUART

Revised July 21, 2009

Prepared by:

ECF
Ecological Consulting of Florida

4646 SE POMPANO TERRACE
STUART, FL 34997
772-220-7817

8018.00

Attachment 5 to EXHIBIT C
pg 1 of 8

PRESERVE AREA PROTECTION AND MAINTENANCE PLAN

MARKETPLACE AT STUART
CITY OF STUART, FLORIDA

PRESERVE AREA PROTECTION

The project site includes 2.17 acres of upland habitat that will be designated as preserve area. This area includes pine flatwoods with some level of disturbance by exotic vegetation. As a condition of approval all nuisance and non-native vegetation shall be eradicated. Non-native vegetation includes all species on the Exotic Pest Plant Council list as amended from time to time. Nuisance vegetation includes cattail, primrose willow and other species designated as nuisance or undesirable by the City of Stuart and the Florida Exotic Pest Plant Council at the time of the Final Site Plan approval. The following protection methods will be utilized for the preserve area as well as any trees to be preserved:

- Prior to any land preparation or other development activities a protective barrier easily visible to equipment operators shall be placed around all protected trees so as to encompass the entire tree protection zone.

- Specimen trees within parking areas shall be preserved with tree wells or other appropriate measures, if practical.

- No attachment, wires (other than supportive wires), signs or permits will be fastened to any protected tree.

- No equipment, construction materials or debris of any kind shall be placed within the protective barrier.

- Landscaping activities within the bounds of the protective barrier (before and after it is removed) shall be accomplished with light machinery or manual labor. Grubbing and similar activities are prohibited. Grubbing, *i.e. clearing of existing* vegetation or similar activities is prohibited within the protective barrier except for removal of prohibited species. The only activity permitted within protective barriers shall be supplemental landscaping. Supplemental landscape plant material shall be of similar cultural classification as existing vegetation. Temporary irrigation shall be permitted on an as-needed basis until plant establishment.

- In lieu of constructing the barriers required above, the developer may physically designate large areas containing protected trees where no land preparation or other development activities of any kind will occur. The area shall be designated by placing stakes a maximum of 25 feet apart and tying ribbon, plastic tape or rope from stake to stake along the outside perimeter of the area. This perimeter line shall be beyond the tree protection zone of any protected trees growing within the area.

- Required protective barriers and perimeter lines will remain in place until all construction activity, except landscaping within the protected area, is terminated.

- No fuel, paint, solvent, oil, thinner, asphalt, cement, grout or any other construction chemical or other material or tools of any kind shall be stored, or allowed in any manner to enter, within a required protective barrier or perimeter line.
- No equipment shall be cleaned within a required protective barrier or perimeter line.
- Water, sewer, and other utility lines will be routed around the tree protection zones of protected trees.
- If a line cannot reasonably be routed around the tree protection zone, the line shall be tunneled beneath the area within the zone. The tunnel shall be offset to one side of the trunk to prevent damage to the main tap roots.

Barricade and erosion control inspections will be at a minimum of once per week, or after 0.5 inch of rainfall. Maintenance needs will be determined during the inspection and will be performed on an as needed basis.

Preserve area signs will be installed at an interval of one sign per 100 feet and will be designated on the site plan. The preserve are signs shall include the following statement:

"PRESERVE AREA – NO DUMPING-NO TRIMMING-NO MOWING"

Barricade and erosion control plans are provided separately as part of the site plan submittal.

The off site 20.60 acres of preserve are not subject to adjacent development, but will require the same level of protection, with the exception of silt fencing and barricade fencing (not necessary due to no adjacent impacts).

PRESERVE AREA MONITORING AND MAINTENANCE

The preserve areas for this project include 2.17 acres on site, and 20.6 acres off site. These areas include varying amounts of exotic and nuisance vegetation.

All nuisance and non-native vegetation shall be eradicated within all wetlands and upland preserve areas. Non-native vegetation includes all species on the Exotic Pest Plant Council list as amended from time to time. Nuisance vegetation includes cattail, primrose willow and other species designated as nuisance or undesirable by the City of Stuart and the Florida Exotic Pest Plant Council at the time of the Final Site Plan approval.

Eradication shall consist of the most ecologically sound combination of mechanical removal, manual removal and herbicide treatment. All vegetative debris generated by the eradication must be disposed of outside the wetland or preserve area.

Areas cleared by exotic and nuisance vegetation eradication will be replanted as needed with desirable upland vegetation.

Both preserve areas (on site and off site) will be dedicated as conservation areas and recorded on deeds. Preserve Area signage and fencing will be provided to further protect the preserved uplands. Notice of the Preserve Areas will be made in the Deed of Covenants. In order to insure the continued viability and integrity of the preserve areas in their present condition, a monitoring and maintenance program is proposed. A monitoring plan shall be implemented to document the success of the maintenance program. The Property Owners Association will be responsible for conducting the required monitoring and submission of annual reports, as well as undertaking the required maintenance activities. Figures 1 and 2 depict the approximate locations of the transects. Discretion will be used in the field to locate these stations to best represent the actual conditions.

The monitoring program will consist of the following components for each wetland:

Vegetative Assessment: Quantitative measurements of vegetative cover will be provided measured as absolute coverage (ground cover, understory, and canopy) within an area of approximately 2,500 square feet at each monitoring station. Each fixed monitoring station will include measurements from the four cardinal directions with observations extending approximately 50 feet in each direction. Vegetative percent coverage for each cardinal direction is combined to calculate vegetative coverage for the station. This evaluation will consist of a listing of the most common plant species with an estimation of the percent cover of each. Special emphasis will be placed on the documentation of any exotic and/or nuisance species, and providing recommendations for vegetative maintenance.

Maintenance: Eradication of non-woody exotic vegetation will be through application of appropriately labeled herbicides. Woody vegetation will be cut with remaining trunks treated with an appropriately labeled herbicide. Vegetative debris will be collected and properly disposed of off site. Herbicide application will be conducted under the supervision of a properly licensed applicator. All herbicides applied within preserve areas must be properly labeled for use in natural areas. Maintenance and eradication will be conducted such that no more than 20 percent of the existing native vegetation coverage is lost per event. Supplemental plantings will be required for any areas not meeting this requirement.

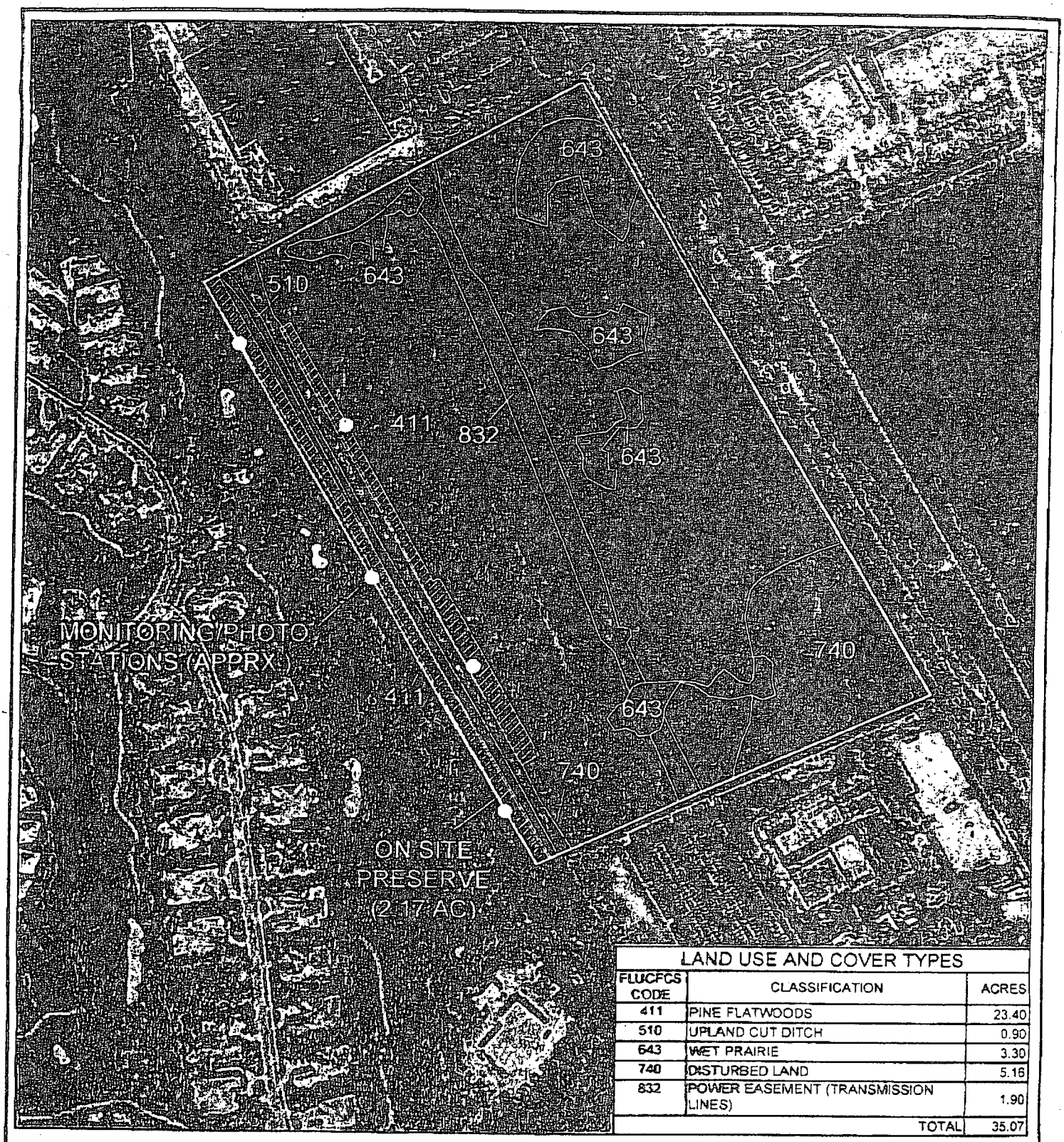
Wildlife: Observations of all wildlife observed within the preserve areas will be made during the monitoring periods.

Photographic Documentation: Photo-reference points will be established along each monitoring transect.

Report and Work Schedule: A baseline report will be prepared at the time of site plan approval. Subsequent annual reports will be submitted for a period of five consecutive years following the baseline. The following schedule is proposed:

Months after Permit Issuance	Activity
1 Month	Conduct Baseline Monitoring
2 Months	Record and Submit Conservation Easement
3 Months	Exotic Eradication (on site)
4 Months	Replanting of Eradication Area (as necessary)
12 Months	First Annual Monitoring
24 Months	Second Annual Monitoring
36 Months	Third Annual Monitoring
48 Months	Fourth Annual Monitoring
60 Months	Fifth Annual Monitoring

FIGURES



LAND USE AND COVER TYPES		
FLUCFCS CODE	CLASSIFICATION	ACRES
411	PINE FLATWOODS	23.40
510	UPLAND CUT DITCH	0.90
643	WET PRAIRIE	3.30
740	DISTURBED LAND	5.16
832	POWER EASEMENT (TRANSMISSION LINES)	1.90
	TOTAL	35.07

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY ECOLOGICAL CONSULTING OF FLORIDA SHALL BE WITHOUT LIABILITY TO ECOLOGICAL CONSULTING OF FLORIDA.

GRAPHIC SCALE

150 0 150 300

1 inch = 300 ft.

ECF Ecological Consulting of Florida

LAND USE AND COVER MAP

MARKETPLACE AT STUART

MARTIN COUNTY FLORIDA

N W E S

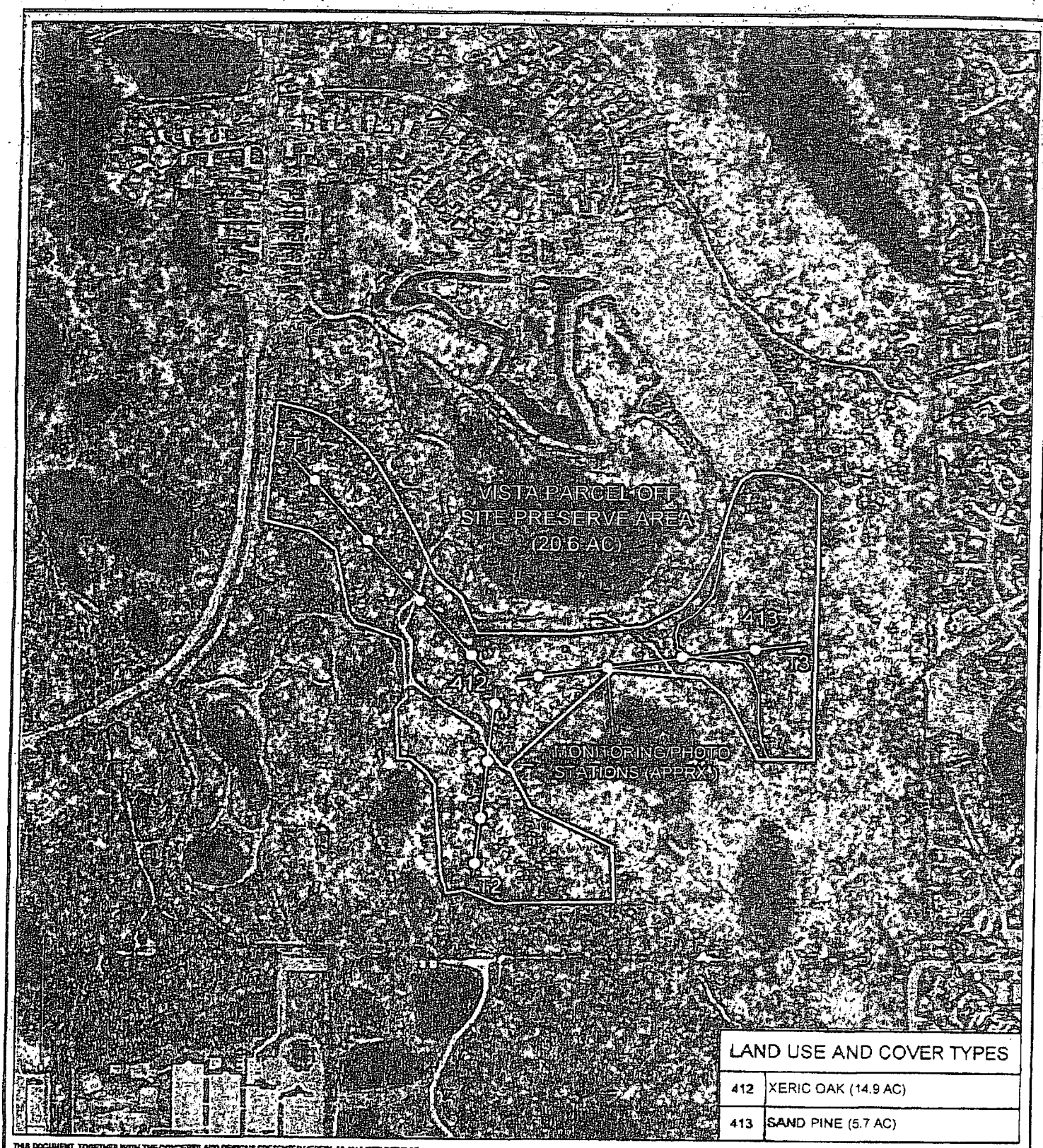
SOURCE: LABINS DIGITAL ORTHO QUADRANGLE HANSON GRANT, TOWNSHIP 38 SOUTH, RANGE 41 EAST

FIGURE 1

DATE: 7-21-09 rev

PROJECT No. 5018.00

pg 7 of 8



LAND USE AND COVER TYPES	
412	XERIC OAK (14.9 AC)
413	SAND PINE (5.7 AC)

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADOPTATION BY ECOLOGICAL CONSULTING OF FLORIDA SHALL BE WITHOUT LIABILITY TO ECOLOGICAL CONSULTING OF FLORIDA.

GRAPHIC SCALE

200 0 200 400

1 inch = 400 ft.

ECF Ecological Consulting of Florida

OFF SITE MITIGATION MAP

MARKETPLACE AT STUART

MARTIN COUNTY FLORIDA

N W E S

SOURCE: LABINS DIGITAL ORTHO QUADRANGLE
SECTION 29, TOWNSHIP 37 SOUTH, RANGE 41 EAST

FIGURE 2

DATE: 7-21-09 rev

PROJECT No. 8018.00

Pg 8 of 8

City of Stuart

121 S. W. Flagler Avenue • Stuart • Florida 34994

Cherie White
City Clerk

PHONE 772-288-5306
FAX (772) 288-5305
Email cwhite@ci.stuart.fl.us

September 12, 2011

Clerk of the Circuit Court
Att: Recording, Tammy Copus
P.O. Box 9016
Stuart, Fl. 34995

RE: Ord 2188-09,2189-09,2190-09

Please record the above mentioned document(s), into the Public Records of Martin County and return the original back to me in an inter office envelope.

Should you have any questions regarding this request please feel free to contact me at 772-288-5306.

Thank you,

Cherie White, MMC COPY

Cherie White, MMC
City Clerk
Enc.

\\vfile\cwhite\msoffice\winword\recmc doc.doc

2012 Marketplace of Stuart CPUD

INSTR # 2337313
OR BK 02584 PG 0843
Pgs 0843 - 882; (40pgs)
RECORDED 06/20/2012 03:39:23 PM
MARSHA EWING
CLERK OF MARTIN COUNTY FLORIDA
RECORDED BY T Copus

Return to:

City Attorney's Office
City of Stuart
121 SW Flagler Street
Stuart, FL 34994

BEFORE THE CITY COMMISSION
CITY OF STUART, FLORIDA

ORDINANCE NUMBER 2244-2012

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA TO APPROVE THE FIRST AMENDMENT TO THE "MARKETPLACE OF STUART CPUD" LOCATED ON THE WEST SIDE OF SE FEDERAL HIGHWAY AND NORTH OF ADVANTAGE FORD AND SOUTH OF LOWES; PROVIDING FOR APPROVAL OF A REVISED SITE PLAN; PROVIDING FOR APPROVAL OF THE REDUCTION OF THE SIZE OF THE CPUD FROM 35.07 ACRES TO 22.76 ACRES; PROVIDING CONDITIONS FOR COMPLIANCE WITH SITE DESIGN QUALITATIVE DEVELOPMENT STANDARDS; PROVIDING FOR CONVEYANCE OF OFF-SITE PRESERVATION LAND UPON APPROVAL OF THIS ORDINANCE; DECLARING THE DEVELOPMENT TO BE CONSISTENT WITH THE COMPREHENSIVE PLAN OF THE CITY; APPROVING CERTAIN DEVELOPMENT DOCUMENTS; APPROVING CERTAIN CONDITIONS OF DEVELOPMENT; REPEALING ALL ORDINANCES IN CONFLICT HEREWITH; PROVIDING A SEVERABILITY CLAUSE; PROVIDING AN EFFECTIVE DATE; PROVIDING FOR ACCEPTANCE BY THE APPLICANT; AND PROVIDING FOR DIRECTIONS TO THE CITY CLERK.

* * * * *

WHEREAS, the City Commission approved the Commercial Planned Unit Development (CPUD) for Marketplace of Stuart (per Ordinance No. 2190-09); and

RENDERED & FILED IN
THE OFFICE OF
THE STUART CITY CLERK
ON 4 . 23 . 2012

WHEREAS, the parties now wish to carve-out 12.31 acres of land, located on the west side of SE Federal Highway, north of Advantage Ford, as a separate Commercial Planned Unit Development to be known as "Mar-Stuart Retail, LLC CPUD"; and

WHEREAS, the parties now wish to provide for the conveyance of the off-site preservation land (the "Vista parcel"), described in Special Condition 24 of the Marketplace of Stuart CPUD, as a condition of approval of this ordinance; and

WHEREAS, an application to amend the CPUD was properly filed on behalf of the petitioner, Market Place Stuart, LLC ("Owner," "Applicant," or "Developer," as variously used herein); and

WHEREAS, the property is legally described as set forth in an exhibit to this ordinance; and

WHEREAS, the Applicant has committed to the City that its development will comply with all development codes, plans, standards and conditions approved by the City Commission; and that it will bind its successors in title to any such commitments made upon approval of the CPUD; and

WHEREAS, the City Commission held a properly noticed hearing at a regularly scheduled City Commission meeting to consider the application of the Owner for the Property to approve the amendment contained herein as a Commercial Planned Unit Development (the "CPUD"); and

WHEREAS, at the hearing the applicant showed by substantial competent evidence that the application is consistent with the Stuart Comprehensive Plan, and the Land Development Code of the City, and with the procedural requirements of law; and

WHEREAS, the City Commission has determined the application is consistent with the overall planning and development goals and objectives of the City; and

WHEREAS, the CPUD development will be in harmony with surrounding properties and their anticipated development.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA THAT:

SECTION 1: The foregoing recitals are true and adopted as findings of fact and conclusions of law.

SECTION 2: The legal description of the property, reflecting the reduction of land subject to the Marketplace of Stuart CPUD from 35.07 acres to 22.76 acres, is set forth in **Exhibit "A"** attached hereto and made a part hereof by reference. A map depicting the Property is attached hereto as **Exhibit "B"** and made a part hereof by reference. The revised conditions of development for the property are attached hereto as **Exhibit "C"** and made a part hereof by reference, and each shall constitute one of the development documents.

SECTION 3: The Owner's written acceptance of this Ordinance shall constitute an agreement with the City for the purposes expressed herein, but the same shall not be construed as a "Development Agreement," as provided in Section 163.3221, Florida Statutes.

SECTION 4: The following documents on file as public records of the City, at the office of the City Development Department in City Hall, and attached hereto as **Exhibit "D"**, hereinafter the "Development Documents", shall be deemed a part of the development conditions applicable to the Property, and shall replace any earlier approvals:

1. **Master Site Plan prepared by Lucido & Associates, Project #11-435, dated 01/30/12, revised 04/11/12.**

2. **Phasing Plan prepared by Lucido & Associates, Project #11-435, dated 03.09.12, revised 03.16.12.**
3. **Landscape Plan prepared by Lucido & Associates, Project #11-435, dated 01.26.12, revised 03.15.12.**
4. **Tree Mitigation Plan prepared by Lucido & Associates, Project #08-180, dated 03.12.12, revised 03.16.12.**
5. **The Cross Section Plan prepared by Lucido & Associates, Project #08-180, dated 04.12.12.**

SECTION 5: Except as otherwise provided herein, no development permits, site permits or building permits shall be issued by the City except in compliance with the aforesaid Development Documents. The failure of the Developer to complete development, or to comply with the Development Documents, or with any term or condition of development set forth in this ordinance, shall be deemed a zoning violation and no further permits, or other development approvals or orders shall be issued by the City to the owner until the violation has been resolved, and the matter may become the subject of a code enforcement action brought by the City. This section shall not impair the due process or other legal rights of the Developer to seek administrative or judicial redress.

SECTION 6: Following the adoption and acceptance of this ordinance by the Owner, and in addition to any other action for failure to complete development or otherwise comply with the Development Documents, the City Development Director may obtain a hearing before the City Commission, and shall thereupon give at least five (5) days written notice of the time, date and location of the hearing, along with specific notice of the alleged breach. At the hearing before the City Commission the developer may appear, and may contest the allegation of breach or explain the reason or reasons for the breach. Upon a finding of a material breach of the

Development Documents and therefore, the Ordinance(s) adopting the same, the City Commission may impose or do any or all of the following:

a. Initiate the process to amend or repeal this or any other ordinance pertaining to the development.
b. Direct the City Development Director to initiate the process to rezone the PUD property or any portion of the PUD property.
c. Impose an administrative penalty of up to $1,000.00 for each violation, and up to $5,000.00 for each repeat violation that occurs, along with all reasonable costs, including attorney's fees incurred by the City.

Any breach of any provision or condition of this PUD ordinance by the developer shall be considered a zoning violation subject to any remedies provided herein, or as otherwise provided by law. In the event a violation found continues from day to day, each day the violation is found to continue shall be deemed a separate violation.

SECTION 7: All ordinances or parts of ordinances in conflict with this ordinance or any part thereof are hereby repealed to the extent of such conflict. If any provision of this ordinance conflicts with any prior contractual provision between the City and the developer of the site, this ordinance shall prevail.

SECTION 8: If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the invalidity shall not affect other provisions or applications which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared severable.

SECTION 9: This ordinance and agreement shall be effective upon the adoption by the City Commission, and proper execution by the Owner.

SECTION 10: Upon complete execution of this Ordinance, including the Acceptance and Agreement by the Owner, the City Clerk is directed to record a certified copy of the same in the Public Records of Martin County, Florida.

PASSED on First Reading this 26 day of March, 2012.

Commissioner Krauskopf offered the foregoing ordinance and moved its adoption. The motion was seconded by Commissioner Clarke and upon being put to a roll call vote, the vote was as follows:

	YES	NO	ABSENT
JAMES A. CHRISTIE, JR., MAYOR	✓		
EULA R. CLARKE, VICE MAYOR	✓		
KELLI GLASS, COMMISSIONER	✓		
JEFFREY A. KRAUSKOPF, COMMISSIONER	✓		
TROY A. MCDONALD, COMMISSIONER	✓		

ADOPTED on second and final reading this 23 day of April, 2012.

ATTEST:

Alice Lyons
~~CHERYL WHITE~~ Alice Lyons
Deputy CITY CLERK

James A. Christie Jr.
JAMES A. CHRISTIE, JR.
MAYOR

APPROVED AS TO FORM
AND CORRECTNESS:

MICHAEL D. DURHAM
CITY ATTORNEY

CITY OF STUART · FLORIDA · INCORPORATED 1914 · SAILFISH CAPITAL OF THE WORLD ·

ACCEPTANCE AND AGREEMENT

BY SIGNING THIS ACCEPTANCE AND AGREEMENT, THE UNDERSIGNED HEREBY ACCEPTS AND AGREES TO ALL OF THE TERMS AND CONDITIONS CONTAINED IN THE FOREGOING ORDINANCE, AND ALL EXHIBITS, ATTACHMENTS AND DEVELOPMENT DOCUMENTS, INTENDING TO BE BOUND THEREBY, AND THAT SUCH ACCEPTANCE AND AGREEMENT IS DONE FREELY, KNOWINGLY, AND WITHOUT ANY RESERVATION, AND FOR THE PURPOSES EXPRESSED WITHIN THE FOREGOING ORDINANCE. IF IT IS LATER DISCOVERED THAT THE UNDERSIGNED, OR ITS SUCCESSORS OR ASSIGNS HAVE FAILED IN ANY MATERIAL WAY TO DEVELOP THIS COMMERCIAL PLANNED UNIT DEVELOPMENT ACCORDING TO THIS ORDINANCE, ITS CONDITIONS, AND THE DEVELOPMENT DOCUMENTS, THE UNDERSIGNED UNDERSTANDS AND AGREES THAT THIS ORDINANCE MAY BE AMENDED OR REPEALED BY THE CITY COMMISSION, AND THAT OTHER ADMINISTRATIVE ACTIONS AND PENALTIES MAY BE TAKEN AGAINST THE UNDERSIGNED, ITS SUCCESSORS OR ASSIGNS, BY THE CITY, INCLUDING BUT NOT LIMITED TO SANCTIONS DESCRIBED IN THIS ORDINANCE, CODE ENFORCEMENT ACTIONS, PERMIT AND LICENSING SUSPENSIONS OR REVOCATIONS, AND ANY OR ALL OTHER APPLICABLE CIVIL AND CRIMINAL ACTIONS.

IN WITNESS WHEREOF THE UNDERSIGNED HAS EXECUTED THIS ACCEPTANCE AND AGREEMENT:

WITNESSES:

Print Name: Barbara Gaziano

Print Name: Lauren Geldmaker

MARKET PLACE STUART, LLC,
a Florida limited liability company,
By: MPSV MANAGER, LLC, a Florida limited liability company, Its manager

By: _____
George W. Banks, Manager

OWNERS ACKNOWLEDGMENT

The above Acceptance and Agreement of Ordinance No. 2244-2012 was acknowledged before me this 4th day of May, 2012, by George W. Banks, as manager of MPSV Manager, LLC, the manager of Market Place Stuart, LLC.

SHARON BEINER
MY COMMISSION # DD859275
EXPIRES February 09, 2013
(407) 398-0153 FloridaNotaryService.com

Notary Public, State of Florida
My Commission Expires: 2/9/13
Notary Seal

Personally Known ✓ OR Produced Identification _____
Type of Identification Produced ____

EXHIBIT "A"

LEGAL DESCRIPTION

Parcel 1

Lot 5, of Plat of Sunbelt Center, a CPUD, according to the plat thereof, recorded in Plat Book 15, Page 5, Public Records of Martin County, Florida, LESS the South 120 feet thereof.

Parcel Control No.: 38-38-41-016-000-00050-0

Parcel 2

The South 120 feet of Lot 5 of Plat of Sunbelt Center, a CPUD, according to the plat thereof, recorded in Plat Book 15, Page 5, Public Records of Martin County, Florida.

Parcel Control No.: 38-38-41-016-000-00051-0

Parcel 1 and 2 containing 22.76 acres, more or less.

Parcel 3

Being a portion of Tracts 160, 161, 162, 163, 164, 193, 194, 195 and 196, according to the Plat of Port Sewall (Sewall's Point Land Company Subdivision), as recorded in Plat Book 3, Page 7, Public Records of Palm Beach (now Martin) County, Florida, and being more particularly described as follows:

Commence at the intersection of the South line of said Plat of Port Sewall and the Westerly right-of-way line of U.S. Highway No. 1; thence North 29°01'32" West along said Westerly right-of-way line, a distance of 852.95 feet to the Northerly right-of-way line of SE Market Place, according to the Plat of SE Willoughby Boulevard, as recorded in Plat Book 11, Page 57, of the Public Records of Martin County, Florida; thence continue North 29°01'32" West along said Westerly right-of-way line of said U.S. Highway No. 1, a distance of 452.02 feet to the POINT OF BEGINNING; thence continue North 29°01'32" West, a distance of 1020.54 feet; thence departing said Westerly right-of-way line of U.S. Highway No. 1, and along the South line of the Plat of Sunbelt Center, as recorded in Plat Book 15, Page 5, Public Records of Martin County, Florida, South 66°47'01" West, a distance of 808.94 feet; thence South 29°01'32" East, parallel to the Westerly right-of-way line of said U.S. Highway No. 1, a distance of 1020.54 feet; thence North 66°47'01" East, a distance of 810.11 feet to the POINT OF BEGINNING.

Containing 18.88 acres, more or less.

Parcel Control No.: 38-38-41-002-160-00000-4

Parcel 4

Parcel "B" of Plat of Advantage Ford of Stuart, a PUD, according to the plat thereof, recorded in Plat Book 15, Page 86, Public Records of Martin County, Florida.

Containing 3.68 acres, more or less.

Parcel Control No.: 38-38-41-017-000-00020-0

Parcel 5

Tract "B" of Plat of Sunbelt Center, a CPUD, according to the plat thereof, recorded in Plat Book 15, Page 5, Public Records of Martin County, Florida.

Containing 6.05 acres, more or less.

Parcel Control No.: 38-38-41-016-000-00004-0

LESS AND EXCEPT

Being a portion of Tracts 160, 161, 162, 163, 193, 194, 195 and 196, according to the plat of Port Sewall (Sewall's Point Land Company Subdivision) as recorded in Plat Book 3, Page 7, Public Records of Palm Beach (now Martin) County, Florida and being more particularly described as follows:

Commence at the intersection of the South line of said Plat of Port Sewall and the Westerly right-of-way line of U.S. Highway No. 1 (being a 200 foot wide right-of-way); thence North 29°28'59" West along said right-of-way line a distance of 1304.97 feet to the intersection of said Westerly right-of-way line and the North line of Parcel "A" as shown on the Plat of Advantage Ford of Stuart, a PUD as recorded in Plat Book 15, Page 86, Public Records of Martin County, Florida, and the POINT OF BEGINNING of the following described parcel; thence departing said Westerly right-of-way line, South 66°18"31" West along the North line of said Parcel "A", a distance of 810.14 feet; thence departing said North line of Parcel "A" and running along the East line of Parcel "B" of said Plat of Advantage Ford of Stuart, a PUD, North 29°28'59" West, a distance of 665.37 feet; thence departing said East line of Parcel "B", North 66°18'31" East, a distance of 810.14 feet to the Westerly right-of-way line of said U.S. Highway No. 1; thence South 29°28'59" East along said Westerly right-of-way line a distance of 665.37 feet to the POINT OF BEGINNING.

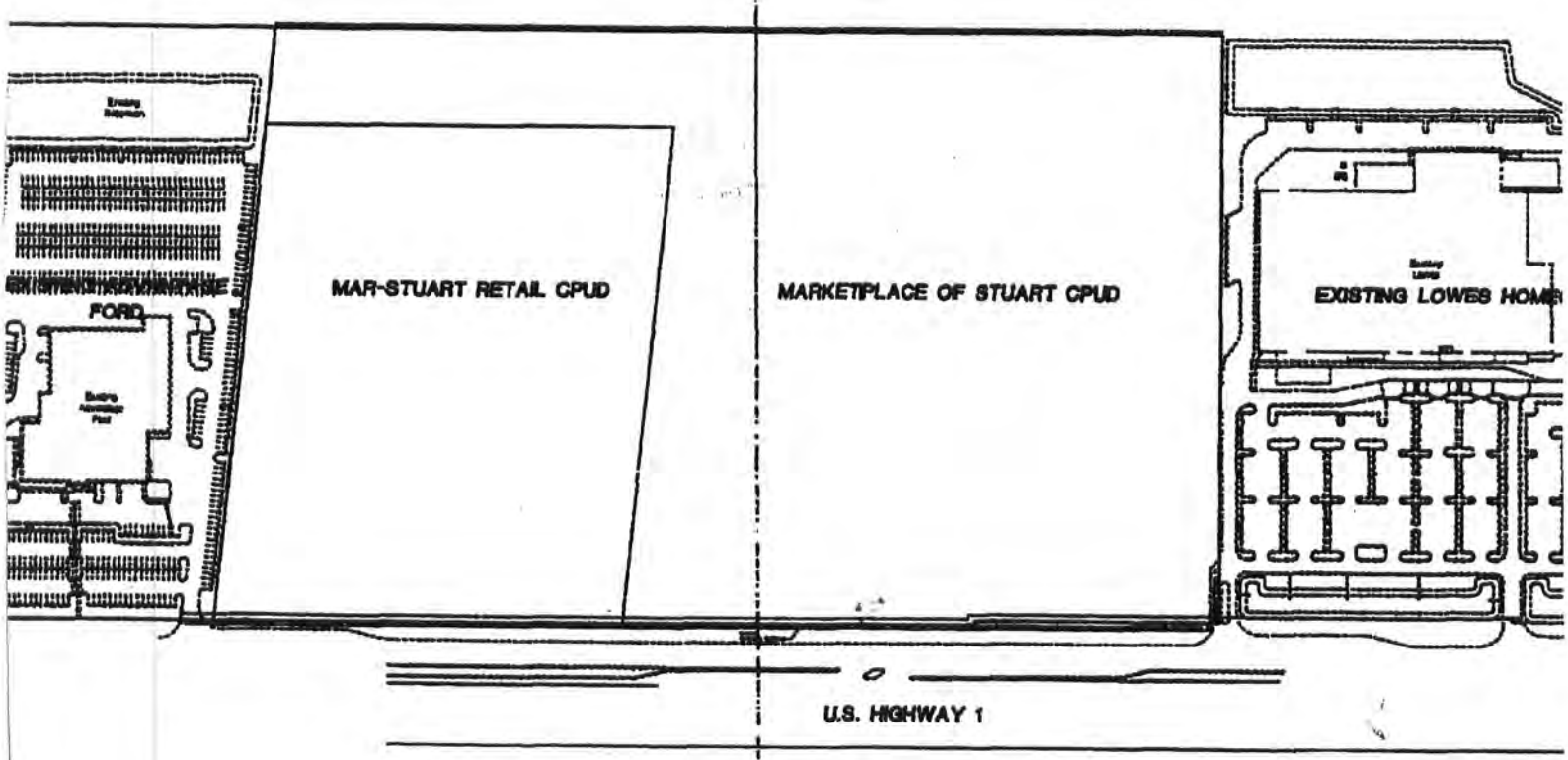
Containing 12.31 acres, more or less.

Parcel Control No.: 38-38-41-002-160-00000-4 (portion)

Total Acreage: 22.76 acres, more or less.

EXHIBIT "B"

SITE MAP



MARKETPLACE OF STUART CPUD AND MAR-STUART RETAIL CPUD
LOCATION MAP

EXHIBIT "C"

DEVELOPMENT CONDITIONS

ORDINANCE #2244-12 "MARKETPLACE OF STUART"

Approved Plans and Documents

1. The project shall comply with the Master Site Plan prepared by Lucido & Associates, Project # ~~08-180~~ 11-435, dated 01/30/12, ~~Last~~ revised ~~July 27, 2009~~ 04/11/12.

2. The project shall comply with the Landscape Plan prepared by Lucido & Associates, Project # ~~08-180~~ 11-435, dated 01/26/12, ~~Last~~ revised ~~July 27, 2009~~ 03/15/12.

3. The project shall comply with the Tree Mitigation Plan prepared by Lucido & Associates, Project #08-180, ~~last~~ dated 03/12/12, revised 03/16/12.

4. ~~The project shall comply with the Building Elevations by Marc Wiener, AIA, Architecture/Planning, Job # 08041, Last Revised June 30, 2009.~~ The project shall comply with the Phasing Plan prepared by Lucido & Associates, Project #11-435, dated 03/09/12, revised 03/16/12.

5. Any modifications to the CPUD ~~Final~~ Site Plan, due to final engineering, that exceeds 5% of the approved building footprint, building setbacks; gross square footage; building location; parking size; location and number; drainage areas; and location of landscaping shall require further approval by the City Commission via a public hearing.

6. The project shall comply with the Preserve Area Management Plan (PAMP) prepared by Ecological Consulting of Florida, revised March 22, 2012.

Landscaping

~~6~~ 7. All landscape areas shall be provided with an irrigation system of sufficient capacity to maintain the landscaping in a healthy growing condition.

~~7~~ 8. The City's landscape inspector shall have the opportunity to inspect all trees and/or landscape material with the landscape architect prior to installation. The developer shall bear the pass-thru fee for landscape consulting fees not to exceed $1,500.00.

~~8~~ 9. A Landscape maintenance plan, executed in accordance with the Land Development Regulations, shall be submitted to the Development Department and approved prior to the issuance of a certificate of occupancy.

10. "Hat racking" of trees is prohibited on the property.

Tree Mitigation

~~9~~ 11. In satisfaction of a portion of the tree mitigation requirements set forth in Condition 3, the 2,215 (2.5" caliper) slash pines to be planted within the preserve area, or the equivalent thereof in caliper inches, shall alternatively be allocated as set forth within this development condition. The applicant shall: (1) install 119 (2.5" caliper) slash pines, or the equivalent thereof in caliper inches, within the preserve area on the western side of the property within 180 days of adoption of this ordinance; (2) deposit $85,000.00 into the City of Stuart Tree Mitigation fund within 60 days of ~~receipt~~ adoption of ~~a site permit~~ this ordinance, equivalent to 648 (2.5" caliper) slash pines; and (3) pay $190,000.00, equivalent to 1,448 (2.5" caliper) slash pines, to the Willoughby Golf Club for the installation of landscaping on the Willoughby berm adjoining the Marketplace property. The payment to the Willoughby Golf Club shall be made ~~prior to clearing the subject property or issuance of the site permit for the main anchor buildings~~ at closing of the Mar-Stuart site or prior to any development activity occurring on any portion of the 35.07 acres depicted by Ordinance No. 2190-09, whichever occurs first, subject to receipt of a written agreement for installation from Willoughby Golf Club, to be provided to the City of Stuart prior to payment by the applicant. In the event Willoughby Golf Club and the City have not entered into a written agreement for installation prior to the prescribed time above, the payment shall be made to the City and deposited into an escrow account.

In addition to the satisfaction of the tree mitigation requirements, the applicant shall pay $85,000.00 to the Willoughby Golf Club for the installation of additional landscaping on the Willoughby golf course berm adjoining the Marketplace property. The payment to the Willoughby Golf Club shall be made ~~or prior to clearing the subject property or issuance of the site permit for the main anchor buildings~~ at closing of the Mar-Stuart site or prior to any development activity occurring on any portion of the 35.07 acres depicted by Ordinance No. 2190-09, whichever occurs first, subject to receipt of a written agreement for installation from Willoughby Golf Club, to be provided to the City of Stuart prior to payment by the applicant. In the event Willoughby Golf Club and the City have not entered into a written agreement for installation prior to the prescribed time above, the payment shall be made to the City and deposited into an escrow account.

Prior to Issuance of Site Permits

~~11~~ 12. Prior to the clearing the project site, all protected trees, as defined by the City Land Development Code, must be flagged and barricaded and inspected by the City's environmental consultant at the expense of the applicant.

~~12~~ 13. Site permits will not be issued until a building permit application for the first building to be constructed has been submitted.

~~13~~ 14. Applicant shall provide a digital boundary survey and civil plan prior to the issuance of a site permit.

~~14~~ 15. Civil Plans shall be reviewed and approved by all applicable City departments prior to the issuance of a site permit.

~~15~~ 16. All regulatory agency permits, including but not limited to the South Florida Water Management District and Army Corp of Engineers, shall be obtained by the applicant and copies provided to the City prior to the issuance of a site permit.

~~16~~ 17. Development shall comply with the City's Concurrency Management System prior to the issuance of building permits. A concurrency reservation certificate shall be issued and will be binding upon the applicant meeting the following three standards:

1. Site Permit approval;
2. The issuance of building permits to commence construction; and
3. Payment of all applicable impact and permit fees.

Payment of applicable impact and permit fees will be payable for each building at time of building permit approval.

~~17~~ 18. ~~If site construction is abandoned for a period of twelve months, the Applicant shall restore the site by grading and soil stabilization.~~ Prior to the issuance of a site permit, the Applicant shall provide a cash bond, irrevocable letter of credit or other surety acceptable to the City Attorney in an amount equal to 110% of the ~~estimated cost of final grading and soil stabilization of the entire site~~ value of the main entrance driveway, the access road, including infrastructure and associated amenities. The security will be returned to the Applicant upon completion of ~~site infrastructure, perimeter landscaping and building pad stabilization~~ this initial site phase.

~~If building construction is abandoned for a period of twelve months, the Applicant shall remove any structural improvements and restore the site by grading and soil stabilization.~~

~~The City of Stuart anticipates that it will consider an ordinance within one (1) year of approval of this PUD that will require bonds or other surety to be posted prior to issuance of building permits to assure completion or demolition of buildings when construction has been abandoned. For a period of one (1) year following the approval of this PUD the Applicant will be required to provide a cash bond, irrevocable letter of credit or other surety acceptable to the City Attorney in an amount equal to 110% of the estimate of cost of the removal of the building prior to the issuance of a building permit. The surety will be returned to the Applicant upon release of the certificate of occupancy. If after one (1) year the City has failed to adopt an ordinance requiring bonds to be provided prior to issuance of building permits, the Applicant shall be relieved of any such requirement stated herein until the City adopts such ordinance. Upon adoption of such ordinance by the City of Stuart, Applicant shall comply with the provisions thereof.~~

Traffic/Roadway Improvements

~~18~~ 19. **Signal**. Commencing upon receiving cumulative certificates of occupancy that generate more than 412 two-way PM peak hour driveway trips entering and exiting of the project driveways, a signal warrant analysis shall be performed for the intersection of US 1 and Miami Street/Project Entrance. No additional certificates of occupancy shall be issued until the signal warrant analysis is provided for approval to the City of Stuart and the Florida Department of Transportation.

The signal warrant analysis shall be continued on an annual basis until the signal is warranted. The analysis shall be performed during peak season (January, February, or March) and presented for approval to the City of Stuart and the Florida Department of Transportation by May 1st of each year.

Additional certificates of occupancy shall not be issued after one year (to provide a permitting and design period) from analysis approval of warranted signal until contracts are let for installation of the traffic signal including the appropriate lane geometry, pavement markers, signing and lighting. Signal installation is required regardless of all remaining certificates of occupancy being issued within the one year design and permitting period.

Applicant shall provide, within 30 days of approval of a signal warrant analysis by the City of Stuart and the Florida Department of Transportation demonstrating a need for traffic signal, a cash bond, irrevocable letter of credit or other surety acceptable to the City Attorney in an amount equal to 110% of the estimate of cost, prepared by a professional agreed upon by the City, for the installation of the traffic signal including the appropriate lane geometry, pavement markers, signing, lighting, and associated improvements.

~~19~~ 20. **Northbound left-turn lane**. No certificates of occupancy shall be issued for cumulative development that generates more than 565 two-way PM peak hour driveway trips entering and exiting the project driveways until contracts have been let to extend the existing northbound left-turn lane at the intersection of US 1 and Miami Street/Project Entrance by 190 feet, for a total turn-lane length of 525 feet.

Applicant shall provide, within 30 days of approval of construction plans generating more than a cumulative 565 two-way PM peak hour driveway trips, a cash bond, irrevocable letter of credit or other surety acceptable to the City Attorney in an amount equal to 110% of the estimate of cost, prepared by a professional agreed upon by the City, for the extension of the existing northbound left-turn lane at the intersection of US 1 and Miami Street/Project Entrance by 190 feet, for a total turn-lane length of 525 feet.

~~20~~ 21. **Southbound right-turn lane**. No certificates of occupancy shall be issued for cumulative development that generates more than 989 two-way PM peak hour driveway

trips entering and exiting the project driveways until contracts have been let to construct a southbound right-turn lane at the intersection of US 1 and Pomeroy Street.

Applicant shall provide, within 30 days of approval of construction plans generating more than of a cumulative 989 two-way PM peak hour driveway trips, a cash bond, irrevocable letter of credit or other surety acceptable to the City Attorney in an amount equal to 110% of the estimate of cost, prepared by a professional agreed upon by the City, for the construction of a southbound right-turn lane at the intersection of US 1 and Pomeroy Street.

~~21~~ 22. **Southbound left-turn lane**. No certificates of occupancy shall be issued for cumulative development that generates more than 989 two-way PM peak hour driveway trips entering and exiting the project driveways until one of the following occurs:

a) Contracts have been let to extend the existing southbound left-turn lane at the Pomeroy and US 1 intersection by 163 feet (for a total turn-lane length of 833 feet*);* or

b) A traffic signal has been installed at the Project Entrance/ US 1 and Miami Street intersection as per condition 17 above, if a signal has been warranted.

Applicant shall provide, within 30 days of approval of the construction plans generating more than of a cumulative 989 two-way PM peak hour driveway trips, a cash bond, irrevocable letter of credit or other surety acceptable to the City Attorney in an amount equal to 110% of the estimate of cost, prepared by a professional agreed upon by the City, for the extension of the southbound left-turn lane at the intersection of US 1 and Pomeroy Street by 163 feet, for a total turn-lane length of 833 feet.

~~22~~ 23. Applicant shall provide with each building permit application, a statement from the project traffic engineer stating the cumulative number of two-way PM peak hour trips that will be generated by the project upon the issuance of the building permit.

Upland Preservation

~~23~~ 24. The SK II CPUD, the Marketplace of Stuart CPUD, the Sunbelt Partners CPUD and the Mar-Stuart Retail, LLC CPUD shall be considered together for the purpose of meeting the City's upland preservation requirements. Prior to development there were 49.09 acres of native upland habitat on the four CPUDs, with a preservation requirement of 12.27 acres. A total of 23.91 acres of native upland habitat will be preserved for the three projects, a portion of which shall be off-site upland preservation in accordance with Sec. 5.05.02.C.5.a (formerly Sec. 5.04.02.C.5.a) of Land Development Code. The credit for upland preservation is calculated as follows:

2.17 acres	Marketplace of Stuart CPUD
1.14 acres	Sunbelt Partners CPUD
10.30 acres	Preservation - ½ of 20.6 upland acres on the "Vista" parcel
13.61 acres	TOTAL CREDIT

Marketplace of Stuart shall convey title to the 20.6 acre "Vista" parcel to the City, subject only to title exceptions acceptable to the City. ~~No construction permits shall be granted for the subject property until the off-site upland habitat has been conveyed to the satisfaction of the City Attorney, and a Preserve Area Management Plan has been approved, in accordance with City regulations, for the preservation of the on-site upland habitat and the 5 year preservation of the "Vista" parcel. If such conveyance has not occurred by December 31, 2011, applicant shall provide a surety acceptable to City Attorney in an amount equal to 110% of cost to remove exotics from "Vista" parcel.~~ Such conveyance shall be made within 60 days of adoption of this ordinance. At the time of conveyance, the subject parcel shall be cleared of exotics as specified by the Preserve Area Maintenance Plan (PAMP) attached hereto as Attachment D with a revision date of March 22, 2012. No development activity shall occur on any portion of the 35.07 acres depicted by Ordinance No. 2190-09, nor shall any portion of the site so depicted be conveyed until the 20.6 acre "Vista" parcel is conveyed to the City of Stuart. At the time of conveyance of the "Vista" parcel, Marketplace shall make a one-time, lump sum, payment of $25,000.00 to the City for the preservation of the on-site upland habitat of the "Vista" parcel.

25. The proposed preserve area and any planted trees for mitigation credits shall not be adversely affected by any drainage maintenance or drainage improvements within the existing 65 foot drainage easement without the prior written consent of the property owner and the City of Stuart.

Development and Construction

~~24~~ 26. Construction activity shall be limited from 7:00 am to 6:00 pm Monday - Saturday.

~~25~~ 27. Construction of all permanent buildings shall comply with section 6.09.11 of the City Land Development Code, and shall be limited to the heights specified on the approved Building Elevations. The Building height of the rear (west) facade of the main anchor buildings shall be limited to 26', and will include a parapet.

~~26~~ 28. Building generators, if utilized, shall be located behind the building that they serve, and screened with decorative materials or landscaped with hedge material. Sound attenuation shall be provided to assure that noise levels do not exceed 65 db at the property line. Non-emergency testing of generators shall be limited to the hours of 12:00 p.m. to 3:00 p.m. on weekdays.

~~27~~ 29. All mechanical equipment associated with the development shall be roof top or located behind the building and decoratively screened or landscaped with hedge material except

that air conditioning units shall be located no closer than 30' feet from the back of the main anchor buildings and screened from view. Roof top satellite dishes shall be limited to 3 feet in diameter and screened from view.

~~28~~ 30. Backflow prevention devices and above ground utilities shall be delineated on the landscape plans during final site plan review and shall be out of view or screened from the public right-of-way.

~~29~~ 31. All on-site utilities must be buried except the existing FPL transmission line. The property owner agrees to be liable for burying off-site overhead utilities ~~adjacent to or upon~~ fronting its property along SE Federal Highway, other than FPL transmission lines, ~~whenever the City requires adjacent property owners to do the same as part of a comprehensive streetscape scheme~~ prior to the C.O. of any building. ~~This provision shall not expire upon the transfer of the property from one owner to the next owner, but shall be deemed to "run with the land", and each and every deed out of an owner, as Grantor, and of all subsequent owners as grantors, shall contain this same provision, until such time as the overhead utilities are buried, and this provision is released by the City. This condition shall be memorialized by a separate writing signed by the owner and recorded in the public records of Martin County, as a deed restriction on the property~~.

~~30~~ 32. Erosion and dust control measures to be implemented during construction shall be provided on the civil plans and submitted during site permit review. Water trucks shall be provided by the applicant as necessary during construction in order to reduce dust generated on-site.

~~31~~ 33. All pole lighting, bollards, fencing and similar structures shall be of a decorative character and all lighting shall have a consistent theme throughout the development. Lighting poles in the parking areas shall not exceed 35 ft. in height except for lighting west of the main retail anchors which shall not exceed a height of 20 ft. Lighting shall include shields to direct the light away from the residential area to the west of the property. Building mounted lights on the rear of the main anchor buildings will be prohibited except for downward facing fixtures above access doors to the building. Halogen and metal-halide type lighting poles and fixtures are prohibited in the area behind the main anchor buildings. A photometric analysis shall be required during final site construction plan review to demonstrate that no light source exceeds 0.2 foot candles from the common boundary adjacent to any residential use or zoning district.

~~32~~ 34. All utility improvements constructed by the developer within the City's right-of-way including all lift stations shall be ~~conveyed to the City~~ constructed in a manner and form acceptable to ~~the City Attorney and the City Public Works Director~~ Martin County Utilities (the "County"). The developer shall ~~convey an easement for any utilities required for the development of the site that are not located within the public right-of-way~~ grant any such utility easements necessary for this site as may be required by the County.

~~33~~ 35. Building addresses and/or numbers shall be in plain view and shown on each building plan submitted at the time of building permit application in accordance with the City Code and shall be consistent with the sign plan.

~~34~~ 36. Street furniture and lighting pole provided on-site shall be of high quality and aesthetically pleasing appearance. The design of street furniture and lighting pole shall be reviewed and approved by staff prior to the issuance of a development permit.

~~35~~ 37. Any sidewalk damaged during construction shall be repaired or replaced prior to the issuance of a Certificate of Occupancy for the first building of the affected phase.

~~36~~ 38. Cleaning of the drainage ditch west of the property shall be included in the final civil plans. Prior to issuance of a Certificate of Occupancy for the first building, the drainage ditch shall be cleaned, pursuant to a permit obtained from the South Florida Water Management District.

~~37~~ 39. ~~Subject to~~ Within 90 days of receipt of an access and construction easement from Willoughby and written permission to replace the chain link fence on the eastern side of the Willoughby property, Marketplace of Stuart will replace the existing Willoughby fence with a new 8 foot high chain-link fence with barb-wire attachments ~~within 180 days from the issuance of the site permit for the main anchor buildings~~. The height and design of the fence will be subject to compliance with all Martin County zoning and building codes.

~~38~~ 40. Temporary or freestanding storage units are prohibited on the property once construction is complete.

~~39~~ 41. ~~Prior to Site Permit approval~~ Within 30 days of receipt of a request from Willoughby Golf Club, applicant shall provide a 10 foot wide ~~access and slope~~ easement to Willoughby Golf Club ~~through the parking area behind the main anchor building and~~ across the western property boundary ~~in an appropriate location~~. Such easement shall be permanent, but will be limited to ~~temporary~~ access, landscape maintenance and installation ~~activities~~ of native plant materials by Willoughby Golf Club, including the sloping and regrading of the Willoughby berm.

Development Timetable

~~40~~ 42. Timetable for development shall be as follows:

TIMETABLE OF DEVELOPMENT*	
Site ~~permit application~~ plans, deemed sufficient for permit review under city codes and standards, for Out Parcels A & B, including the main entry drive, access drive to the	

south, sidewalks and necessary drainage facilities to support development area, shall be submitted by	~~**Dec. 31, 2011**~~ **Dec. 31, 2015**
~~First~~ Building ~~permit application~~ plans, deemed sufficient for permit review under city codes and standards, for Out Parcels A & B shall be submitted by	~~**June 1, 2013**~~ **June 1, 2017**
~~Final~~ A certificate of occupancy for ~~main anchor~~ both buildings shall be issued by	~~**June 1, 2015**~~ **June 1, 2019**

TIMETABLE OF DEVELOPMENT	
Site ~~permit application~~ plans, deemed sufficient for permit review under city codes and standards, for Out Parcels C, D & E, including the main entry drive, access drive to the south, sidewalks and necessary drainage facilities to support development area, shall be submitted by	~~**Dec. 31, 2011**~~ **Dec. 31, 2015**
~~First~~ Building ~~permit application~~ plans, deemed sufficient for permit review under city codes and standards, for Out Parcels C, D & E shall be submitted by	~~**June 1, 2013**~~ **June 1, 2017**
~~Final~~ A certificate of occupancy for ~~main anchor~~ all three buildings shall be issued by	~~**June 1, 2015**~~ **June 1, 2019**

~~*Subject to a possible 2 year automatic extension in accordance with 2009 Senate Bill 360.~~

43. With regard to the above two phases, assuming the development adheres to the approved master site plan and occurs within the prescribed timetables, development permit applications may be approved administratively. Except as otherwise shown on the

approved master site plan, development shall comply with the City Land Development Code, including architectural design requirements. If development varies from the approved master site plan by greater than 5% as set forth in paragraph 5 above, development approval shall be granted only upon approval of a minor PUD amendment by the Stuart City Commission.

44. Developer shall have the option to construct more than the minimum drainage and infrastructure facilities necessary to support the above two phases.

45. Landscaping within the site's stormwater detention area, within the east-west axis of the T-shaped common area, shall be consistent with the Mar-Stuart CPUD planting plan, as described in the Landscape Enlargement Plan by HJA Studio project #11052 Exhibit D – Commission Resubmittal revised March 29, 2012, as approved under Ordinance #2243-2012.

46. Development of the "Proposed Retail Center", not to exceed 140,000 square feet, is subject to a major PUD amendment, at which time a master site plan and timetable of development will be established.

Prohibited

~~41~~ 47. No temporary or modular buildings are permitted on the property except for permitted temporary construction/leasing trailers.

~~42~~ 48. Delivery trucks are prohibited from idling engines overnight on the property. Truck deliveries to the main anchor buildings will be prohibited between the hours of 11:00 pm and 7:00 am.

~~43~~ 49. Billboards are prohibited on the property.

~~44~~ 50. Banners and any other sign or advertising device not in accordance with the City's Land Development Regulations are prohibited.

~~45~~ 51. No vehicles shall be displayed or stored within the public right-of-way at any time.

~~46~~ 52. To avoid noise disruption to the surrounding properties, the facility shall not utilize an outdoor public announcement (P.A.) system.

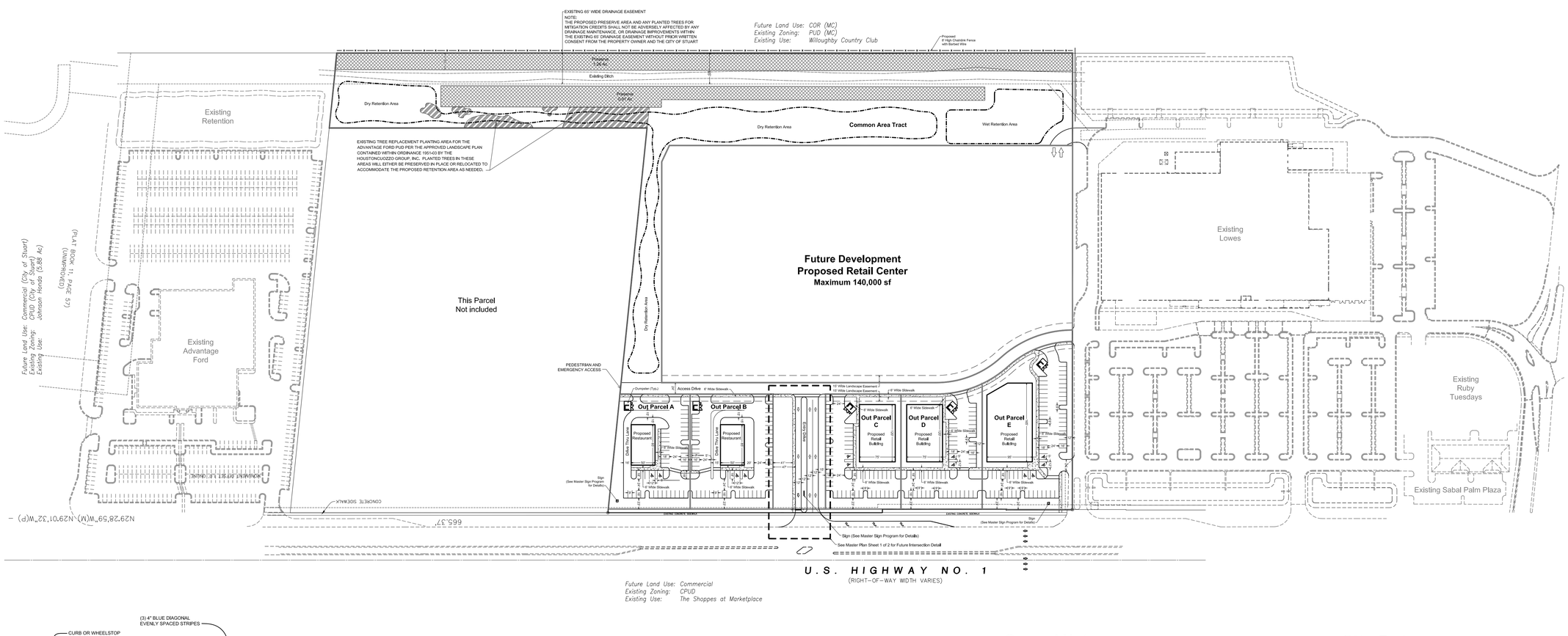
~~47~~ 53. The following uses will be prohibited on the property - industrial, residential, skating rinks, bowling alleys, flea markets, discotheques, dance halls, video arcades, pool halls, bingo parlors, game rooms, car washes, massage parlors, betting facilities, adult businesses, radio, telephone and television transmission towers, funeral homes, residential care facilities, and laundromats equipped with coin-operated washing machines and dryers for public use.

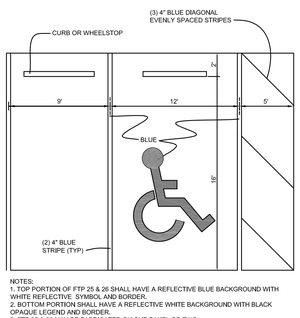
Signage

48 54. A unified sign plan shall be reviewed and approved at the time of civil plan approval demonstrating compliance with the LDR for signs, as to number, location, size, height, lighting, and materials, and presenting a unified theme throughout the development.

Platting

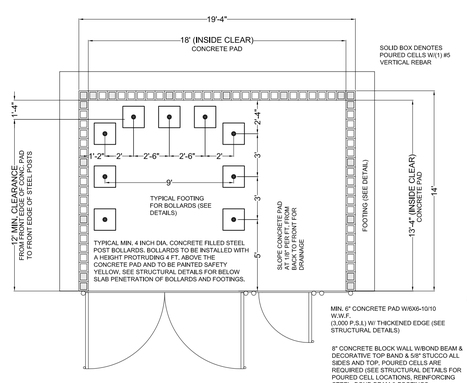
49 55. The PUD property may be platted and conveyed to separate owners without further amendment to this Ordinance.





Standard & Handicap Parking Space Detail

Not to Scale

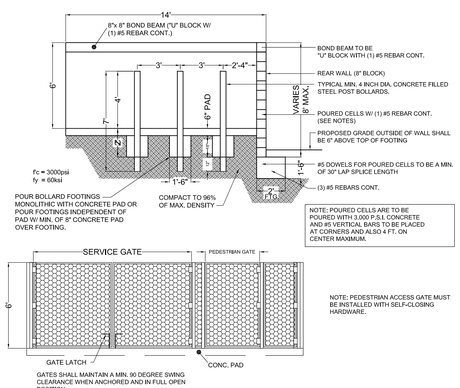


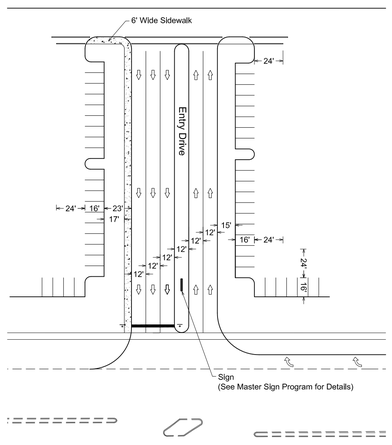
Standard & Handicap Parking Space Detail

Not to Scale

No Trespassing Sign

per City of Stuart Police Dept. Standards





Future Intersection Detail

Scale 1"=60'-0"

General Notes:

- All building, parking and access areas shall document compliance with the requirements of the American Disabilities Act prior to the issuance of a building permit.
- Refer to Landscape Plan for landscape details and specifications.
- All exotic plant species shall be removed and all required landscaping shall be installed prior to the issuance of a Certificate of Occupancy.
- Certificates of Occupancy may be phased subject to approval of Development Director of an infrastructure and landscape phasing plan.
- The applicant will request in writing, prior to any land clearing, that the City of Stuart Development Dept. Perform a field inspection to determine if barricades have been properly installed on the site.
- All signs will comply with the sign regulations at the time of permitting and shall be compatible. in design with the buildings' architecture.
-"No Trespass" signs to be posted during construction and displayed at all entrances and exits.
- All building numbers to be no less than four (4) inches tall, illuminated, and not blocked by landscaping.
- Sediment control measures shall be maintained in working order at all times.
- Provisions shall be made to minimize the deposit of sediment by transport vehicles onto public paved surfaces.
- Sediment basin and traps, perimeter dikes, sediment barriers and other measures intended to trap sediment shall be constructed as a first step in any land activity and shall be made functional before land disturbance takes place.
- All public sidewalks (service areas excluded) shall be a minimum of 6' in net width.
- A crime watch contact shall be established on site.
- Any sidewalk damaged during construction shall be repaired or replaced.
- Screening of A/C Units, trash receptacles, back flow preventer, and other above ground utilities shall adhere to Section 6.06.03.B-6 of the City of Stuart LDR.
- Loading and trash service details for anchor uses shall be demonstrated on Civil Engineering/Site Construction Plans.
- Outparcels (buildings only) may be phased to market demand and shall remain sodded until developed.

Site Data:

Existing Zoning:		CPUD
Existing Use:		Vacant
Total Site Area:	991,425 sf.	22.76 Ac.
Common Area:	359,811 sf.	8.26 Ac. (37%)
Out Parcels:	220,300 sf.	5.06 Ac. (22%)
Future Development	411,314 sf.	9.44 Ac. (41%)
Common Area:		
Impervious Area:	40,707 sf.	0.93 Ac. (4%)
Vehicular Use Area:	39,107 sf.	0.90 Ac.
Sidewalks & Pedestrian Areas:	1,600 sf.	0.03 Ac.
Pervious Area:	319,104 sf.	7.33 Ac. (32%)
Preserve Area:	94,525 sf.	2.17 Ac.
Landscape Area:	75,415 sf.	1.73 Ac.
Retention Area:	99,234 sf.	2.28 Ac.
Existing Ditch:	49,930 sf.	1.15 Ac.
Out Parcels		
Impervious Area:	164,029 sf.	3.77 Ac. (17%)
Vehicular Use Area:	101,636 sf.	2.33 Ac.
Sidewalks & Pedestrian Areas:	12,393 sf.	0.29 Ac.
Buildings:	50,000 sf.	1.15 Ac.
Pervious Area:	56,271 sf.	1.29 Ac. (6%)
Landscape Area:	56,271 sf.	1.29 Ac.

Out Parcel Parking Data

Total Parking (required):		254 spaces
Total Retail	(41,000 s.f @1 space per 250 s.f.):	164 spaces
Out Parcel C	(12,500 s.f. @ 1/250 s.f.):	50 spaces
Out Parcel D	(12,500 s.f. @ 1/250 s.f.):	50 spaces
Out Parcel E	(16,000 s.f. @ 1/250 s.f.):	64 spaces
Total Restaurant	(1 space per 3 seats + 1 per emp.):	90 spaces
Out Parcel A	(4,500 s.f. - 99 seats + 9 emp.):	42 spaces
Out Parcel B	(4,500 s.f. - 114 seats + 10 emp.):	48 spaces
Handicap Parking		
Required	(201 - 300 spaces):	7 spaces
Total Parking (provided):		260 spaces
(Includes 10 Handicap Parking Stalls):		

Native Preserve Requirements

Total Native Upland Habitat	49.09 Ac.
25% Preserve Requirement	12.27 Ac.
Preserve Provided	13.61 Ac.
On-Site Lowes	1.14 Ac.
On-Site Advantage Ford	0.00 Ac.
On-Site Marketplace	2.17 Ac.
Off-Site Mitigation	10.3 Ac.

(10.3x2 (2:1 ratio) = 20.6 acres provided on Vista Parcel)

Lucido & Associates

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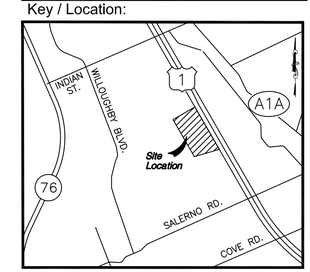

Scale: N.T.S

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Marketplace of Stuart

Master Site Plan Key Sheet

City of Stuart, Florida

Date	By	Description
1.30.12	S.L.S.	Initial Submittal
3.7.12	S.L.S.	Revised Parcels

NORTH

SCALE: 1" = nts

0

REG. # 1018
Thomas P. Lucido

Designer	S.L.S.	Sheet
Manager	D.F.	1 of 2
Project Number	11-435	
Municipal Number	---	
Computer File	11-435 Marketplace Stuart Master Plan.dwg	

EXISTING 65' WIDE DRAINAGE EASEMENT

NOTE:
THE PROPOSED PRESERVE AREA AND ANY PLANTED TREES FOR MITIGATION CREDITS SHALL NOT BE ADVERSELY AFFECTED BY ANY DRAINAGE MAINTENANCE, OR DRAINAGE IMPROVEMENTS WITHIN THE EXISTING 65' DRAINAGE EASEMENT WITHOUT PRIOR WRITTEN CONSENT FROM THE PROPERTY OWNER AND THE CITY OF STUART

Future Land Use: COR (MC)
Existing Zoning: PUD (MC)
Existing Use: Willoughby Country Club

Proposed 8' High Chainlink Fence with Barbed Wire

Preserve 1.26 Ac.

Existing Ditch

Preserve 0.91 Ac

Dry Retention Area

EXISTING TREE REPLACEMENT PLANTING AREA FOR THE ADVANTAGE FORD PUD PER THE APPROVED LANDSCAPE PLAN CONTAINED WITHIN ORDINANCE 1951-03 BY THE HOUSTONCUOZZO GROUP, INC. PLANTED TREES IN THESE AREAS WILL EITHER BE PRESERVED IN PLACE OR RELOCATED TO ACCOMMODATE THE PROPOSED RETENTION AREA AS NEEDED.

Dry Retention Area

Common Area Tract

Wet Retention Area

This Parcel
Not included

Future Development
Proposed Retail Center
Maximum 140,000 sf

Dry Retention Area

PEDESTRIAN AND EMERGENCY ACCESS

Dumpster (Typ.)

Access Drive 6' Wide Sidewalk

15' Wide Landscape Easement
15' Wide Landscape Easement

6' Wide Sidewalk

Out Parcel A
Proposed Restaurant
85'
50'

Out Parcel B
Proposed Restaurant
85'
50'

Drive Thru Lane

Drive Thru Lane

Entry Drive

Out Parcel C
Proposed Retail Building
120'
75'

Out Parcel D
Proposed Retail Building
120'
75'

Out Parcel E
Proposed Retail Building
165'
95'

6' Wide Sidewalk

Sign (See Master Sign Program for Details)

CONCRETE SIDEWALK

665.37'

EXISTING CONCRETE SIDEWALK

EXISTING CONCRETE SIDEWALK

Sign (See Master Sign Program for Details)

Sign (See Master Sign Program for Details)

See Master Plan Sheet 1 of 2 for Future Intersection Detail

U.S. HIGHWAY NO. 1
(RIGHT-OF-WAY WIDTH VARIES)

Future Land Use: Commercial
Existing Zoning: CPUD
Existing Use: The Shoppes at Marketplace

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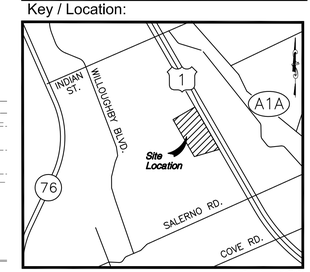

Scale: N.T.S

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Marketplace of Stuart

Master Site Plan

City of Stuart, Florida

Date	By	Description
1.30.12	S.L.S.	Initial Submittal
3.7.12	S.L.S.	Revised Parcels

NORTH

SCALE: 1" = 60'

0 30' 60' 120'

REG. # 1018
Thomas P. Lucido

Designer	S.L.S.	Sheet
Manager	D.F.	**2 of 2**
Project Number	11-435	
Municipal Number	---	
Computer File	11-435 Marketplace Stuart Master Plan.dwg	

EXISTING 65' WIDE DRAINAGE EASEMENT

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Proposed
8' High Chainlink Fence
with Barbed Wire

Preserve
1.26 Ac.

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Existing Ditch

Preserve
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Dry Retention Area

Dry Retention Area

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Phaseline - Common Area

Future Development
Proposed Retail Center
Maximum 140,000 sf

This Parcel
Not included

Dry Retention Area

Phaseline - Out Parcel C, D & E

Phaseline - Out Parcel A & B

PEDESTRIAN AND EMERGENCY ACCESS

Dumpster (Typ.)

Access Drive 6' Wide Sidewalk

Out Parcel A

Out Parcel B

Proposed Restaurant

Drive Thru Lane

6' Wide Sidewalk

Entry Drive

15' Wide Landscape Easement

15' Wide Landscape Easement

Out Parcel C
Proposed Retail Building

Out Parcel D
Proposed Retail Building

Out Parcel E
Proposed Retail Building

Sign
(See Master Sign Program for Details)

CONCRETE SIDEWALK

665.37'

EXISTING CONCRETE SIDEWALK

Sign (See Master Sign Program for Details)

See Master Plan Sheet 1 of 2 for Future Intersection Detail

U.S. HIGHWAY NO. 1
(RIGHT-OF-WAY WIDTH VARIES)

Phasing Notes

The out parcels may be constructed in any sequence and individual out parcels may be constructed within each phase without completion of the entire phase.

The drainage shown within the common area phase line is cumulative for all out parcels. The required portion of the drainage area shall be constructed to support the out parcel under development.

The developer has the option to construct the entire access drive when permitting either Out Parcel A or Out Parcel B.

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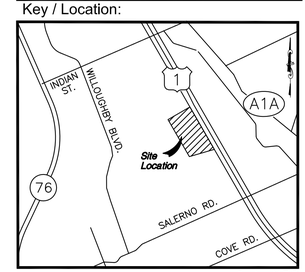

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Marketplace of Stuart

Phasing Plan

City of Stuart, Florida

Date	By	Description
3.7.12	S.L.S.	Initial Submittal

NORTH

SCALE: 1" = 60'

0 30' 60' 120'

REG. # 1018
Thomas P. Lucido

Designer	S.L.S.	Sheet
Manager	D.F.	1 of 1
Project Number	11-435	
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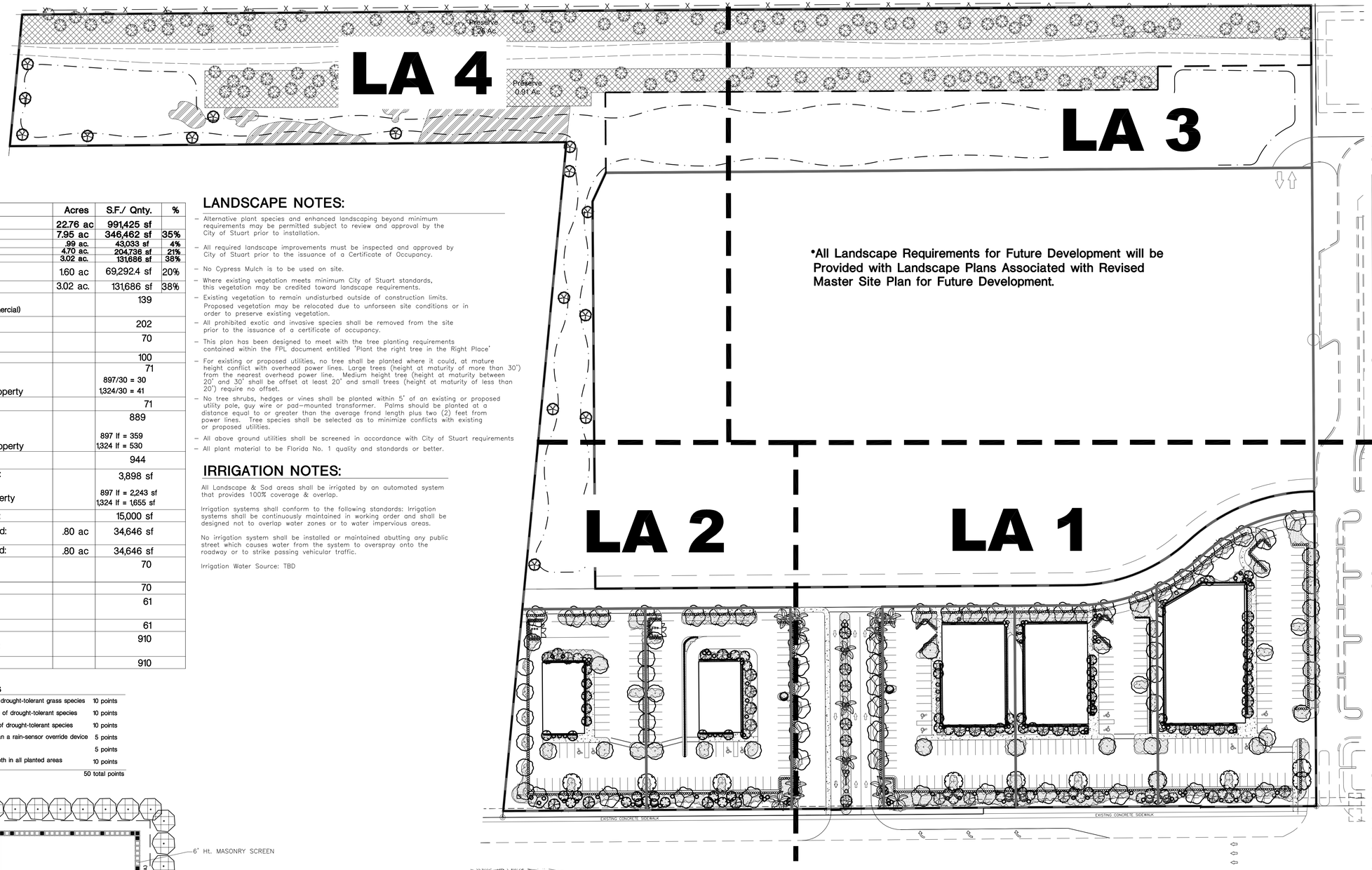


LANDSCAPE DATA:	Acres	S.F./ Qnty.	%
Total Site Area:	**22.76 ac**	**991,425 sf**	
Developed Area:	**7.95 ac**	**346,462 sf**	**35%**
Retention	.99 ac.	43,033 sf	4%
Impervious Area	4.70 ac.	204,736 sf	21%
Landscape Area Provided	3.02 ac.	131,686 sf	38%
Landscape Area Required: (20% of Developed Area)	1.60 ac	69,292.4 sf	20%
Landscape Area Provided:	3.02 ac.	131,686 sf	38%
Total Trees Required: (1/2500 sf of developed area for commercial)		139	
Total Trees Provided:		202	
Shade Trees Required: (50% of total trees required)		70	
Shade Trees Provided:		100	
Perimeter Trees Required:		71	
897 lf. adjacent to street		897/30 = 30	
1,324 lf. adjacent to private property		1,324/30 = 41	
Perimeter Trees Provided:		71	
Perimeter Hedge Required: (LF./25)		889	
897 lf. adjacent to street		897 lf = 359	
1,324 lf. adjacent to private property		1,324 lf = 530	
Perimeter Hedge Provided:		944	
Perimeter Groundcover Required:		3,898 sf	
897 lf. adjacent to street (LFx10x.25)		897 lf = 2,243 sf	
1,324 lf. adjacent to private property (LFx5x.25)		1,324 lf = 1,655 sf	
Perimeter Groundcover Provided:		15,000 sf	
Interior Landscape Area Required: (50% of Required Landscape Area)	.80 ac	34,646 sf	
Interior Landscape Area Provided:	.80 ac	34,646 sf	
Interior Trees Required: (Interior Landscape Area / 500)		70	
Interior Trees Provided:		70	
Foundation Trees Required: (lf. of Building Sides & Frontage /30)		61	
Foundation Trees Provided:		61	
Foundation Shrubs Required: (lf. of Building Sides & Frontage /24')		910	
Foundation Shrubs Provided:		910	

LANDSCAPE NOTES:

- Alternative plant species and enhanced landscaping beyond minimum requirements may be permitted subject to review and approval by the City of Stuart prior to installation.
- All required landscape improvements must be inspected and approved by City of Stuart prior to the issuance of a Certificate of Occupancy.
- No Cypress Mulch is to be used on site.
- Where existing vegetation meets minimum City of Stuart standards, this vegetation may be credited toward landscape requirements.
- Existing vegetation to remain undisturbed outside of construction limits. Proposed vegetation may be relocated due to unforseen site conditions or in order to preserve existing vegetation.
- All prohibited exotic and invasive species shall be removed from the site prior to the issuance of a certificate of occupancy.
- 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'
- 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 30') from the nearest overhead power line. 'Medium height tree (height at maturity between 20' and 30' shall be offset at least 20' and small trees (height at maturity of less than 20') require no offset.
- No tree shrubs, hedges or vines shall be planted within 5' of an 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 frond length plus two (2) feet from power lines. Tree species shall be selected as to minimize conflicts with existing or proposed utilities.
- All above ground utilities shall be screened in accordance with City of Stuart requirements
- All plant material to be Florida No. 1 quality and standards or better.

IRRIGATION NOTES:

All Landscape & Sod areas shall be irrigated by an automated system that provides 100% coverage & overlap.

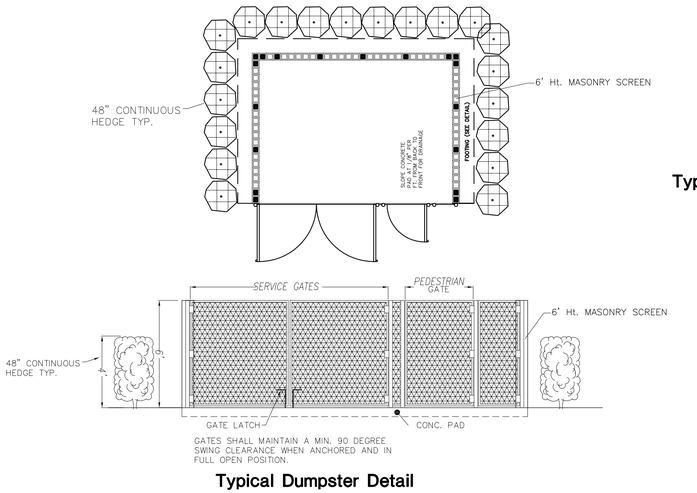
Irrigation systems shall conform to the following standards: Irrigation systems shall be continuously maintained in working order and shall be designed not to overlap water zones or to water impervious areas.

No irrigation system shall be installed or maintained abutting any public street which causes water from the system to overspray onto the roadway or to strike passing vehicular traffic.

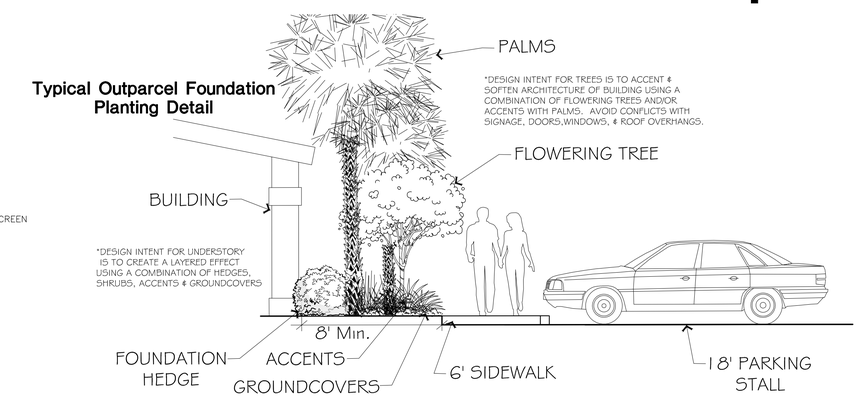
Irrigation Water Source: TBD

Required Xeriscape Points

At least 51% of the grass areas are made up of drought-tolerant grass species	10 points
At least 51% of the required shrubs are made up of drought-tolerant species	10 points
At least 51% of the required trees are made up of drought-tolerant species	10 points
Utilization of moisture sensing controller other than a rain-sensor override device	5 points
Utilization of mulch other than cypress mulch	5 points
Utilization of compacted mulch with a 3" min. depth in all planted areas except ground cover.	10 points
	50 total points



Typical Dumpster Detail



Typical Outparcel Foundation Planting Detail

Index of Drawings

CV	Cover Sheet
Sheets LA1-LA4	Landscape Plans
Sheet LA5	Plant List
Sheet LA6	Specifications and Details

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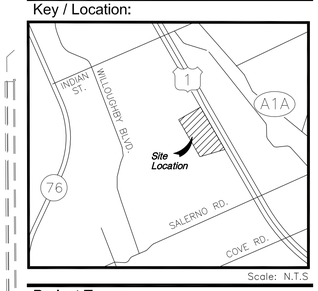

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Marketplace of Stuart

Landscape Plan

City of Stuart, Florida

Date	By	Description
3.07.12	PG	REVISED PARCELS

NORTH

SCALE: 1" = 60'

0 30' 60' 120'

REG. # 1018
Thomas P. Lucido

Designer	PG
Manager	JK
Project Number	11-435
Municipal Number	---
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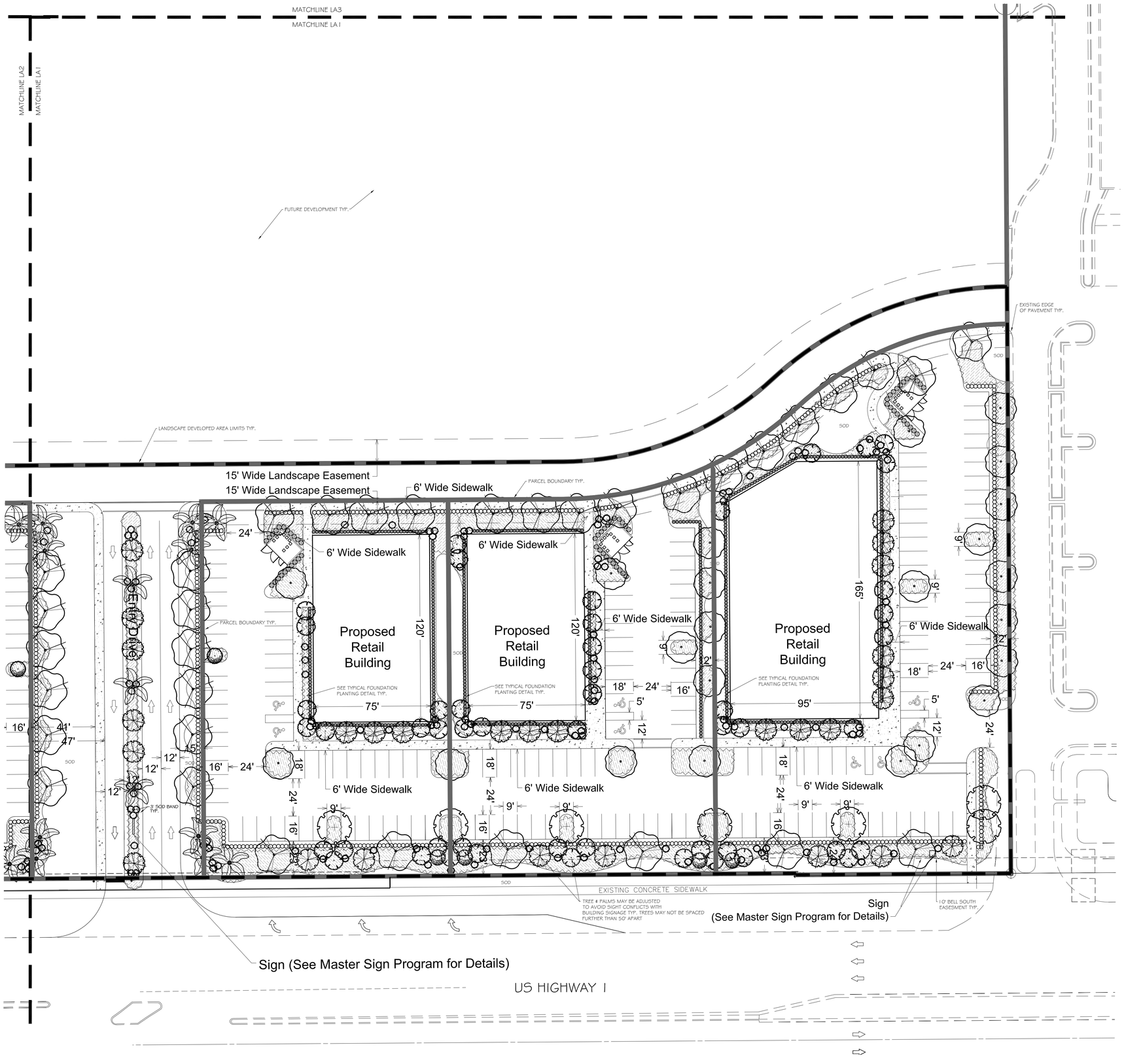
Sheet **CV**



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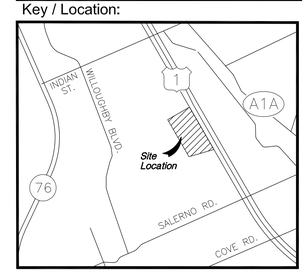

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Marketplace of Stuart

Landscape Plan

January 26, 2012

City of Stuart, Florida

Date	By	Description
3.07.12	PG	REVISED PARCELS

NORTH

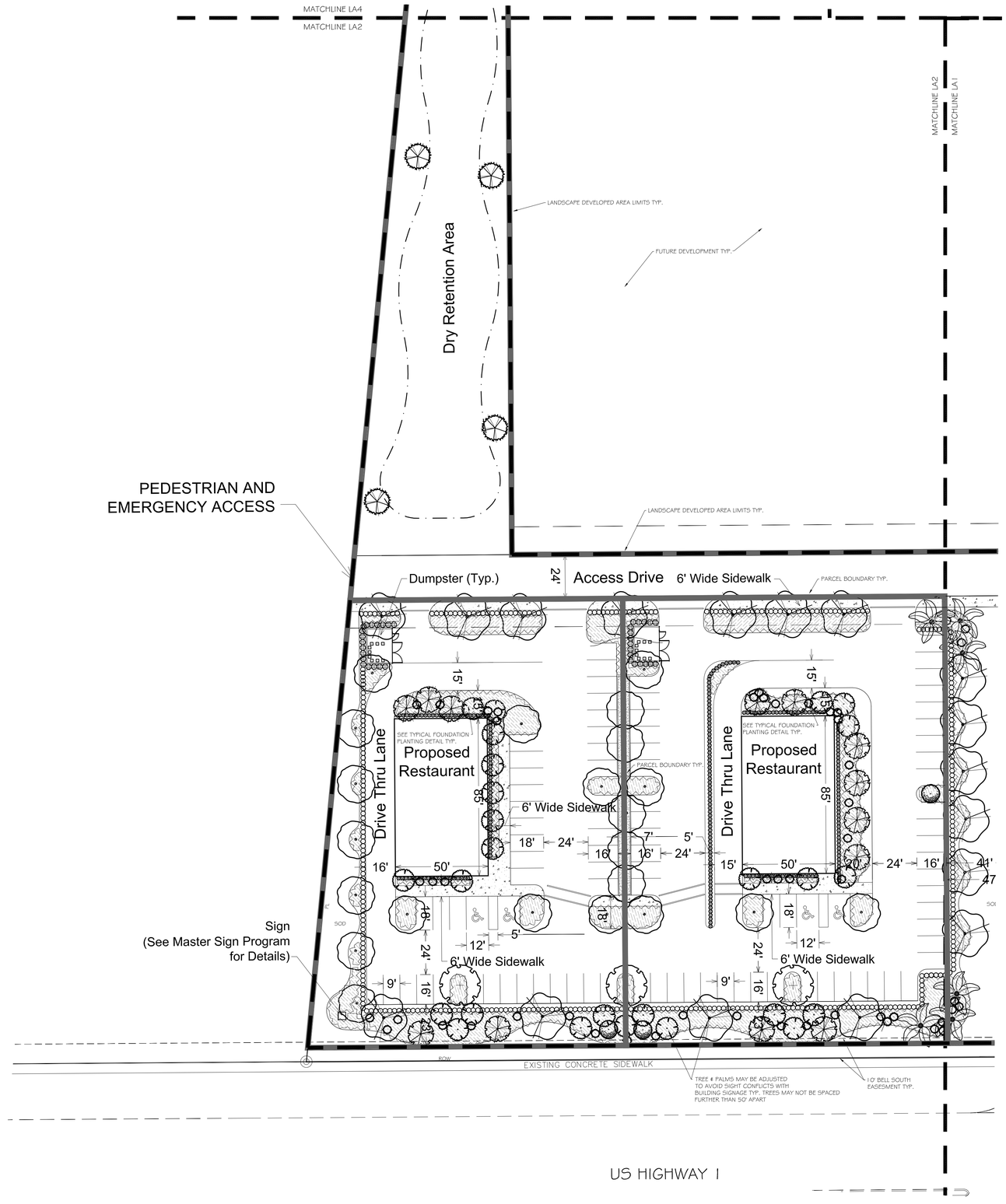
SCALE: 1" = 30'

0 15' 30' 60'

REG. # 1018
Thomas P. Lucido

Designer	PG
Manager	JK
Project Number	11-435
Municipal Number	---
Computer File	11-435 Stuart Market Place

Sheet **LA1**



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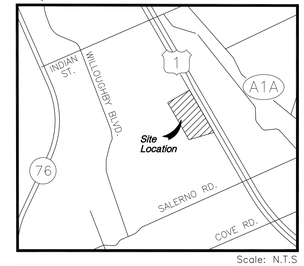

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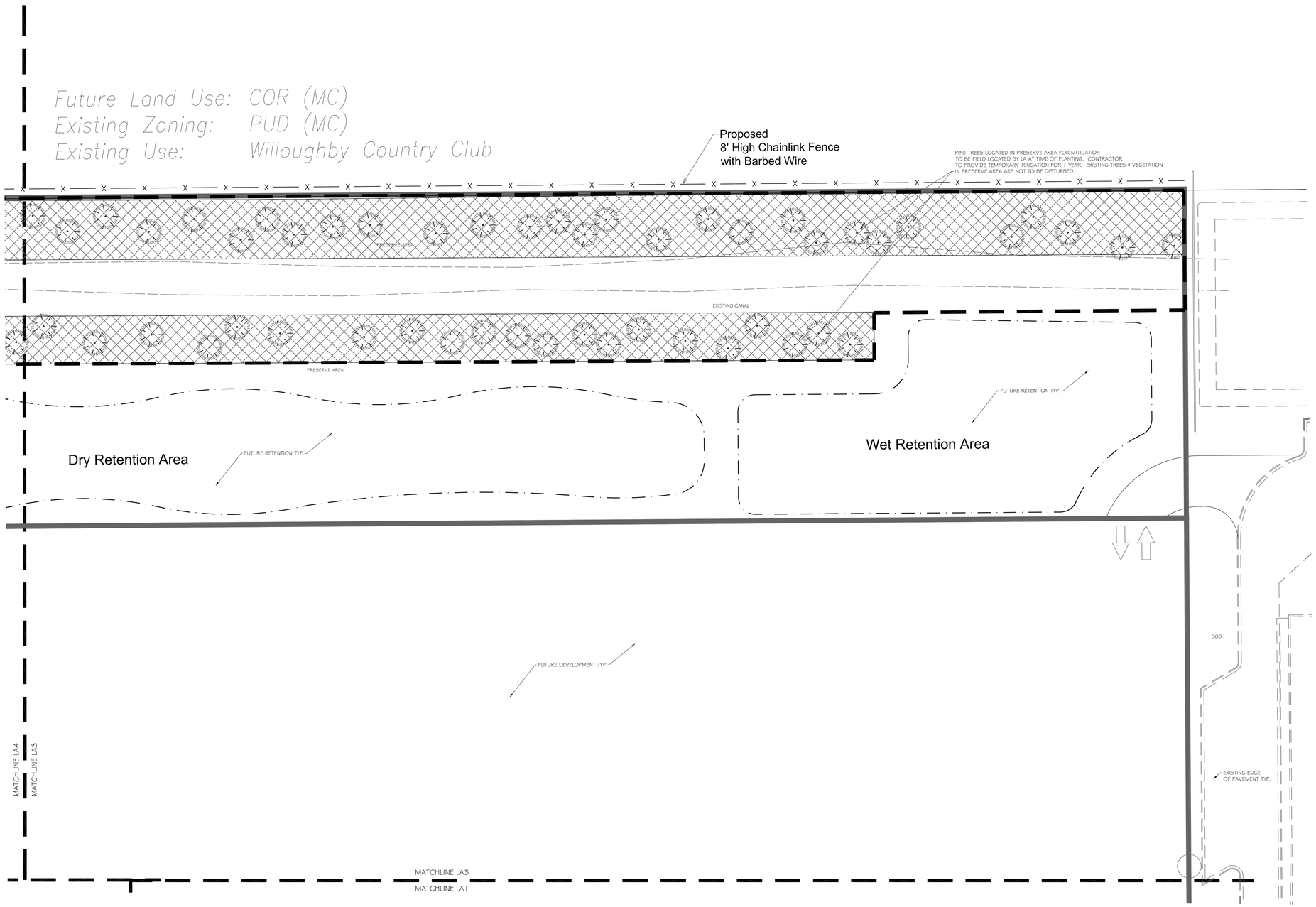
Sheet **LA2**



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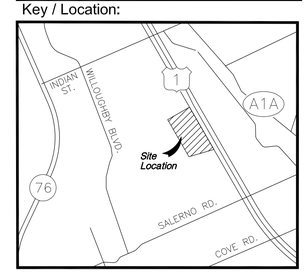

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Marketplace of Stuart

Landscape Plan

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City of Stuart, Florida

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NORTH

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REG. # 1018
Thomas P. Lucido

Designer	PG	Sheet
Manager	JK	**LA3**
Project Number	11-435	
Municipal Number	---	
Computer File	11-435 Stuart Market Place, Landscape Conc	

PINE TREES LOCATED IN PRESERVE AREA FOR MITIGATION TO BE FIELD LOCATED BY LA AT TIME OF PLANTING. CONTRACTOR TO PROVIDE TEMPORARY IRRIGATION FOR 1 YEAR. EXISTING TREES & VEGETATION IN PRESERVE AREA ARE NOT TO BE DISTURBED.

Preserve
1.26 Ac

BOUNDARY LINE

Existing Ditch

EXISTING CANAL

Preserve
0.91 Ac

Dry Retention Area

EXISTING TREE REPLACEMENT PLANTING AREA FOR THE ADVANTAGE FORD PUD PER THE APPROVED LANDSCAPE PLAN CONTAINED WITHIN ORDINANCE 1951-03 BY THE HOUSTONCUOZZO GROUP, INC. PLANTED TREES IN THESE AREAS WILL EITHER BE PRESERVED IN PLACE OR RELOCATED TO ACCOMMODATE THE PROPOSED RETENTION AREA AS NEEDED.

LANDSCAPE DEVELOPED AREA LIMITS TYP.

FUTURE RETENTION TYP.

FUTURE DEVELOPMENT TYP.

DRY RETENTION AREA

MATCHLINE LA4

MATCHLINE LA3

MATCHLINE LA4

MATCHLINE LA2

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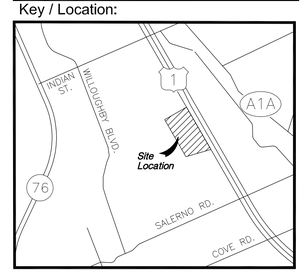

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Marketplace of Stuart

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Sheet **LA4**

CONCEPT PLANT SCHEDULE MARKETPLACE OF STUART

SHADE TREE 1 — 45
14`x7`, 2.5"DBH MIN, SP
Oaks & Magnolias only to be used in islands greater than 10` in width.
Eagleston Holly / Ilex x attenuata `Eagleston`
Native
Multi-Trunked Muskogee Crape Myrtle / Lagerstroemia indica `Muskogee`
Non-Native
Natchez` Crape Myrtle / Lagerstroemia indica `Natchez`
Non-Native
Southern Magnolia / Magnolia grandiflora
Native
Southern Live Oak / Quercus virginiana
Native

SHADE TREE 2 — 10
FG, 16`x8`, 3"C MIN, SP
Oaks & Magnolias only to be used in islands greater than 10` in width.
Multi-Trunked Muskogee Crape Myrtle / Lagerstroemia indica `Muskogee`
Non-Native
Natchez` Crape Myrtle / Lagerstroemia indica `Natchez`
Non-Native
Southern Magnolia / Magnolia grandiflora
Native
Southern Live Oak / Quercus virginiana
Native

SIGNATURE SHADE TREE — 45
FG, 18`x10`, 5"C MIN, SP, HO
Southern Live Oak / Quercus virginiana
Native

FLOWERING ACCENT TREE — 41
CG, 12`x5`, 2"DBH, SP
Mong Kong Orchid Tree / Bauhinia x blakeana
Non-Native
Cassia / Cassia surattensis
Non-Native
Multi-Trunked Muskogee Crape Myrtle / Lagerstroemia indica `Muskogee`
Non-Native
Natchez` Crape Myrtle / Lagerstroemia indica `Natchez`
Non-Native
Silver Trumpet / Tabebuia caraiba
Non-Native
Pink Trumpet Tree / Tabebuia impetiginosa
Non-Native

RETENTION AND COMMON AREAS TREE — 16
FG, 14`x7`, 2.5"DBH MIN, SP
Florida Flame Red Maple / Acer rubrum `Florida Flame`
Native
Dahoon Holly / Ilex cassine
Native
Sweet Bay Magnolia / Magnolia virginiana
Native
Redbay / Persea borbonia
Native
Slash Pine / Pinus elliotti
Native
Bald Cypress / Taxodium distichum
Native

SMALL EVERGREEN TREE — 8
CG, 10`x5`, 2"C MIN, SP (Not used as a tree credit)
Small-Leaf Clusia / Clusia guttifera
Native
Japanese Blueberry Tree / Elaeocarpus decipiens
Non-Native
Japanese Privet Multi-Trunk / Ligustrum japonicum
Non-Native

SIGNATURE PALMS — 15
FG, 12` GW, FULL HEAD, SP
Medjool Date Palm / Phoenix dactylifera `Medjool`
Non-Native
Wild Date Palm / Phoenix sylvestris
Non-Native
Florida/Cuban Royal Palm / Roystonea regia
Native

PALMS — 76
FG, 14` OA MIN, 8` CT MIN, SP
When used in groups, stagger Hts from 14`OA-22`OA.
Christmas Palm Triple / Adonidia merrillii
Non-Native
Everglades Palm / Paurotis wrightii
Native
Sabal Palm / Sabal palmetto
Native
Montgomery Palm / Veitchia montgomeryana
Non-Native
Washington Palm / Washingtonia robusta
Non-Native
Foxtail Palm / Wodyetia bifurcata
Non-Native

MITIGATION TREE — 119
FG, 14`x7`, 2.5"DBH,
To be field located by LA
Slash Pine / Pinus elliotti
Native

ACCENTS — 166
CG, 6` OA, SP Unless noted otherwise (Not used as a tree credit)
3` OA, F Queen Emma Crinum Lily / Crinum asiaticum `Queen Emma`
Non-Native
Chinese Hibiscus Standard / Hibiscus rosa-sinensis `Seminole`
Non-Native
4` OA, MULTI Compact Jatropha / Jatropha integerrima `Compacta`
Non-Native
Pygmy Date Palm Multi-Trunk / Phoenix roebelenii
Non-Native
Indian Hawthorne Standard / Raphiolepis indica `Majestic Beauty` TM
Non-Native
Lady Palm / Rhapis excelsa
Non-Native
3` OA, F Silver Saw Palmetto / Serenoa repens `Cinerea`
Non-Native
3` OA, F Orange Bird of Paradise, / Strelitzia reginae
Non-Native
Purple Glory Tree / Tibouchina granulosa
Non-Native

HEDGES — 944
3G, 24"x18", FTB, 30"OC
Red Tip Cocoplum / Chrysobalanus icaco `Red Tip`
Native
Yellow Anise / Illicium parviflorum
Native
Simpson`s Stopper / Myrcianthes fragrans
Native
Sweet Viburnum / Viburnum odoratissimum
Non-Native

FOUNDATION HEDGES — 910
3G, 24"x18", FTB, 24"OC
Red Tip Cocoplum / Chrysobalanus icaco `Red Tip`
Native
Yellow Anise / Illicium parviflorum
Native
Simpson`s Stopper / Myrcianthes fragrans
Native
Shrubby Yew / Podocarpus macrophyllus maki
Non-Native
Green arboricola / Schefflera arboricola
Non-Native
Sweet Viburnum / Viburnum odoratissimum
Non-Native

DUMPSTER SCREENING HEDGE — 98
CG, 48"x30", FTB, 30"OC
Simpson`s Stopper / Myrcianthes fragrans
Native
Shrubby Yew / Podocarpus macrophyllus maki
Non-Native
Sweet Viburnum / Viburnum odoratissimum
Non-Native

SHRUBS AND GROUND COVERS — 33,473 sf
3G, F,
Use combination of Shrubs & Groundcovers to create a layered effect at a 30% Groundcovers to 70% Shrubs ratio. All plants listed shall be used at equal quantities.
Red Tip Cocoplum / Chrysobalanus icaco `Red Tip`
Native
Thryallis / Galphimia glauca
Non-Native
Dwarf Firebush / Hamilia patens `Compacta`
Non-Native
Dwarf Schillings Holly / Ilex vomitoria `Schillings Dwarf`
Native
4` OA, MULTI Compact Jatropha / Jatropha integerrima `Compacta`
Non-Native
Parson`s Juniper / Juniperus chinensis `Parsonii`
Non-Native
Wax Myrtle / Myrica cenfera
Native
Plumbago / Plumbago auriculata `Imperial Blue`
Non-Native
White Indian Hawthorn / Raphiolepis indica `Alba`
Non-Native
Green arboricola / Schefflera arboricola
Non-Native
Sand Cordgrass / Spartina bakeri
Native
Fakahatchee Grass / Tripsacum dactyloides
Native

INTERIOR PARKING MEDIAN GROUNDCOVERS — 637 sf
1G, 6"-12" OA, 18" OC
Perennial Peanut / Arachis glabrata
Non-Native
Shore Juniper / Juniperus conferta
Non-Native
Dwarf Minima Jasmine / Trachelospermum asiaticum `Minima`
Non-Native

***All plant material to be Florida No. 1 quality and standards or better.**

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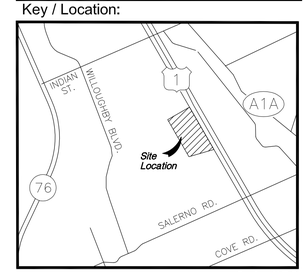

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Plant List

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SCALE: 1" = NA

0 NA NA NA

REG. # 1018
Thomas P. Lucido

Designer	PG	Sheet
Manager	JK	**LA5**
Project Number	11-435	
Municipal Number	---	
Computer File	11-435 Stuart Market Plans	

LANDSCAPE SPECIFICATIONS

PART 1: GENERAL CONDITIONS

1.01 SCOPE:
A. The landscape contract includes the supplying and planting of all trees, shrubs, vines, and ground cover together with all necessary labor, equipment, tools and materials needed for the successful completion, execution and maintenance of the landscape plans.

1.02 AGENCY STANDARDS:
A. Grades and standards of plant materials to be used shall be true to name, size, condition and graded Florida #1 or better as stated in: Grades and Standards of Florida Plant Materials published by the State of Florida Department of Agriculture, Tallahassee, Florida.

1.03 SITE EXAMINATION:
A. The Landscape Contractor shall personally examine the site and fully acquaint him/herself with all of the existing conditions in order that no mis-understanding may afterwards arise as to the character or extent of the work to be performed, and additionally, in order to acquaint him/herself with all precautions to be taken in order to avoid injury to property or persons. No additional compensation will be granted because of any unusual difficulties which may be encountered in the execution or maintenance of any portion of the work.

1.04 ERRORS AND OMISSIONS:
A. The plant list is a part of the drawings and is furnished as a convenience. The plant list indicates the name, size and quantities of specific plant materials as called for and is located on the drawings. The Landscape Contractor is responsible for his/her own quantity count, and any discrepancy between drawings and plant list shall be considered as correct on the drawings.

B. The Landscape Contractor shall not take advantage of errors or omissions in the specifications or contract drawings. Full instruction will be given if such errors are discovered. Upon the discovery of any discrepancies in, or omissions from the drawings or documents, or should the Landscape Contractor be in doubt as to their meaning, the Landscape Architect shall be notified and will determine the actions necessary to each query.

C. If plans and specifications are found to disagree after the contract is awarded, the Landscape Architect shall be the judge as to which was intended.

1.05 EXECUTION OF THE WORK:
A. The Landscape Contractor shall have his labor crews controlled and directed by a Foreman well versed in plant materials, planting methods, reading blueprints, and coordination between job and nursery in order to execute installation correctly and in a timely manner.

B. The Landscape Contractor shall provide a competent English-speaking Foreman on the project at all times, who shall be fully authorized as the Contractor's agent on the work. The Superintendent shall be capable of reading and thoroughly understanding the Plans, Specifications and other Contract Documents. If the Superintendent is deemed incompetent by the Landscape Architect, he (the superintendent) shall be immediately replaced.

C. The Landscape Contractor shall be available for any meetings with the Owner and/or Landscape Architect during implementation of the job. Any additional work or changes required as a result of failure to communicate with the Owner or Landscape Architect during implementation will be the responsibility of the Landscape Contractor.

1.06 PROTECTION OF PUBLIC AND PROPERTY:
A. The Landscape Contractor shall protect all materials and work against injury from any cause and shall provide and maintain all necessary safeguards for the protection of the public. He shall be held responsible for any damage or injury to persons or property which may occur as a result of his fault or negligence in the execution of the work, i.e. damage to underground pipes or cables.

1.07 CHANGES AND EXTRAS:
A. The Contractor shall not start work on any changes or "extras" in the project until a written agreement setting forth the adjusted prices has been executed by the Owner and the Contractor. Any work performed on changes or "extras" prior to execution of a written agreement may or may not be compensated for by the Owner at his discretion.

1.08 GUARANTEE:
A. The Landscape Contractor shall furnish a written guarantee warranting all materials, workmanship and plant materials, except sod, for a period of ONE (1) YEAR from the time of completion and acceptance by the Landscape Architect and Owner. Sod shall be guaranteed to 90 calendar days after acceptance by the Landscape Architect and Owner. All plant material shall be alive and in satisfactory condition and growth for each specific kind of plant at the end of the guarantee period. The guaranteeing of plant material shall be construed to mean complete and immediate replacement with plant material of the same variety, type, size, quality and grade as that of the originally specified material. During the guarantee period it shall be the Landscape Contractor's responsibility to immediately replace any dead or unhealthy material as determined by the Landscape Architect. The guarantee will be null and void if plant material is damaged by lightning, hurricane force winds, or any other acts of God, as well as vandalism or lack of proper maintenance.

B. At the end of the specified guarantee period, any plant required under this contract that is dead or not in satisfactory condition, as determined by the Landscape Architect, shall be replaced. The Landscape Contractor shall be responsible for the full replacement cost of plant materials for the first replacement and share subsequent replacement (s) costs equally with the Owner, should the replacement plant fail to survive.

1.09 CARE AND MAINTENANCE:
A. The Landscape Contractor shall be responsible for the care and maintenance of all plant materials and irrigation when applicable until final acceptance by the Owner or Landscape Architect.

B. The Owner agrees to execute the instructions for such care and maintenance.

1.10 SAFETY:
A. It shall be the responsibility of the Landscape Contractor to protect all persons from injury and to avoid property damage. Adequate warning devices shall be placed and maintained during the progress of the work.

B. It shall be the contractor's responsibility to conform to all local, state, and federal safety laws and codes including the Federal Occupational Safety And Health Act (O.S.H.A.) .

1.11 CONTRACTOR QUALIFICATION:
A. The Owner may require the apparent contractor (s) to qualify him/herself to be a responsible entity by furnishing any or all of the following documentary data:
1. A financial statement showing assets and liabilities of the company current to date.
2. A listing of not less than (3) completed projects of similar scope and nature.
3. Permanent name and address of place of business.
4. The number of regular employees of the organization and length of time the organization has been in business under the present name.

1.12 INSURANCE AND BONDING:
A. The contractor (s) shall submit proof of insurance for this job for the time period that the work is done. The minimum amount of insurance shall be $300,000.00 per person and $300,000.00 per aggregate or as required by owner and agreed to in the contract.
The successful bidder shall be required to have this coverage in effect before beginning work on the site.

B. The Owner shall have the right to require the Contractor to furnish bonds covering faithful performance of the Contract and payment obligations arising thereunder as stipulated in bidding requirements or specifically required in the Contract Documents on the date of execution of the Contract.

1.13 PERMITS AND CERTIFICATES:
A. All contractors shall secure and pay for all permits and certificates required for his/her class of work.

PART 2: MATERIALS

2.01 PLANT MATERIALS:
A. A complete list of plants is shown on the drawings, including a schedule of quantities, sizes, and such other requirements deemed necessary. In the event discrepancies occur, the specifications on the drawings shall govern.

B. Substitutions: Substitutions of plant materials or changes in size or spacing of materials will be permitted ONLY upon written authorization by the Owner or the Landscape Architect. If plant material is not of sufficient size to meet applicable codes, a letter of variance from the appropriate agency must be obtained by the Contractor prior to issuance of any change order. If material of smaller size is to be accepted, the quantity of material shall be increased, at no additional cost to the Owner, to meet the intent of the drawings.

C. All plant materials shall have a habit of growth that is normal for the species and shall be healthy, vigorous and equal to or exceed the measurements specified in the plant list, which are the minimum acceptable sizes. Plants shall be measured before pruning with branches in normal position. Any necessary pruning shall be done at the time of planting.

D. All plant materials shall be nursery grown, unless otherwise noted, Florida #1 or better and shall comply with all required inspections, grading standards and plant regulations as set forth by the Florida Department of Agriculture's Grades and Standards for Nursery Plants, most current addition and Grades and Standards for Nursery Plants, most current addition.

E. Plants that do not have the normal balance of height and spread typical for the respective plant shall not be acceptable.

F. The Landscape Contractor shall install each plant to display its best side. Adjustments may be required if plants are not installed properly and/or approved by the Landscape Architect at no additional cost to owner.

2.02 INSPECTION
A. The Landscape Architect and Owner may inspect trees and shrubs at place of growth or at site before planting, for compliance with requirements for genus, species, variety, size and quality. The Landscape Architect and Owner retain the right to further inspect trees and shrubs for size and condition of balls and root systems, insects, injuries and latent defects, and to reject unsatisfactory or defective material at any time during progress of work. Rejected plant materials shall be immediately removed from project site.

2.03 PROTECTION OF PLANT MATERIALS:
A. Balled and burlapped plants (B & B) shall be dug with firm natural balls of earth of sufficient diameter and depth to encompass the fibrous and feeding root system necessary for full recovery of the plant. Balls shall be firmly wrapped with burlap similar materials and bound with cord, rope, or wire mesh. All collected plants shall be balled and burlapped.

B. Plants with broken, damaged or insufficient rootballs will be rejected.

C. All plant material shall be protected from possible bark injury or breakage of branches. All plants transported by open trucks shall be adequately covered to prevent windburn, drying or damage to plants.

D. Plants which cannot be planted immediately on delivery to the site shall be covered with moist soil, mulch or other protection from the drying of wind and sun. All plants shall be watered as necessary by the Landscape Contractor until planted.

2.04 STORAGE:
A. All plant materials shall be stored on the site in designated areas, specified by the Landscape Architect or Owner's agent.

B. No plant material shall be stored longer than seventy-two (72) hours unless approved by by Landscape Architect and/or owner.

C. The Landscape Architect reserves the right to reject any plant materials not in conformance with these specifications.

D. All rejected material shall be immediately removed from the site and replaced with acceptable material at no cost to the Owner.

2.05 PROTECTION DURING PLANTING:
A. Trees moved by winch or crane shall be thoroughly protected from chain marks, girdling or bark slippage by means of burlap, wood battens or other approved methods. Battens shall NOT be attached to the tree with nails.

2.06 PLANTING SOIL:
A. Planting soil for all plantings shall consist of existing native soil and shall be free of debris, roots, clay, stones, plants or other foreign materials which might be a hindrance to planting operations or be detrimental to good growth.

2.07 FERTILIZER:
A. Commercial fertilizer shall comply with the state fertilizer laws. Nitrogen shall not be less than 40% from organic source. Inorganic chemical nitrogen shall not be derived from the sodium form of nitrate. Fertilizers shall be delivered to the site in unopened original containers, each bearing the manufacturer's guaranteed analysis. Any fertilizer that becomes caked or otherwise damaged shall be rejected.

B. Thoroughly mixed 3 lbs. of commercial fertilizer to each cubic yard of planting soil.

C. Tabletized fertilizer shall be Agriform planting tablets 20-10-5 formula, 21 gram or equal. All trees and shrubs shall be fertilized with tabletized fertilizer as follows. While backfilling plant holes, fertilizer tablets shall be equally spaced and placed adjacent to the ball mid-way in depth in accordance with the following rates:

1 gallon container	1 tablet
3 gallon container	2 tablets
5 gallon container	3 tablets
7 gallon	5 tablets

Large tubs, wire baskets, grow bags, and balled and burlapped material shall have 1 tablet for each 1/2 inch of trunk diameter (measured 3 feet from ground) or for each foot of height or spread of larger shrub material.
The Landscape Architect reserves the right to inspect and review the application of fertilizer.

2.08 MULCH:
A. Mulch material shall be clean, dry, free of weeds, seeds, toxins, and pests, moistened at the time of application to prevent wind displacement. Cypress &/or Red or Gold mulch is prohibited.

B. All trees and shrub beds shall receive 3" mulch immediately after planting and thoroughly watered. Apply 2" max on tree & palm rootballs, keep away from tree & palm trunks or as required by local jusidiction.

PART 3: EXECUTION
3.01 DIGGING:
A. The Landscape Contractor shall exercise care in digging and other work so as not to damage existing work, including overhead wires, underground pipes and cables and the pipes and hydrants of watering systems. Should such overhead or underground obstructions be encountered which interfere with planting, the Owner shall be consulted and contractor will adjust the location of plants to clear such obstruction. The Contractor shall be responsible for the immediate repair of any damage caused by his work.

3.02 GRADING:
A. Grading for drainage, swales, etc. to within 4 inches of the finished grade to be provided by others.

B. It shall be the responsibility of the Landscape Contractor to provide the final grading during the course of landscape installation so as to bring sod and planting areas to their proper elevations in relation to walks, paving, drain structures, and other site conditions. The site grading plan must be checked prior to installation of sod to insure that drainage and other conditions will NOT be modified.

3.03 PLANTING:
A. Planting shall take place during favorable weather conditions.

B. The Contractor shall call for utility locates and ascertain the location of all utilities and easements so proper precautions can be taken not to damage or encroach on them.

C. Tree Planting shall be located where it is shown on the plan. No planting holes shall be dug until the proposed locations have been staked on the ground by the Contractor.

D. Excavation of holes shall extend to the required subgrades as specified on the planting diagrams located in the planting plans. Plant pits shall be circular in outline and shall have a profile which conforms to the aforementioned "Tree and Shrub Planting Diagrams".

E. A representative number of planting pits (a minimum of one in every 25 feet throughout the entire site) shall be tested for proper drainage. See Landscape Plan for complete testing methods and requirements.

F. Planting pits shall be excavated to the following dimensions and refilled with a mixture of (1/2) planting soil (1/2) existing native soil;
1 Gallon material (1 gal.): 12" x 12" x 12" min.
3 Gallon material (3 gal.): 20" x 20" x 18" min.
Lerio material (7 gal.): 30" x 30" x 24" min.
Field grown material and trees: 1-1/2 times width of ball and depth of ball plus 12" min.

G. No planting or laying of sod shall be initiated until the area has been cleaned of existing sod or other plant materials, rough grass, weeds, debris, stones etc. and the ground has been brought to an even grade, with paving, drainage away from buildings and towards drain inlets and swales and approved by Landscape Architect or owner's rep.

H. Each plant shall be planted in an individual hole as specified for trees, shrubs, and vines.

I. All plants shall be set to ultimate finished grade. No filling will be permitted around trunks or stems. All ropes, wire, stakes, etc., shall be removed from sides and top of the ball and removed from hole before filling in.

J. All flagging ribbon shall be removed from trees and shrubs before planting.

K. Excess excavation (fill) from all holes shall be removed from the site, at no additional expense to Owner.

L. All palms shall be backfilled with sand, thoroughly washed in during planting operations and with a shallow saucer depression left at the soil line for future waterings. Saucer areas shall be top-dressed two (2") inches deep with topsoil raked and left in a neat, clean manner.

3.04 PRUNING:
A. Remove dead and broken branches from all plant material. Prune to retain typical growth habit of individual plants with as much height and spread as possible in a manner which will preserve the plant's natural character.

B. Make all cuts with sharp instruments flush with trunk or adjacent branch, in such a manner as to insure elimination of stubs. Cuts made at right angles to line of growth will not be permitted.

C. Trees shall not be poled or topped.

D. Remove all trimmings from site.

3.05 GUYING:
A. All trees over six (6') feet in height shall, immediately after setting to proper grade, be guyed with three sets of two strands, No. 12 gauge malleable galvanized iron, in tripod fashion. See Detail.

B. Wires shall not come in direct contact with the tree but shall be covered with an approved protection device at all contact points. Wires shall be fastened in such a manner as to avoid pulling crotches apart.

D. Stake & Brace all treess larger than 12' oa. See detail.
Stakes shall be 2" x 2" lumber of sufficient length to satisfactorily support each tree.

E. Turnbuckles for guying trees shall be galvanized or cadmium plated and shall be of adequate size and strength to properly maintain tight guy wires.

3.06 WATER:
A. Each plant or tree shall be thoroughly watered in after planting. Watering of all newly installed plant materials shall be the responsibility of the Landscape Contractor until final acceptance by the Landscape Architect.

B. See General Notes of Landscape Plan for water source.

3.07 SOD:

A. The Landscape Contractor shall sod all areas indicated on the drawings.

B. It shall be the responsibility of the Landscape Contractor to fine grade all landscape areas, eliminating all bumps, depressions, sticks, stones, and other debris.

C. The sod shall be firm, tough texture, having a compacted growth of grass with good root development. It shall contain no noxious weeds, or any other objectionable vegetation, fungus, insects, or disease. The soil embedded in the sod shall be good clean earth, free from stones and debris.

D. Before being cut and lifted, the sod shall have been mowed at least three times with a lawn mower, with the final mowing not more than seven days before the sod is cut. The sod shall be carefully cut into uniform dimensions.

E. 6-6-6 fertilizer with all trace elements is to be applied at the rate of 40 lbs. per 1,000 sq. ft. prior to laying sod.

F. Solid sod shall be laid with closely abutting, staggered joints with a tamped or rolled, even surface.

G. The finished level of all sod areas after settlement shall be one (1") inch below the top of abutting curbs, walks, paving and wood borders to allow for building turf.

H. If in the opinion of the Landscape Architect, top dressing is necessary after rolling, clean yellow sand will be evenly applied over the entire surface and thoroughly washed in.

3.08 SEEDING:
A. The Landscape Contractor shall remove all vegetation and rocks larger than (1") in diameter from areas to be seeded, scarify the area, then apply fertilizer at a rate of 500 lbs. per acre.

B. Application: Argentine Bahia Grass seed - 200 Pounds per acre mixed with common hulled Bermuda seed - 30 lbs. per acre. All other seed mixtures shall be applied per the manufacturer's instructions.

C. Roll immediately after seeding with a minimum 500 pound roller, then apply straw mulch at the rate of 2,500 pounds per acre.

D. Apply fertilizer at the rate of 150 lbs. per acre 45-60 days after seeding.

3.09 CLEANING UP:
A. The contractor shall at all times keep the premises free from accumulations of waste materials or rubbish caused by his employees or work. He shall leave all paved areas "broom clean" when completed with his work.

3.10 MAINTENANCE:
A. Maintenance shall begin immediately after each plant is installed and shall continue until all planting has been accepted by the Owner or Landscape Architect. Maintenance shall include watering, weeding, removal of dead materials, resetting plants to proper grades or upright positions, spraying, restoration of planting saucer and/or any other necessary operations.

B. Proper protection to lawn areas shall be provided and any damage resulting from planting operations shall be repaired promptly.

C. Replacement of plants during the maintenance period shall be the responsibility of the Contractor, excluding vandalism or damage on the part of others, lighting, or hurricane force winds, until final acceptance.

D. In the event that weeds or other undesirable vegetation become prevalent, it shall be the Contractor's responsibility to remove them.

E. Trees or other plant material which fall or are blown over during the maintenance period will be reset by the Contractor at no additional expense to the Owner, the only exception being hurricane force winds.

3.11 COMPLETION, INSPECTION AND ACCEPTANCE:
A. Completion of the work shall mean the full and exact compliance and conformity with the provisions expressed or implied in the Drawings and in the Specifications, including the complete removal of all trash, debris, soil or other waste created by the Landscape Contractor.

B. Inspection of work to determine completion of contract, exclusive of the possible replacement of plants, will be made by the Owner and/or Landscape Architect at the conclusion of all planting and at the request of the Landscape Contractor.

C. All plant material shall be alive and in good growing condition for each specified kind of plant at the time of acceptance. The rating of each plant according to Florida Grades and Standards shall be equal to or better than that called for on the plans and in these Specifications at the time of final inspection and acceptance.

D. After inspection, the Landscape Contractor will be notified by the Owner of the acceptance of all plant material and workmanship, exclusive of the possible replacement of plants subject to guarantee.

DRAINAGE TESTING/DRAINAGE CHANNEL REQUIREMENTS

PRIOR TO PLANTING ALL PLANTING PITS SELECTED FOR TESTING SHALL BE TESTED IN THE FOLLOWING MANNER

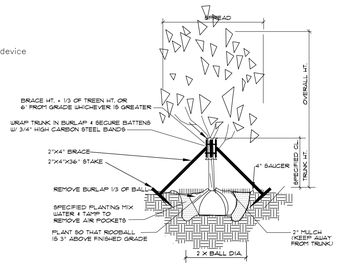
A. DIG EACH PLANTING PIT TO THE MINIMUM SPECIFIED SIZE.

B. FILL PLANTING PIT WITH TWELVE INCHES (12") OF WATER. IF THE WATER LEVEL DROPS FOUR (4") OR MORE WITHIN FOUR (4) HOURS, THE DRAINAGE IS SUFFICIENT AND A DRAINAGE CHANNEL IS NOT REQUIRED IF THE WATER LEVEL DROPS LESS THAN FOUR INCHES (4") WITHIN THE FOUR (4) HOUR PERIOD, A DRAINAGE CHANNEL IS REQUIRED.

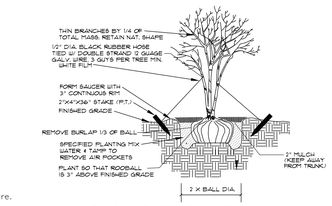
C. WHERE REQUIRED, THE DRAINAGE CHANNEL MUST EXTEND DOWN THROUGH THE NON POROUS SOIL AND INTO POROUS SOIL. (SEE DETAIL)

D. ALL MATERIAL REMOVED FROM THE DRAINAGE CHANNEL SHALL BE DISCARDED.

E. WHEN BACKFILLING PLANTING PITS WITH PLANTING MIXTURE, CARE MUST BE TAKEN TO KEEP THE CONSISTENCY OF THE SOIL MIX THE SAME THROUGHOUT THE PLANTING PIT AND DRAINAGE CHANNEL.



LARGE TREE PLANTING & STAKING
SCALE: NOT TO SCALE



SMALL TREE PLANTING & GUYING
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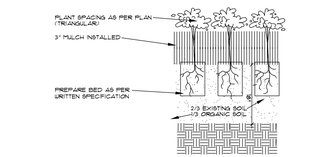

GROUNDCOVER PLANTING DETAIL
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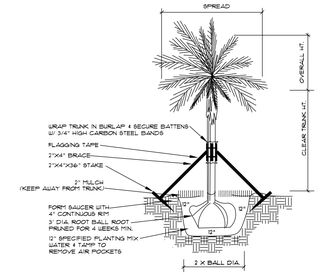

PALM PLANTING - ANGLE STAKE
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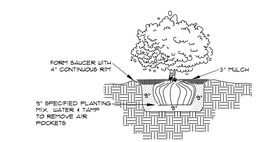

SHRUB PLANTING
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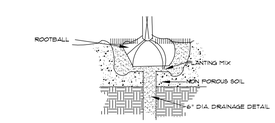

DRAINAGE TESTING DETAIL
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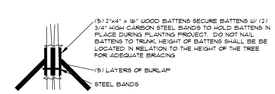

BRACING DETAIL
SCALE: NOT TO SCALE

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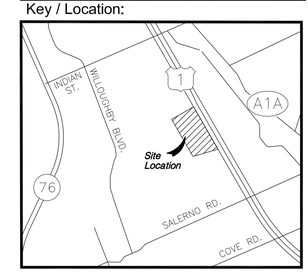
827 North Thornton Avenue, Orlando, Florida 32803 (407) 898-9521, Fax (407) 898-9768

Key / Location:



Scale: N.T.S

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Email: jason.mahon@kimley-horn.com

Marketplace of Stuart

Details & Specifications

January 26, 2012

City of Stuart, Florida

Date	By	Description
3.07.12	PG	REVISED PARCELS

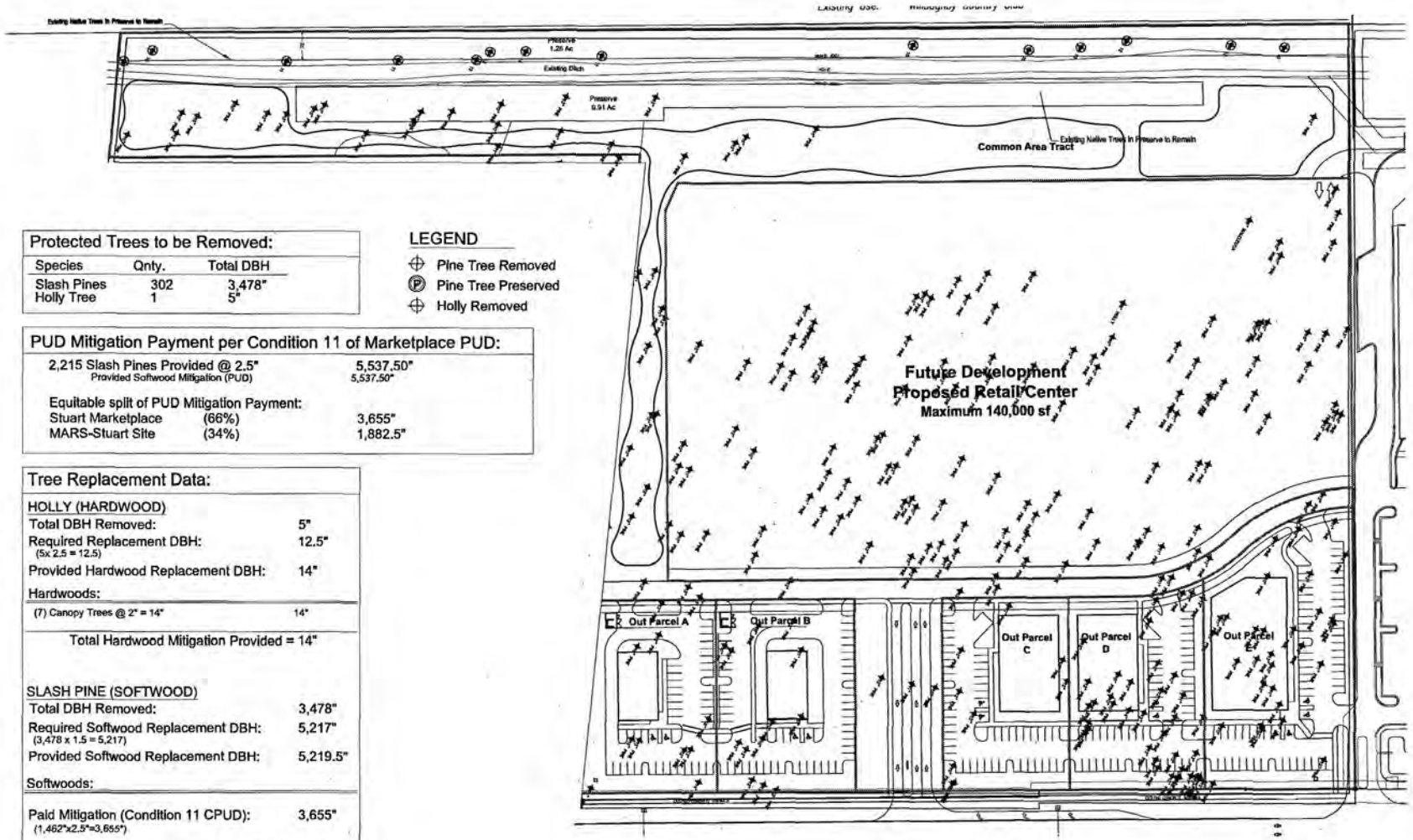
NORTH

SCALE: 1" = NA

0 NA NA NA

REG. # 1018
Thomas P. Lucido

Designer	PG	Sheet
Manager	JK	LA6
Project Number	11-435	
Municipal Number	---	
Computer File	11-435 Stuart Market Place Landscape 04-03-12.pt	



Protected Trees to be Removed:		
Species	Qnty.	Total DBH
Slash Pines	302	3,478"
Holly Tree	1	5"

LEGEND

- Pine Tree Removed
- Pine Tree Preserved
- Holly Removed

PUD Mitigation Payment per Condition 11 of Marketplace PUD:		
2,215 Slash Pines Provided @ 2.5"		5,537.50"
Provided Softwood Mitigation (PUD)		5,537.50"
Equitable split of PUD Mitigation Payment:		
Stuart Marketplace	(66%)	3,655"
MARS-Stuart Site	(34%)	1,882.5"

Tree Replacement Data:		
HOLLY (HARDWOOD)		
Total DBH Removed:		5"
Required Replacement DBH: (5x 2.5 = 12.5)		12.5"
Provided Hardwood Replacement DBH:		14"
Hardwoods:		
(7) Canopy Trees @ 2" = 14"		14"
Total Hardwood Mitigation Provided = 14"		
SLASH PINE (SOFTWOOD)		
Total DBH Removed:		3,478"
Required Softwood Replacement DBH: (3,478 x 1.5 = 5,217)		5,217"
Provided Softwood Replacement DBH:		5,219.5"
Softwoods:		
Paid Mitigation (Condition 11 CPUD): (1,462*x2.5"=3,655")		3,655"
Out-parcel:		Total = 808"
(116) Canopy Trees @ 2":		232"
(91) Palms:	(15) @16' ct. (8")	120"
	(76) @14' ct. (6")	456"
Future Development:		Total = 698"
(134) Canopy Trees @ 2":		268"
(61) Palms:	(32) @16' ct. (8")	256"
	(29) @14' ct. (6")	174"
Mitigation Trees:		Total = 58.5"
(13) Canopy Trees @ 4.5":		58.5"
Total Softwood Mitigation Provided = 5,219.5"		

Lucido & Associates
Land Planning / Landscape Architecture

Key / Location:

Scale: N.T.S

Project Team:

Marketplace of Stuart CPUD

City of Stuart, Florida

Tree Mitigation Plan

Date	By	Description
3-12-2012	JRC	
3-16-2012		Commission Set

SCALE: 1" = 60'

REG. # 1018
Thomas P. Lucido

Designer	JRC
Manager	DF
Project Number	11-435
Municipal Number	--
Computer File	11-435 Marketplace Mitigation Current.dwg

Sheet **TM-1**

PRESERVE AREA PROTECTION AND MAINTENANCE PLAN

MARKETPLACE OF STUART

CITY OF STUART

Revised March 22, 2012

Prepared by:

ECF
Ecological Consulting of Florida

4646 SE POMPANO TERRACE
STUART, FL 34997
772-220-7817

8018.00

PRESERVE AREA PROTECTION AND MAINTENANCE PLAN

MARKETPLACE OF STUART
CITY OF STUART, FLORIDA

PRESERVE AREA PROTECTION

The project site includes 2.17 acres of upland habitat that will be designated as preserve area. This area includes pine flatwoods with some level of disturbance by exotic vegetation. As a condition of approval all nuisance and non-native vegetation shall be eradicated. Non-native vegetation includes all species on the Exotic Pest Plant Council list as amended from time to time. Nuisance vegetation includes cattail, primrose willow and other species designated as nuisance or undesirable by the City of Stuart and the Florida Exotic Pest Plant Council at the time of the Final Site Plan approval. The following protection methods will be utilized for the preserve area as well as any trees to be preserved:

- Prior to any land preparation or other development activities a protective barrier easily visible to equipment operators shall be placed around all protected trees so as to encompass the entire tree protection zone.

- Specimen trees within parking areas shall be preserved with tree wells or other appropriate measures, if practical.

- No attachment, wires (other than supportive wires), signs or permits will be fastened to any protected tree.

- No equipment, construction materials or debris of any kind shall be placed within the protective barrier.

- Landscaping activities within the bounds of the protective barrier (before and after it is removed) shall be accomplished with light machinery or manual labor. Grubbing and similar activities are prohibited. Grubbing, i.e. clearing of existing vegetation or similar activities is prohibited within the protective barrier except for removal of prohibited species. The only activity permitted within protective barriers shall be supplemental landscaping. Supplemental landscape plant material shall be of similar cultural classification as existing vegetation. Temporary irrigation shall be permitted on an as-needed basis until plant establishment.

- In lieu of constructing the barriers required above, the developer may physically designate large areas containing protected trees where no land preparation or other development activities of any kind will occur. The area shall be designated by placing stakes a maximum of 25 feet apart and tying ribbon, plastic tape or rope from stake to stake along the outside perimeter of the area. This perimeter line shall be beyond the tree protection zone of any protected trees growing within the area.

- Required protective barriers and perimeter lines will remain in place until all construction activity, except landscaping within the protected area, is terminated.

- No fuel, paint, solvent, oil, thinner, asphalt, cement, grout or any other construction chemical or other material or tools of any kind shall be stored, or allowed in any manner to enter, within a required protective barrier or perimeter line.

- No equipment shall be cleaned within a required protective barrier or perimeter line.

- Water, sewer, and other utility lines will be routed around the tree protection zones of protected trees.

- If a line cannot reasonably be routed around the tree protection zone, the line shall be tunneled beneath the area within the zone. The tunnel shall be offset to one side of the trunk to prevent damage to the main tap roots.

Barricade and erosion control inspections will be at a minimum of once per week, or after 0.5 inch of rainfall. Maintenance needs will be determined during the inspection and will be performed on an as needed basis.

Preserve area signs will be installed at an interval of one sign per 100 feet and will be designated on the site plan. The preserve are signs shall include the following statement:

"PRESERVE AREA – NO DUMPING-NO TRIMMING-NO MOWING"

Barricade and erosion control plans are provided separately as part of the site plan submittal.

PRESERVE AREA MONITORING AND MAINTENANCE

The preserve area for this project include 2.17 acres on site. This area includes varying amounts of exotic and nuisance vegetation.

All nuisance and non-native vegetation shall be eradicated within all wetlands and upland preserve areas. Non-native vegetation includes all species on the Exotic Pest Plant Council list as amended from time to time. Nuisance vegetation includes cattail, primrose willow and other species designated as nuisance or undesirable by the City of Stuart and the Florida Exotic Pest Plant Council at the time of the Final Site Plan approval.

Eradication shall consist of the most ecologically sound combination of mechanical removal, manual removal and herbicide treatment. All vegetative debris generated by the eradication must be disposed of outside the wetland or preserve area.

Areas cleared by exotic and nuisance vegetation eradication will be replanted as needed with desirable upland vegetation.

The preserve area will be dedicated as conservation areas and recorded on deeds. Preserve Area signage and fencing will be provided to further protect the preserved uplands. Notice of the Preserve Areas will be made in the Deed of Covenants. In order to insure the continued viability and integrity of the preserve areas in their present condition, a monitoring and maintenance program is proposed. A monitoring plan shall be implemented to document the success of the maintenance program. The Property Owners Association will be responsible for conducting the required monitoring and submission of annual reports, as well as undertaking the required maintenance activities. Figure 1 depicts the approximate locations of the transects. Discretion will be used in the field to locate these stations to best represent the actual conditions.

The monitoring program will consist of the following components:

Vegetative Assessment: Quantitative measurements of vegetative cover will be provided measured as absolute coverage (ground cover, understory, and canopy) within an area of approximately 2,500 square feet at each monitoring station. Each fixed monitoring station will include measurements from the four cardinal directions with observations extending approximately 50 feet in each direction. Vegetative percent coverage for each cardinal direction is combined to calculate vegetative coverage for the station. This evaluation will consist of a listing of the most common plant species with an estimation of the percent cover of each. Special emphasis will be placed on the documentation of any exotic and/or nuisance species, and providing recommendations for vegetative maintenance.

Maintenance: Eradication of non-woody exotic vegetation will be through application of appropriately labeled herbicides. Woody vegetation will be cut with remaining trunks treated with an appropriately labeled herbicide. Vegetative debris will be collected and properly disposed of off site. Herbicide application will be conducted under the supervision of a properly licensed applicator. All herbicides applied within preserve areas must be properly labeled for use in natural areas. Maintenance and eradication will be conducted such that no more than 20 percent of the existing native vegetation coverage is lost per event. Supplemental plantings will be required for any areas not meeting this requirement.

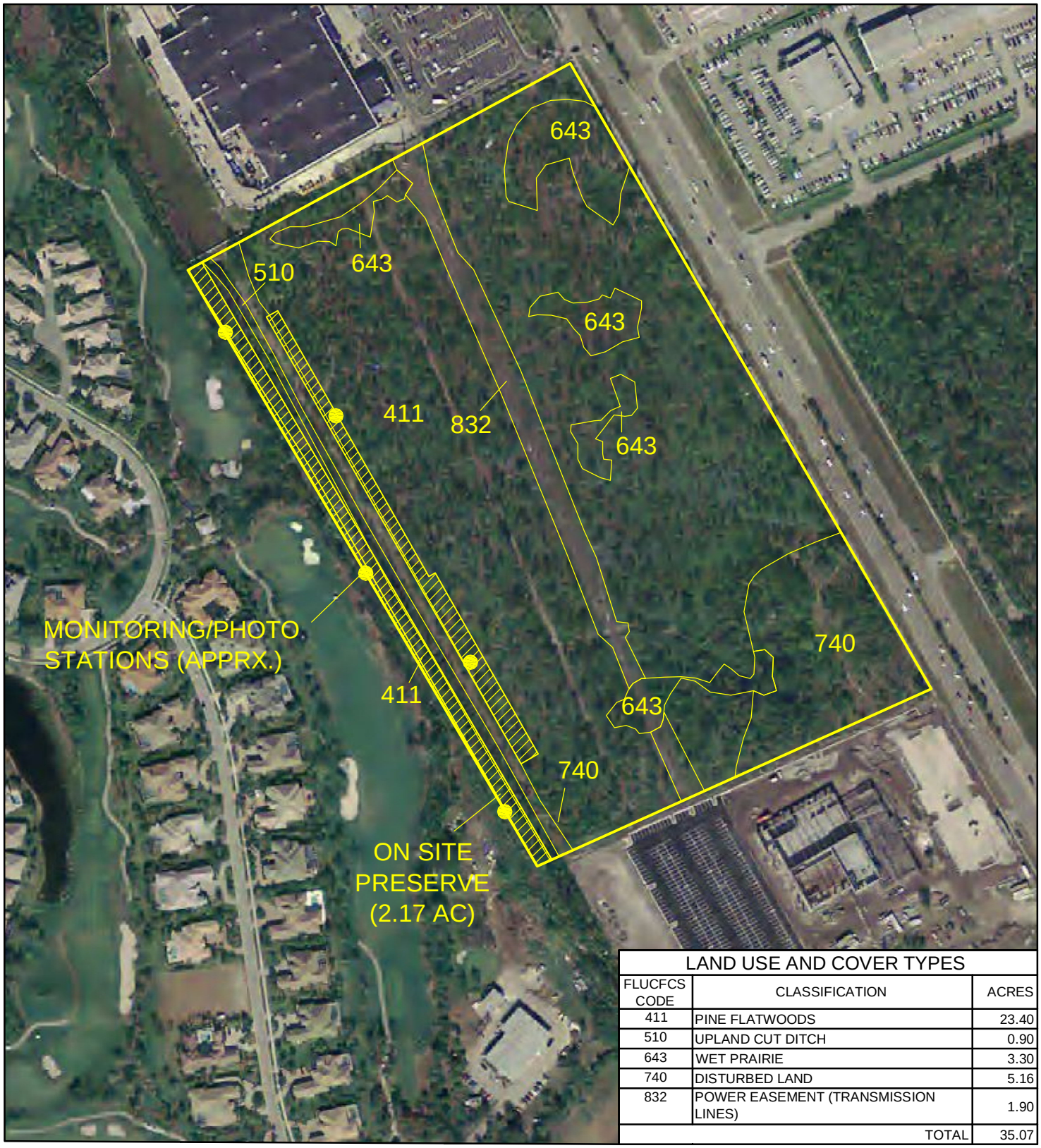
Wildlife: Observations of all wildlife observed within the preserve areas will be made during the monitoring periods.

Photographic Documentation: Photo-reference points will be established along each monitoring transect.

Report and Work Schedule: The Preserve Area Management Plan maintenance and monitoring shall be implemented within 30 days of any development activity occurring on any portion of the 35.07 acres depicted by Ordinance No. 2190-09 Subsequent annual reports will be submitted for a period of five consecutive years following the report. The following schedule is proposed:

Preserve Area Management Plan Implementation	Activity
1 Month	Conduct Baseline Monitoring And Prepare Baseline Report
2 Months	Record and Submit Conservation Easement
3 Months	Exotic Eradication
4 Months	Replanting of Eradication Area (as necessary)
12 Months	First Annual Monitoring
24 Months	Second Annual Monitoring
36 Months	Third Annual Monitoring
48 Months	Fourth Annual Monitoring
60 Months	Fifth Annual Monitoring

FIGURE



LAND USE AND COVER TYPES		
FLUCFCS CODE	CLASSIFICATION	ACRES
411	PINE FLATWOODS	23.40
510	UPLAND CUT DITCH	0.90
643	WET PRAIRIE	3.30
740	DISTURBED LAND	5.16
832	POWER EASEMENT (TRANSMISSION LINES)	1.90
	TOTAL	35.07

'HIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF ;ERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE)F AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADOPTATION BY :COLOGICAL CONSULTING OF FLORIDA SHALL BE WITHOUT LIABILITY TO ECOLOGICAL CONSULTING OF FLORIDA.

GRAPHIC SCALE

150 0 150 450

1 inch = 300 ft.

MONITORING PLAN

MARKETPLACE AT STUART

MARTIN COUNTY FLORIDA

N W E S

SOURCE: LABINS DIGITAL ORTHO QUADRANGLE
HANSON GRANT, TOWNSHIP 38 SOUTH, RANGE 41 EAST

FIGURE 1

DATE: 3-21-12 rev

PROJECT No. 8018.00

2012 MAR-Stuart CPUD

Return to:

City Attorney's Office
City of Stuart
121 SW Flagler Street
Stuart, FL 34994

INSTR # 2337314
OR BK 02584 PG 0883
Pgs 0883 - 900; (18pgs)
RECORDED 06/20/2012 03:39:23 PM
MARSHA EWING
CLERK OF MARTIN COUNTY FLORIDA
RECORDED BY T Copus

BEFORE THE CITY COMMISSION
CITY OF STUART, FLORIDA

ORDINANCE NUMBER 2243-2012

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA TO APPROVE THE MAR-STUART CPUD" LOCATED ON THE WEST SIDE OF SE FEDERAL HIGHWAY AND NORTH OF ADVANTAGE FORD AND SOUTH OF LOWES; PROVIDING FOR APPROVAL OF A SITE PLAN; PROVIDING CONDITIONS FOR COMPLIANCE WITH SITE DESIGN QUALITATIVE DEVELOPMENT STANDARDS; DECLARING THE DEVELOPMENT TO BE CONSISTENT WITH THE COMPREHENSIVE PLAN OF THE CITY; APPROVING CERTAIN DEVELOPMENT DOCUMENTS; APPROVING CERTAIN CONDITIONS OF DEVELOPMENT; REPEALING ALL ORDINANCES IN CONFLICT HEREWITH; PROVIDING A SEVERABILITY CLAUSE; PROVIDING AN EFFECTIVE DATE; PROVIDING FOR ACCEPTANCE BY THE APPLICANT; AND PROVIDING FOR DIRECTIONS TO THE CITY CLERK.

* * * * *

WHEREAS, the City Commission approved the Commercial Planned Unit Development (CPUD) for Marketplace of Stuart (per Ordinance No. 2190-09); and

WHEREAS, The City and the Owner of Marketplace of Stuart carved-out 12.31 acres of land, located on the west side of SE Federal Highway, north of Advantage Ford, as a separate Commercial Planned Unit Development known as "Mar-Stuart CPUD"; and

RENDERED & FILED IN
THE OFFICE OF
THE STUART CITY CLERK
ON 4 . 23 . 2012

WHEREAS, the said 12.31 acre parcel is legally described as set forth in an exhibit to this ordinance; and

WHEREAS, the Applicant has committed to the City that its development will comply with all development codes, plans, standards and conditions approved by the City Commission; and that it will bind its successors in title to any such commitments made upon approval of the CPUD; and

WHEREAS, the City Commission held a properly noticed hearing at a regularly scheduled City Commission meeting to consider the application of the Owner for the Property to approve the said 12.31 acre parcel as a Commercial Planned Unit Development (the "CPUD"); and

WHEREAS, at the hearing the applicant showed by substantial competent evidence that the application is consistent with the Stuart Comprehensive Plan, and the Land Development Code of the City, and with the procedural requirements of law; and

WHEREAS, the City Commission has determined the application is consistent with the overall planning and development goals and objectives of the City; and

WHEREAS, the CPUD development will be in harmony with surrounding properties and their anticipated development.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA THAT:

SECTION 1: The foregoing recitals are true and adopted as findings of fact and conclusions of law.

SECTION 2: The legal description of the property, reflecting the 12.31 acre parcel, is set forth in **Exhibit "A"** attached hereto and made a part hereof by reference. A map depicting

the Property is attached hereto as **Exhibit "B"** and made a part hereof by reference. The conditions of development for the property are attached hereto as **Exhibit "C"** and made a part hereof by reference, and each shall constitute one of the development documents.

SECTION 3: The Owner's written acceptance of this Ordinance shall constitute an agreement with the City for the purposes expressed herein, but the same shall not be construed as a "Development Agreement," as provided in Section 163.3221, Florida Statutes.

SECTION 4: The following documents on file as public records of the City, at the office of the City Development Department in City Hall, and attached hereto as **Exhibit "D"**, hereinafter the "Development Documents", shall be deemed a part of the development conditions applicable to the Property, and shall replace any earlier approvals:

1. **Site Plan prepared by HJA Studio, Project #11052, Dated March 1, 2012. Last Revised March 29,12.**
2. **Landscape Plan prepared by HJA Studio, Project #11052, Last Revised March 16, 2012.**
4. **Architectural and Building Elevation Plans prepared by MIRA Designs, Last Revised January 24, 2012.**

SECTION 5: Except as otherwise provided herein, no development permits, site permits or building permits shall be issued by the City except in compliance with the aforesaid Development Documents. The failure of the Developer to complete development, or to comply with the Development Documents, or with any term or condition of development set forth in this ordinance, shall be deemed a zoning violation and no further permits, or other development approvals or orders shall be issued by the City to the owner until the violation has been resolved, and the matter may become the subject of a code enforcement action brought by the City. This

section shall not impair the due process or other legal rights of the Developer to seek administrative or judicial redress.

SECTION 6: Following the adoption and acceptance of this ordinance by the Owner, and in addition to any other action for failure to complete development or otherwise comply with the Development Documents, the City Development Director may obtain a hearing before the City Commission, and shall thereupon give at least five (5) days written notice of the time, date and location of the hearing, along with specific notice of the alleged breach. At the hearing before the City Commission the developer may appear, and may contest the allegation of breach or explain the reason or reasons for the breach. Upon a finding of a material breach of the Development Documents and therefore, the Ordinance(s) adopting the same, the City Commission may impose or do any or all of the following:

a. Initiate the process to amend or repeal this or any other ordinance pertaining to the development.

b. Direct the City Development Director to initiate the process to rezone the CPUD property or any portion of the CPUD property.

c. Impose an administrative penalty of up to $1,000.00 for each violation, and up to $5,000.00 for each repeat violation that occurs, along with all reasonable costs, including attorney's fees incurred by the City.

Any breach of any provision or condition of this CPUD ordinance by the developer shall be considered a zoning violation subject to any remedies provided herein, or as otherwise provided by law. In the event a violation found continues from day to day, each day the violation is found to continue shall be deemed a separate violation.

SECTION 7: All ordinances or parts of ordinances in conflict with this ordinance or any

part thereof are hereby repealed to the extent of such conflict. If any provision of this ordinance conflicts with any prior contractual provision between the City and the developer of the site, this ordinance shall prevail.

SECTION 8: If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the invalidity shall not affect other provisions or applications which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared severable.

SECTION 9: This ordinance and agreement shall be effective upon the last of the following to occur: adoption by the City Commission, and proper execution by the Owner.

SECTION 10: Upon complete execution of this Ordinance, including the Acceptance and Agreement by the Owner, the City Clerk is directed to record a certified copy of the same in the Public Records of Martin County, Florida.

PASSED on First Reading this 26th day of March, 2012.

Commissioner Krauskopf offered the foregoing ordinance and moved its adoption. The motion was seconded by Commissioner McDonald and upon being put to a roll call vote, the vote was as follows:

	YES	NO	ABSENT
JAMES A. CHRISTIE, JR., MAYOR	✓		
EULA R. CLARKE, VICE MAYOR	✓		
KELLI GLASS, COMMISSIONER	✓		
JEFFREY A. KRAUSKOPF, COMMISSIONER	✓		
TROY A. MCDONALD, COMMISSIONER	✓		

ADOPTED on second and final reading this 23rd day of April, 2012.

ATTEST:

CHERYL WHITE
CITY CLERK

JAMES A. CHRISTIE, JR.
MAYOR

APPROVED AS TO FORM
AND CORRECTNESS:

MICHAEL D. DURHAM
CITY ATTORNEY

ACCEPTANCE AND AGREEMENT

BY SIGNING THIS ACCEPTANCE AND AGREEMENT, THE UNDERSIGNED HEREBY ACCEPTS AND AGREES TO ALL OF THE TERMS AND CONDITIONS CONTAINED IN THE FOREGOING ORDINANCE, AND ALL EXHIBITS, ATTACHMENTS AND DEVELOPMENT DOCUMENTS, INTENDING TO BE BOUND THEREBY, AND THAT SUCH ACCEPTANCE AND AGREEMENT IS DONE FREELY, KNOWINGLY, AND WITHOUT ANY RESERVATION, AND FOR THE PURPOSES EXPRESSED WITHIN THE FOREGOING ORDINANCE. IF IT IS LATER DISCOVERED THAT THE UNDERSIGNED, OR ITS SUCCESSORS OR ASSIGNS HAVE FAILED IN ANY MATERIAL WAY TO DEVELOP THIS COMMERCIAL PLANNED UNIT DEVELOPMENT ACCORDING TO THIS ORDINANCE, ITS CONDITIONS, AND THE DEVELOPMENT DOCUMENTS, THE UNDERSIGNED UNDERSTANDS AND AGREES THAT THIS ORDINANCE MAY BE AMENDED OR REPEALED BY THE CITY COMMISSION, AND THAT OTHER ADMINISTRATIVE ACTIONS AND PENALTIES MAY BE TAKEN AGAINST THE UNDERSIGNED, ITS SUCCESSORS OR ASSIGNS, BY THE CITY, INCLUDING BUT NOT LIMITED TO SANCTIONS DESCRIBED IN THIS ORDINANCE, CODE ENFORCEMENT ACTIONS, PERMIT AND LICENSING SUSPENSIONS OR REVOCATIONS, AND ANY OR ALL OTHER APPLICABLE CIVIL AND CRIMINAL ACTIONS.

IN WITNESS WHEREOF THE UNDERSIGNED HAS EXECUTED THIS ACCEPTANCE AND AGREEMENT:

WITNESSES:

Print Name: Michael Houston

Print Name: TERENCE P. McCARTHY

MAR-STUART RETAIL, LLC

By: _____
Mario Murgado, Manager

OWNERS ACKNOWLEDGMENT

The above Acceptance and Agreement of Ordinance No. 2243-2012 was acknowledged before me this 23rd day of April, 2012, by Mario Murgado, the Manager of Mar-Stuart Retail, LLC.

_____
Notary Public, State of Florida
My Commission Expires:
Notary Seal

TERENCE P. MCCARTHY
MY COMMISSION # DD 992078
EXPIRES: June 20, 2014
Bonded Thru Notary Public Underwriters

Personally Known X OR Produced Identification _____
Type of Identification Produced ____

EXHIBIT "A"

LEGAL DESCRIPTION

LEGAL DESCRIPTION

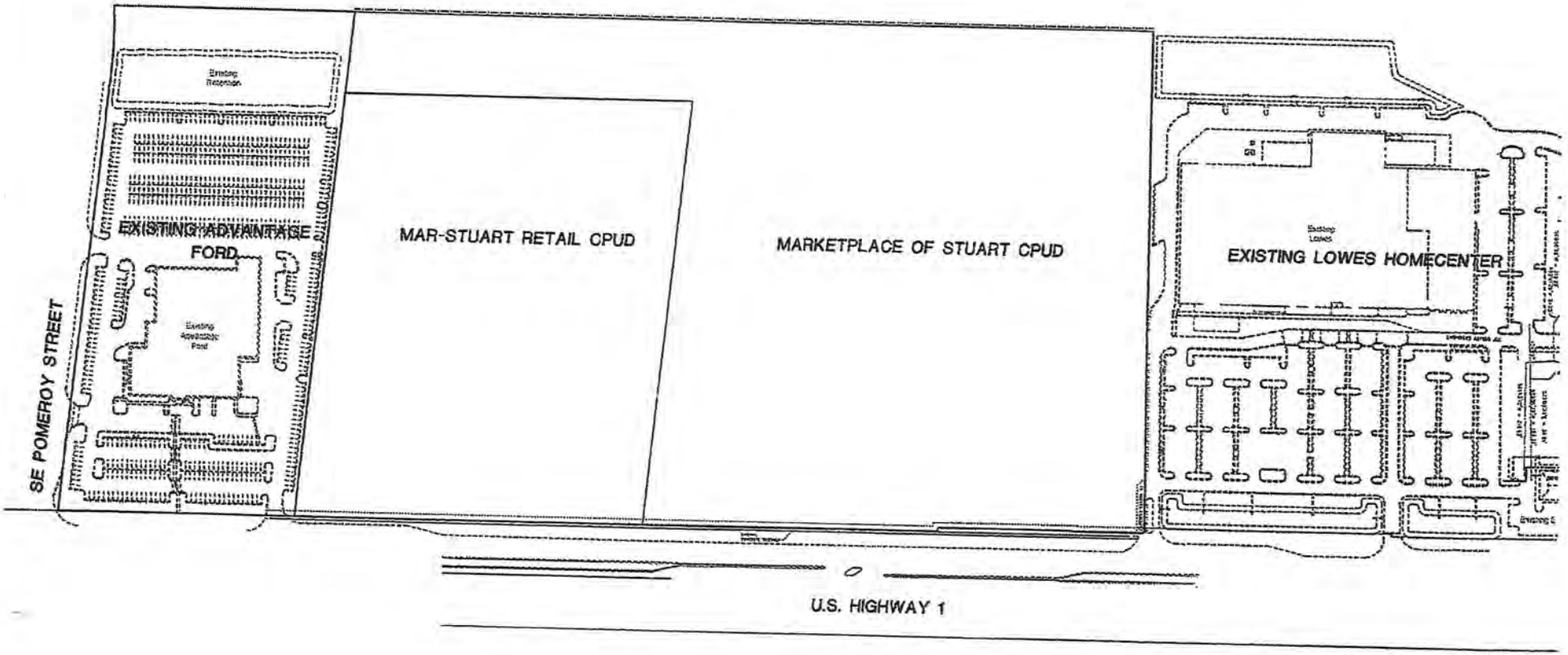
Being a portion of Tracts 160, 161, 162, 163, 193, 194, 195, and 196, according to the plat of Port Sewall (Sewall's Point land Company Subdivision) as recorded in Plat book 3, Page 7, public Records of Palm Beach (now Martin) county, Florida and being more particularly described as follows:

Commence at the intersection of the South line of said Plat of Port Sewall and the Westerly Right-of-Way line of U.S. Highway No. 1 (being a 200 foot wide Right-of-Way) Thence North 29°28'59" West along said Right-of-Way line a distance of 1304.97 feet to the intersection of said Westerly Right-of-Way line and the North line of Parcel "A" as shown on the Plat of Advantage Ford of Stuart, a P.U.D. as recorded in Plat Book 15, Page 86, Public records of Martin County, Florida, and the Point of Beginning of the following described Parcel; Thence departing said Westerly Right-of-Way line, South 66°18'31" West along the North line of said Parcel 'A", a distance of 810.14 feet; Thence departing said North line of Parcel "A" and running along the East line of Parcel "B" of said Plat of Advantage Ford of Stuart, a P.U.D., North 29°28'59" West, a distance of 665.37 feet; Thence departing said East line of Parcel "B", North 66°18'31" East, a distance of 810.14 feet to the Westerly Right-of-Way line of said U.S. Highway No. 1; Thence South 29°28'59" East along said Westerly Right-of-Way line a distance of 665.37 feet to the Point of Beginning.

Containing 12.31 acres, more or less

EXHIBIT "B"

SITE MAP



MARKETPLACE OF STUART CPUD AND MAR-STUART RETAIL CPUD
LOCATION MAP

EXHIBIT "C"

DEVELOPMENT CONDITIONS

ORDINANCE #2243-2012 "MAR-STUART CPUD"

Approved Plans and Documents

1. The project shall comply with the Site Plan by HJA Studio; Project #11052, Last Revised March 1, 2012.

2. The project shall comply with the Landscape Plan, including tree mitigation, by HJA Studio; Project #11052, Last Revised March 16, 2012.

3. The project shall comply with the Building Elevations by MIRA Designs, Job #11052, Last Revised January 24, 2012.

4. Any modifications to the CPUD Site Plan, due to final engineering, that exceeds 5% of the approved building footprint, building setbacks; gross square footage; building location; parking size; location and number; drainage areas; and location of landscaping shall require further approval by the City Commission via a public hearing.

Landscaping

5. All landscape areas shall be provided with an irrigation system of sufficient capacity to maintain the landscaping in a healthy growing condition.

6. The City's landscape inspector shall have the opportunity to inspect all trees and/or landscape material with the landscape architect prior to installation. The developer shall bear the pass-thru fee for landscape consulting fees not to exceed $1,500.00.

7. A Landscape maintenance plan, executed in accordance with the Land Development Regulations, shall be submitted to the Development Department and approved prior to the issuance of a certificate of occupancy.

8. Tree mitigation requirements are set forth in the Landscape Plan by HJA Studio, item 3 above and by items 3 and 11 of Exhibit "C" of the Market Place of Stuart CPUD. Any failure by the owner of the Market Place of Stuart CPUD to meet the tree mitigation requirements of said CPUD or any breach of said CPUD, shall not impact this CPUD and shall not cause any delays in the issuance of any permits or certificates of occupancy or any approvals whatsoever for any aspect of this CPUD.

9. "Hat racking" of trees is prohibited on the property.

Prior to Issuance of Site Permits

10. Site permits will not be issued until a building permit application for the first building to be constructed has been submitted.

11. Applicant shall provide a digital boundary survey and civil plan prior to the issuance of a site permit.

12. Civil Plans shall be reviewed and approved by all applicable City departments prior to the issuance of a site permit.

13. All regulatory agency permits, including but not limited to the South Florida Water Management District and Army Corp of Engineers, shall be obtained by the applicant and copies provided to the City prior to the issuance of a site permit.

14. Development shall comply with the City's Concurrency Management System prior to the issuance of building permits. A concurrency reservation certificate shall be issued and will be binding upon the applicant meeting the following three standards:

    a. Site Permit approval;
    b. The issuance of building permits to commence construction; and
    c. Payment of all applicable impact and permit fees.

15. Applicant will be required to provide a cash bond, irrevocable letter of credit or other surety acceptable to the City Attorney in an amount equal to 110% of the estimate of cost of the removal of the building prior to the issuance of a building permit. The surety will be returned to the applicant upon release of the certificate of occupancy.

16. No development permits shall be issued until the "Vista" parcel has been conveyed to the City of Stuart, as called for in Ordinance 2244-2012 condition number 24.

Traffic/Roadway Improvements

17. As part of the infrastructure improvements for this CPUD, the developer shall install a south bound right turn lane at the entrance to this CPUD. This shall be the only off site traffic improvement required for this CPUD.

Upland Preservation

18. All upland preserve requirements for this site are satisfied by the Market Place of Stuart CPUD. Any failure by the owner of the Market Place of Stuart CPUD to meet the upland preserve requirements or any breach of said CPUD, shall not impact this CPUD and shall not cause any delays in the issuance of any permits or certificates of occupancy or any approvals whatsoever for any aspect of this CPUD.

Development and Construction

19. Construction activity shall be limited from 7:00 am to 6:00 pm Monday - Saturday.

20. Construction of all permanent buildings shall comply with section 6.09.11 of the City Land Development Code, and shall be limited to the heights specified on the approved Building Elevations.

21. Building generators, if utilized, shall be located behind the building that they serve, and screened with decorative materials or landscaped with hedge material. Sound attenuation shall be provided to assure that noise levels do not exceed 65 db at the property line. Non-emergency testing of generators shall be limited to the hours of 12:00 p.m. to 3:00 p.m. on weekdays.

22. All mechanical equipment associated with the development shall be roof top or located behind the building and decoratively screened or landscaped with hedge material except that air conditioning units shall be located no closer than 30' feet from the back of the main anchor buildings and screened from view. Roof top satellite dishes shall be limited to 3 feet in diameter and screened from view.

23. Backflow prevention devices and above ground utilities shall be delineated on the landscape plans during final site plan review and shall be out of view or screened from the public right-of-way.

24. All on-site utilities must be buried except the existing FPL transmission line. The property owner agrees to be liable for burying off-site overhead utilities upon or fronting its property along SE Federal Highway, other than FPL transmission lines – prior to the C.O. of any building.

25. Erosion and dust control measures to be implemented during construction shall be provided on the civil plans and submitted during site permit review. Water trucks shall be provided by the applicant as necessary during construction in order to reduce dust generated on-site.

26. Lighting poles in the parking areas shall not exceed 35 ft. in. Lighting shall include shields to direct the light away from the residential area to the west of the property.

27. All utility improvements constructed by the developer within the City's right-of-way including all lift stations shall be constructed in a manner and form acceptable to the Martin County Utility Department (the "County"). The developer shall grant any such utility easements necessary for this site as may be required by the County.

28. Building addresses and/or numbers shall be in plain view and shown on each building plan submitted at the time of building permit application in accordance with the City Code and shall be consistent with the sign plan.

29. Street furniture and lighting pole provided on-site shall be of high quality and aesthetically pleasing appearance. The design of street furniture and lighting pole shall be reviewed and approved by staff prior to the issuance of a development permit.

30. Any sidewalk damaged during construction shall be repaired or replaced prior to the issuance of a Certificate of Occupancy for the first building of the affected phase.

31. Cleaning of the drainage ditch west of the property shall be the responsibility of the owner of the Market Place of Stuart CPUD. Any failure by the owner of the Market Place of Stuart CPUD to clean such drainage ditch, or any breach of said CPUD, shall not impact this CPUD and shall not cause any delays in the issuance of any permits or certificates of occupancy or any approvals whatsoever for any aspect of this CPUD.

32. Temporary or freestanding storage units are prohibited on the property once construction is complete.

33. The project shall comply with the Tree Schedule and Landscape Enlargement Plan by HJA Studio project #11052.

Development Timetable

34. Timetable for development shall be as follows:

TIMETABLE OF DEVELOPMENT	
Site Permit Application by	**Aug 31, 2012**
First Building Permit Application by	**Oct. 1, 2012**
Final Certificate of Occupancy for north and south buildings by	**Dec. 1, 2013**

Prohibited

35. No temporary or modular buildings are permitted on the property except for permitted temporary construction/leasing trailers.

36. Delivery trucks are prohibited from idling engines overnight on the property. Truck deliveries to the main anchor buildings will be prohibited between the hours of 11:00 pm and 7:00 am.

37. Billboards are prohibited on the property.

38. Banners and any other sign or advertising device not in accordance with the City's Land Development Regulations are prohibited, except as may be permitted by this CPUD.

39. No vehicles shall be displayed or stored within the public right-of-way at any time.

40. To avoid noise disruption to the surrounding properties, the facility shall not utilize an outdoor public announcement (P.A.) system.

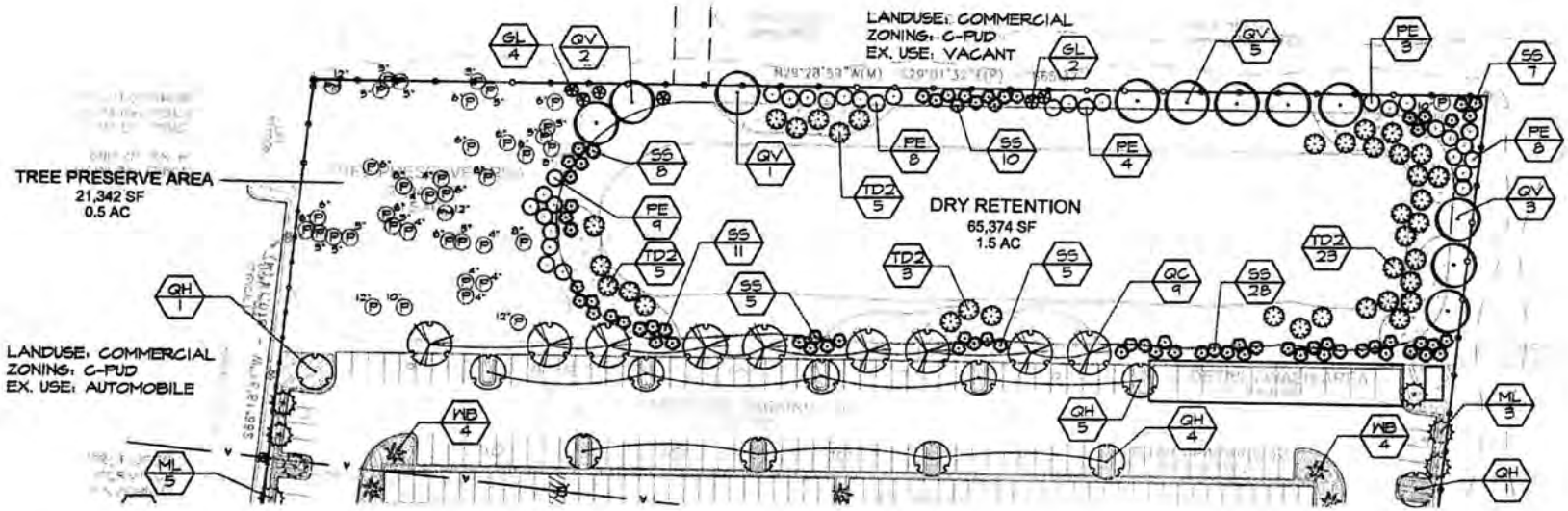
41. The following uses will be prohibited on the property - residential, skating rinks, bowling alleys, flea markets, discotheques, dance halls, video arcades, pool halls, bingo parlors, game rooms, massage parlors, betting facilities, radio, telephone and television transmission towers, funeral homes, residential care facilities, and laundromats equipped with coin-operated washing machines and dryers for public use.

EXHIBIT "D"

LANDSCAPE ENLARGEMENT PLAN

Exhibit D

HJA DESIGN STUDIO
31 E. Ocean Blvd.
Stuart, Florida 34994
T 772.678.7200
F 772.678.7201
www.hjadesignstudio.com



North

Scale: 1" = 30'

0' 15' 30' 60' 90'

Tree Schedule

TREES	CODE	QTY	BOTANICAL NAME / COMMON NAME	SIZE	NATIVE	DROUGHT TOL
	PS	28	[illegible]	12" x 6' Min.	No	Medium
	GL	6	[illegible]	7 Gal	Yes	Medium
	LI	33	[illegible]	8" - 10' Ht.	No	High
	ML	25	[illegible]	10" - 12' Ht.	Yes	High

TREES	CODE	QTY	BOTANICAL NAME / COMMON NAME	SIZE	NATIVE	DROUGHT TOL
	PE	32	[illegible]	2.5" Cal	Yes	High
	QV	11	[illegible]	4.5" Cal	Yes	High
	QC	9	[illegible]	4.5" Cal	Yes	High
	QH	31	[illegible]	17" x 6' Min.	Yes	High
	TD2	32	[illegible]	15 Gal., 7' Ht.	Yes	High

PALM TREES	CODE	QTY	BOTANICAL NAME / COMMON NAME	SIZE	NATIVE	DROUGHT TOL
	PS	8	[illegible]	8' - 8' Ht.	No	High
	PE2	42	[illegible]	10' - 12' Ht.	No	High
	RP	54	[illegible]	20' Ht.	Yes	High
	SS	74	[illegible]	14' - 16' - 20' Ht.	Yes	High
	WB	54	[illegible]	12' - 14' Ht.	No	Medium

MAR-Stuart C-PUD

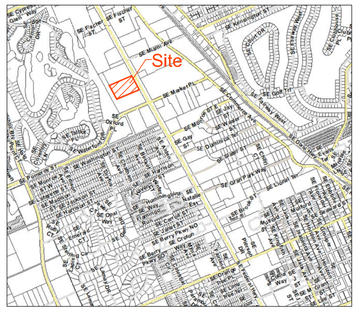
City of Stuart

Landscape Enlargement Plan

Job No.	11052
Drawn By	TT
Checked By	MH
Approved By	MH
Drawing Date	1-22-12
Submittal Dates	1-25-12
Resubmittal Dates	3-01-12
-Native Shrub Count	
-Tree Mitigation	3-6-12
-Com. Resubmittal	3-24-12

Sheet 1 of 1

Location Map


Site
SE Monroe St
SE Flagler Ave
SE Atlantic Ave
SE Osceola St
SE Dixie Hwy
SE Ocean Blvd
SE Federal Hwy
SE Indian St
SE Dixie Cutoff Rd
SE Willoughby Blvd
SE Market St
SE Dixie Ct
SE Cove Rd
SE Cove Ct
SE Cove Terrace
SE Dixie Terrace
SE Dixie Pl
SE Dixie Cir
SE Dixie Ln
SE Dixie Way
SE Dixie Trail
SE Dixie Hwy Ct
SE Dixie Hwy Ln
SE Dixie Hwy Pl
SE Dixie Hwy Terrace
SE Dixie Hwy Trail
SE Dixie Hwy Way
SE Dixie Hwy Cir

Landscape Requirements

Total Site Area	**(536,224 SF)**	**12.31 Ac.**
Landscape Area Required	**(20%)**	**2.5 Ac.**
Landscape Area Provided	**(22%)**	**2.7 Ac.**

Parking Area Landscaping Adjacent to Streets (U.S. 1):

10' Min. Landscape Buffer (20' Buffer Provided) - 1 Tree per 30 LF, Hedge located along outside perimeter of strip planted 24 - 30" O.C., Not less than 25% of strip shall be groundcover.

Trees Required: (596 LF / 30) = 20 Trees
Trees Provided: (21 - 1:1 Ratio Palms) = 21 Trees

Parking Area Adjacent to Private Property:

5' Min. Landscape Buffer (7' Buffer Provided) - 1 Tree per 30 LF, Hedge located along outside perimeter of strip planted 24 - 30" O.C., Not less than 25% of strip shall be groundcover.

Trees Required: (1,117 LF / 30) = 38 Trees
Trees Provided: (35 Trees + 6 - 1:1 Ratio Palms) = 41 Trees

Interior Landscaping:

I. Landscaping Around Perimeter Of Buildings:

- Sides of Building which abut a Parking Area are Required to Provide a 5' Min. Landscape Strip containing mostly shrubbery and 1 Tree per 30 LF. Sides of the Building which abut an On-Site Service or Access Driveway are Required to Provided a 2' Min. Landscape Strip Containing Shrubbery.

Trees Required: (1,150 LF / 30) = 39 Trees
Trees Provided: (30 Trees + 32 - 2:1 Ratio Palms) = 46 Trees

II. Interior Landscaped Islands

- Each Interior Island Shall Contain a Min. of 1 Shade Tree and a Combination of Shrubs, Groundcover, Grass and Mulch. Hedge Material used must be maintained at a Max. Height of 24".

Trees Required: (1 Tree per Island) = 34 Trees
Trees Provided: (20 Trees + 6- 1:1 Palms + 8 - 2:1 Palms) = 30 Trees

III. Terminal Landscaped Islands

- Each Terminal Island Shall Contain a Min. of 1 Shade Tree per 18' in Length and a Combination of Shrubs, Groundcover, Grass and Mulch. Hedge Material used must be maintained at a Max. Height of 24".

Trees Required: = 52 Trees
Trees Provided: (12 Trees + 48 - 1:1 Ratio Palms) = 60 Trees

IV. Interior Landscaped Medians

- Each Interior Median Shall Contain a Min. of 1 Shade Tree per 25 LF and a Combination of Shrubs, Groundcover, Grass and Mulch. Hedge Material used must be maintained at a Max. Height of 24".

Trees Required: (925 LF / 25) = 37 Trees
Trees Provided: (20 Trees + 27- 1:1 Ratio Palms) = 47 Trees

Total Required: = 220 Trees

Total Provided: = 245 Trees

(117 Trees + 108 Palms (1:1 Ratio) + 40 Palms (2:1 Ratio))

Xeriscape Data (50 pts. Required)

1. Utilization of a moisture sensing controller other than rain switch.	5 pts.
2. Grass: 51% or more of the grass areas are made up of drought tolerant species from the list.	10 pts.
3. 51% or more of the required shrubs are made up of drought tolerant species from the list.	10 pts.
4. 51% or more of the required trees are made up of drought tolerant species from the list.	10 pts.
5. Sod area less than 50% of Landscape Area.	10 pts.
6. Utilization of compacted mulched planting beds at least three inches deep in all planted areas except ground cover.	10 pts.
Total Points Provided	**55 pts.**

Tree Preservation

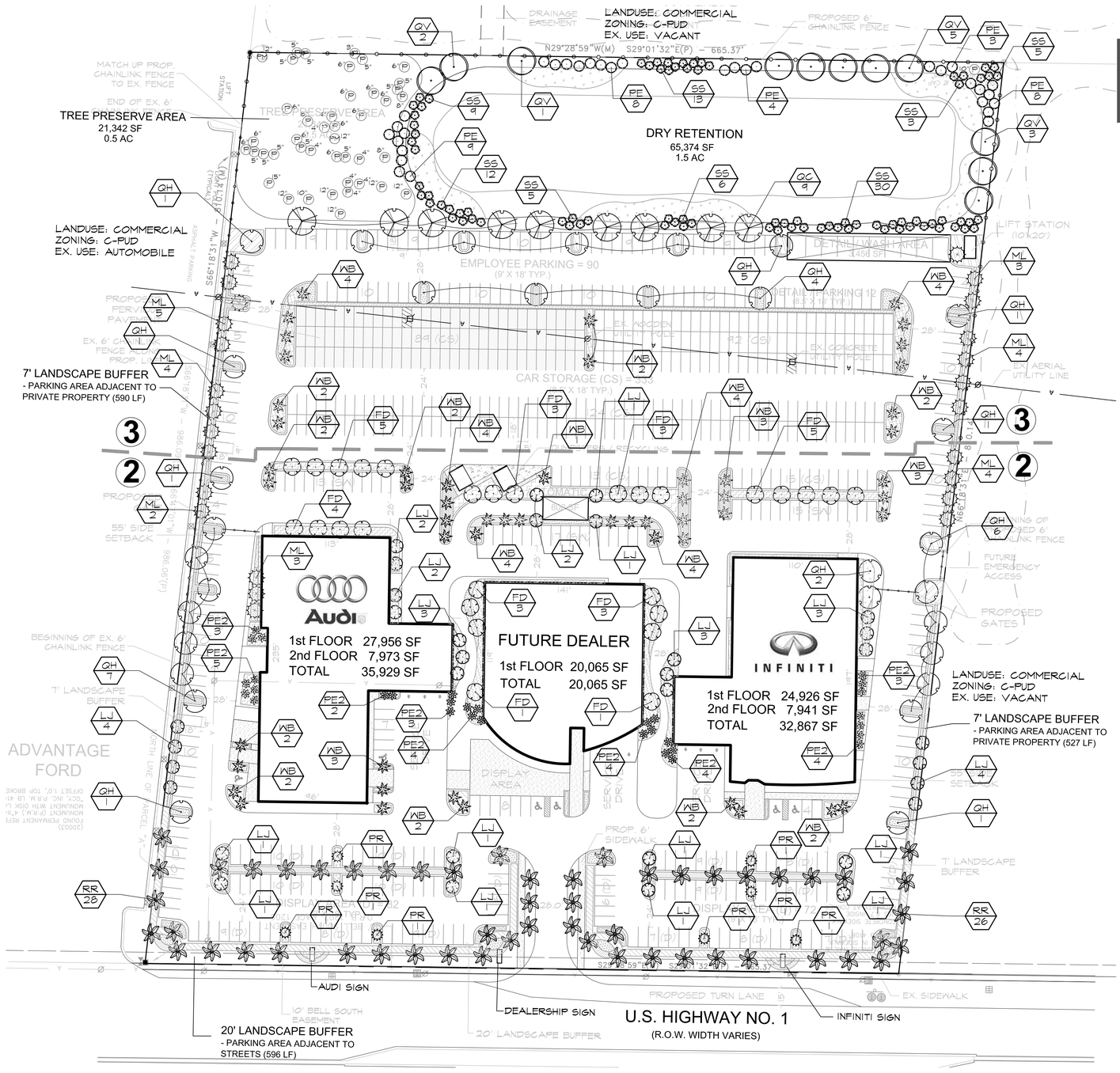
(P) **Existing Pine Trees to be Preserved**
- Total Inches Preserved = 250 Inches

(PM) **Existing Palm Trees to be Preserved**
- Total Inches Preserved = 24 Inches

*** Note:** Remainder of tree preservation requirements provided by Market Place C-PUD per Market Place C-PUD Agreement and Ordinance.

Tree Mitigation

Required Hardwood	
Total Inches to be Mitigated	= 90 Inches
Provided Hardwood	
20 Oak Trees (4.5" Cal.)	= 90 Inches
Required Softwood	
Total Inches to be Mitigated	= 829 Inches
Provided Softwood	
25 Additional Trees Provided in Landscape Requirements (25 x 2.5)	= 50 Inches
32 Slash Pines (32 x 2.5)	= 80 Inches
Sabal Palms	
30 @ 14' c.t. (6 Inches)	= 180 Inches
30 @ 16' c.t. (8 Inches)	= 240 Inches
23 @ 20' c.t. (12 Inches)	= 280 Inches
Total Inches	**= 830 Inches**



North

Scale: 1" = 50'

0' 25' 50' 100' 150'

Tree Schedule

TREES	CODE	QTY	BOTANICAL NAME / COMMON NAME	SIZE	NATIVE	DROUGHT TOL.
	FD	28	Filicium decipiens / Japanese Fern Tree	12` x 6` Min.	no	Medium
	LJ	33	Ligustrum japonicum / Japanese Privet	8` - 10` Ht.	no	High
	ML	25	Magnolia grandiflora `Little Gem` / Dwarf Southern Magnolia	10` - 12` Ht.	Yes	High

TREES	CODE	QTY	BOTANICAL NAME / COMMON NAME	SIZE	NATIVE	DROUGHT TOL.
	PE	32	Pinus elliotti / Slash Pine * Softwood Mitigation	2.5" Cal.	Yes	High
	QV	11	Quercus virginiana / Southern Live Oak * Hardwood Mitigation	4.5" Cal.	Yes	High
	QC	9	Quercus virginiana `Cathedral` / Cathedral Live Oak * Hardwood Mitigation	4.5" Cal.	Yes	High
	QH	31	Quercus virginiana `High Rise` / High Rise Live Oak	12` x 6` Min.	Yes	High

PALM TREES	CODE	QTY	BOTANICAL NAME / COMMON NAME	SIZE	NATIVE	DROUGHT TOL.
	PR	8	Phoenix roebelenii / Pigmy Date Palm Multi-Trunk Triple	6` - 8` Ht.	no	High
	PE2	32	Ptychosperma elegans / Alexander Palm	10` - 12` Ht.	no	High
	RR	54	Roystonea regia / Royal Palm (Credited @ 1:1 Ratio)	20` Ht.	Yes	High
	SS	83	Sabal palmetto / Cabbage Palm * Softwood Mitigation (See Tree Mitigation Chart for Quantity of each size)	14`, 16`, 20` c.t.	Yes	High
	WB	54	Wodyetia bifurcata / Foxtail Palm (Credited @ 1:1 Ratio)	12` - 14` Ht.	no	Medium

HJA DESIGN STUDIO
LANDSCAPE ARCHITECTURE
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MAR-Stuart C-PUD

City of Stuart

Landscape Tree Plan

Copyright
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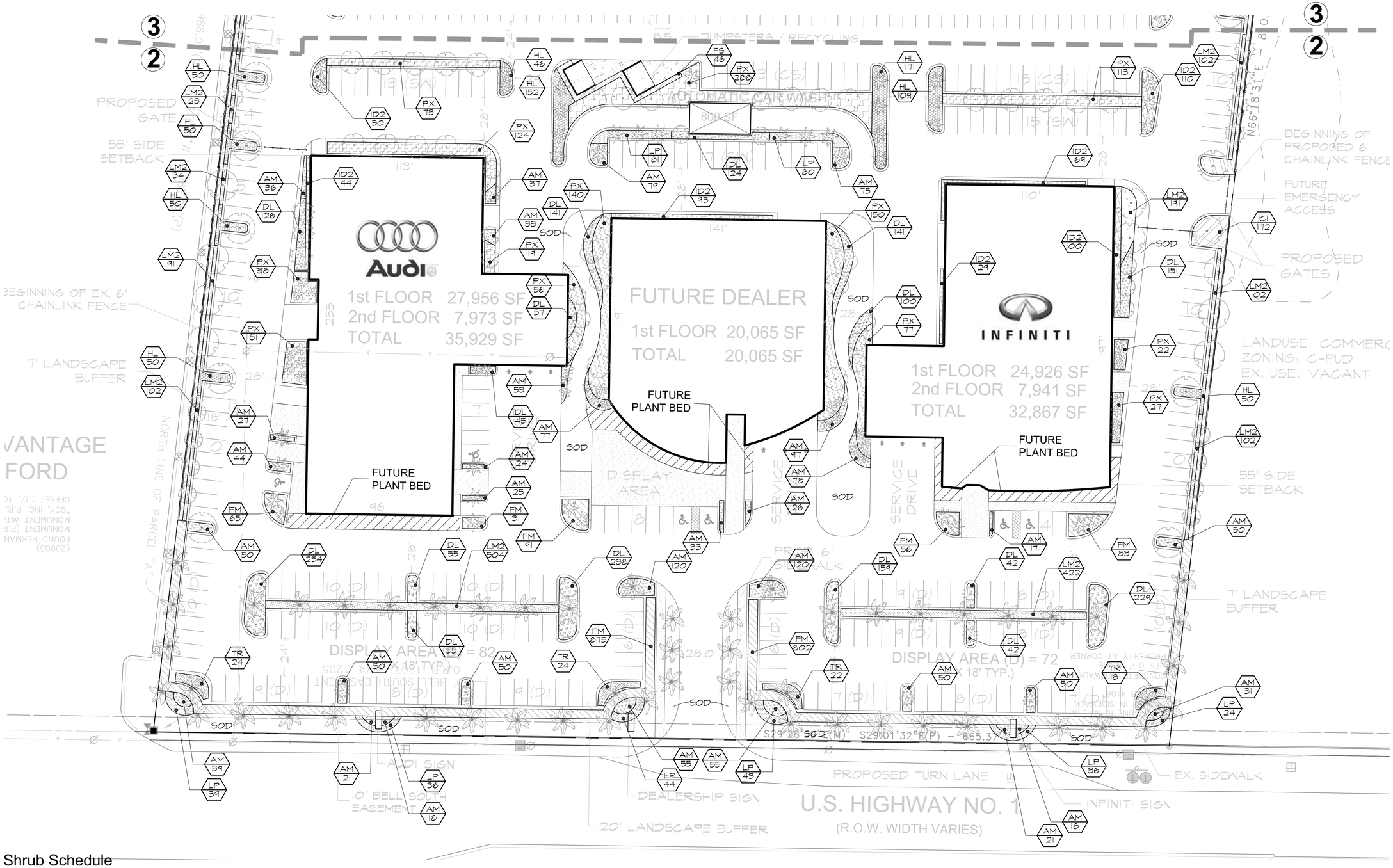
Job No.	11052
Drawn By	TT
Checked By	MH
Approved By	MH
Drawing Date	1-22-12
Submittal Dates	1-25-12
Resubmittal Dates	3-01-12
-Native Shrub Count	3-16-12
-Tree Mitigation	

Sheet 1 of 3



Shrub Schedule

SHRUBS / GROUNDCOVERS	QTY	BOTANICAL NAME / COMMON NAME	SIZE	NATIVE	DROUGHT TOLERANT
AM	1,812	Asparagus meyeri / Foxtail Fern	3 gal@ 18" oc	no	High
CI	854	Chrysobalanus icaco / Coco Plum	3 gal@ 30" oc	Yes	High
DL	2,221	Daniellia tasmanica ` Variegated ` / Variegated Flax Lily	1 gal@ 18" oc	no	High
FM	2,003	Ficus microcarpa `Green Island` / Green Island Ficus	3 gal@ 24" oc	no	High
FS	46	Forestiera segregata / Florida Privet - Maintain at 48" Ht. Around Dumpster	5 gal@ 36" oc	Yes	High
HL	1,018	Hymenocallis latifolia / Spider Lily 5 ppp Min.	3 gal@ 24" oc	Yes	High
ID2	1,157	Ilex vomitoria `Schillings Dwarf` / Dwarf Schillings Holly	3 gal@ 24" oc	Yes	High

SHRUBS / GROUNDCOVERS	QTY	BOTANICAL NAME / COMMON NAME	SIZE	NATIVE	DROUGHT TOLERANT
LP	383	Lantana montevidensis / Trailing Lantana Mix purple & white varieties	1 gal@ 24" oc	Yes	High
LM2	1,962	Liriope muscari / Lily Turf	1 gal@ 18" oc	no	High
PX	1,178	Philodendron x xanadu / Philodendron	3 gal@ 36" oc	no	High
PM	263	Podocarpus macrophyllus / Yew Pine	5 gal@ 30" oc	no	medium
SB	663	Spartina bakeri / Sand Cord Grass	1 gal@ 48" oc	Yes	High
TR	88	Tripsacum dactyloides / Fakahatchee Grass	3 gal@ 36" oc	Yes	High

Scale: 1" = 30'

0' 15' 30' 60' 90'

North

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MAR-Stuart C-PUD

City of Stuart
Landscape Shrub Plan

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-Native Shrub Count	3-16-12
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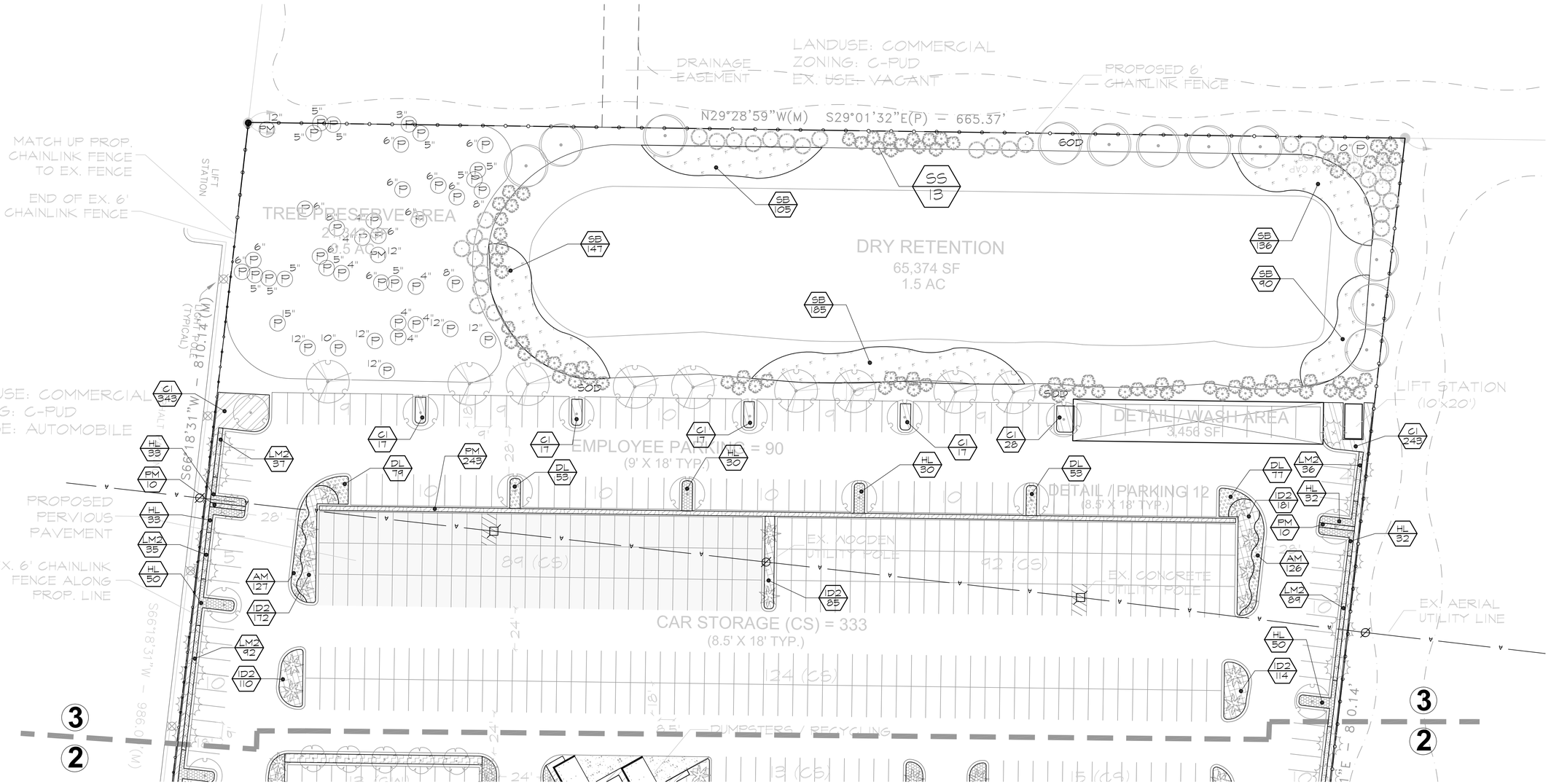
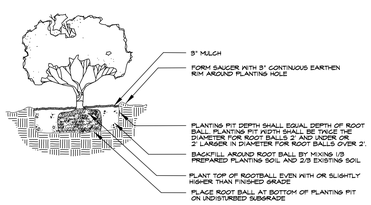
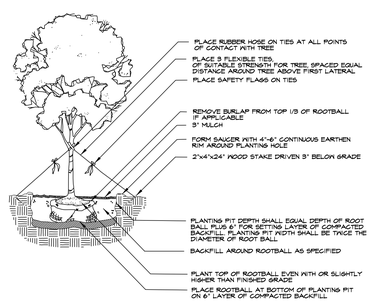
Sheet 2 of 3





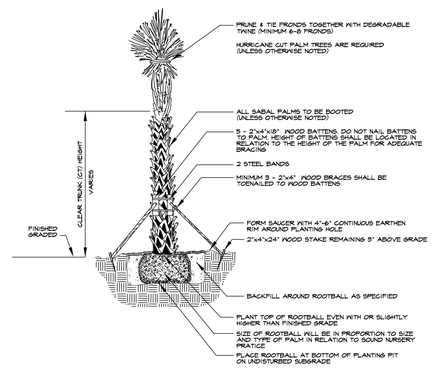
SHRUB/GROUNDCOVER PLANTING DETAIL

N.T.S.



TREE PLANTING DETAIL

N.T.S.



PALM PLANTING DETAIL

N.T.S.

* PALMS WITH MARRED OR BURNED TRUNKS WILL NOT BE ACCEPTED

Scale: 1" = 30'

0' 15' 30' 60' 90'

North

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MAR-Stuart C-PUD

City of Stuart

Landscape Shrub Plan

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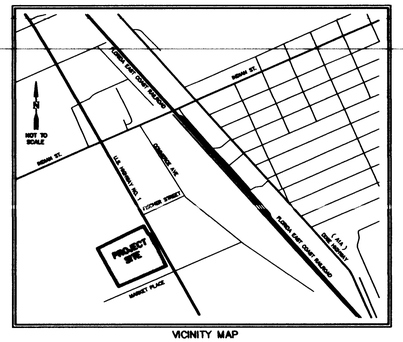
Sheet 3 of 3

2012 Marketplace of Stuart CPUD Plat

(Martin County Public Records Plat Book 17, Page 18)



VICINITY MAP

Plat of
Marketplace of Stuart, a CPUD

City of Stuart, Martin County, Florida

Being a replat of a portion of Tracts 160, 161, 162, 163, 164, 193, 194, 195, and 196 of the Plat of Port Sewall as recorded in Plat Book 3, Page 7, Public Records, Martin County, Florida and abandoned Miami Avenue, lying in the Hanson Grant, and Lot 5 and Tract "B" of Sunbelt Center, a CPUD as recorded in Plat Book 15, Page 5, Public Records of Martin County, Florida and Parcel "B" of the Plat of Advantage Ford of Stuart, a P.U.D. as recorded in Plat Book 15, Page 89, Public Records of Martin County, Florida.

CLERK'S RECORDING CERTIFICATE

I, ~~MARSHA EWING, CLERK OF THE CIRCUIT COURT~~ OF MARTIN COUNTY, FLORIDA, HEREBY CERTIFY THAT THIS PLAT WAS FILED FOR RECORD IN PLAT BOOK 17, PAGE 18, MARTIN COUNTY, FLORIDA, PUBLIC RECORDS THIS 21st DAY OF June, 2012.

MARSHA EWING, CLERK OF THE CIRCUIT COURT MARTIN COUNTY, FLORIDA.

FILE NUMBER 2337610 BY Tammy L. Capers DEPUTY CLERK

38-38-41-025-000-00000

SUBDIVISION PARCEL CONTROL NUMBER

2012 JUN 21 PM 3:50

LEGAL DESCRIPTION

PARCEL 1:

LOT 5, OF PLAT OF SUNBELT CENTER, A CPUD, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 15, PAGE 5, PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA. LESS THE SOUTH 120' THEREOF.

PARCEL 2:

THE SOUTH 120 FEET OF LOT 5 OF PLAT OF SUNBELT CENTER, A CPUD, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 15, PAGE 5, PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA.

PARCEL 3:

BEING A PORTION OF TRACTS 160, 161, 162, 163, 164, 193, 194, 195 AND 196, ACCORDING TO THE PLAT OF PORT SEWALL (SEWALL'S POINT LAND COMPANY SUBDIVISION) AS RECORDED IN PLAT BOOK 3, PAGE 7, PUBLIC RECORDS OF PALM BEACH (NOW MARTIN) COUNTY, FLORIDA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE INTERSECTION OF THE SOUTH LINE OF SAID PLAT OF PORT SEWALL AND THE WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 1, THENCE NORTH 29°01'32" WEST ALONG SAID WESTERLY RIGHT-OF-WAY LINE A DISTANCE OF 852.95 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF S.E. MARKET PLACE ACCORDING TO THE PLAT OF S.E. WILLOUGHBY BOULEVARD AS RECORDED IN PLAT BOOK 11, PAGE 57, OF THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; THENCE CONTINUE NORTH 29°01'32" WEST ALONG SAID WESTERLY RIGHT-OF-WAY LINE OF SAID U.S. HIGHWAY NO. 1, A DISTANCE OF 452.02 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 29°01'32" WEST, A DISTANCE OF 1020.54 FEET; THENCE DEPARTING SAID WESTERLY RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 1, AND ALONG THE SOUTH LINE OF THE PLAT OF SUNBELT CENTER, AS RECORDED IN PLAT BOOK 15, PAGE 5, PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA; SOUTH 66°47'01" WEST, A DISTANCE OF 808.94 FEET; THENCE SOUTH 29°01'32" EAST, PARALLEL TO THE WESTERLY RIGHT-OF-WAY LINE OF SAID U.S. HIGHWAY NO. 1, A DISTANCE OF 1020.54 FEET; THENCE NORTH 66°47'01" EAST, A DISTANCE OF 810.11 FEET TO THE POINT OF BEGINNING.

PARCEL 4:

PARCEL B OF ADVANTAGE FORD OF STUART, A PUD, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 15, PAGE 86, PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA.

PARCEL 5:

PARCEL B OF PLAT OF SUNBELT CENTER, A CPUD, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 15, PAGE 5, PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA.

ALL TOGETHER CONTAINING 35.08 ACRES, MORE OR LESS.

CERTIFICATE OF OWNERSHIP

MARKET PLACE STUART, LLC, A FLORIDA LIMITED LIABILITY COMPANY, DOES HEREBY CERTIFY THAT IT IS THE OWNER OF THE PROPERTY DESCRIBED ON THE PLAT OF MARKETPLACE OF STUART, A CPUD.

SIGNED THIS 4th DAY OF May, 2012, ON BEHALF OF SAID COMPANY BY ITS MANAGER.

MARKET PLACE STUART, LLC,
A FLORIDA LIMITED LIABILITY COMPANY
BY: MPSV MANAGER, LLC
A FLORIDA LIMITED LIABILITY COMPANY,
ITS MANAGER

BY: _____
NAME: George Banks
TITLE: Manager

WITNESS: Sheila Bonis
Sheila Bonis

WITNESS: _____
Lauren Goldmeier

ACKNOWLEDGMENT

STATE OF FLORIDA
COUNTY OF MARTIN

THE FOREGOING CERTIFICATE OF OWNERSHIP WAS ACKNOWLEDGED BEFORE ME THIS 4th DAY OF May, 2012, BY George Banks, MANAGER OF MPSV MANAGER, LLC, A FLORIDA LIMITED LIABILITY COMPANY, THE MANAGER OF MARKET PLACE STUART, LLC, A FLORIDA LIMITED LIABILITY COMPANY ON BEHALF OF SAID COMPANY.

HE IS: (✓) PERSONALLY KNOWN TO ME OR ( ) HAS PRODUCED _____ AS IDENTIFICATION.

SHARON BEINER
MY COMMISSION # DD859275
EXPIRES February 09, 2013
(407) 398-0153 FloridaNotaryService.com

Sharon Beiner
NOTARY PUBLIC
STATE OF FLORIDA AT LARGE

COMMISSION NUMBER DD859275

MY COMMISSION EXPIRES 2/9/13

TITLE CERTIFICATION

I, ROBERT S. RAYNES, JR., A MEMBER OF THE FLORIDA BAR, HEREBY CERTIFY THAT AS OF April 16, 2012.

1. RECORD TITLE TO THE LAND DESCRIBED AND SHOWN ON THIS PLAT IS IN THE NAME OF THE PERSON(S), CORPORATION(S), AND/OR OTHER ENTITY(IES) EXECUTING THE CERTIFICATE OF OWNERSHIP AND DEDICATION HEREON.

2. ALL MORTGAGES NOT SATISFIED OR RELEASED OF RECORD ENCUMBERING THE LAND DESCRIBED HEREON ARE AS FOLLOWS:
NO MORTGAGES

3. ALL TAXES THAT ARE DUE AND PAYABLE PURSUANT TO SECTION 197.192, F.S., HAVE BEEN PAID.

DATED THIS 7th DAY OF May, 2012.

GUNSTER, YOAKLEY & STEWART, P.A.

Robert S. Raynes Jr.

ROBERT S. RAYNES, JR.
FLORIDA BAR NO.: 0124672
800 SE MONTEREY COMMONS BLVD., SUITE 200
STUART, FLORIDA 34996

CERTIFICATE OF SURVEYOR AND MAPPER

I, PETER ANDERSEN, HEREBY CERTIFY THAT THIS PLAT OF MARKETPLACE OF STUART, A CPUD, IS A TRUE AND CORRECT REPRESENTATION OF THE LANDS SURVEYED, THAT SUCH SURVEY WAS MADE UNDER MY RESPONSIBLE DIRECTION AND SUPERVISION; THAT SUCH SURVEY IS ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF; THAT PERMANENT REFERENCE MONUMENTS HAVE BEEN PLACED, AS REQUIRED BY LAW; THAT LOT CORNERS WILL BE SET FOR THE REQUIRED IMPROVEMENTS WITHIN THE PLATTED LANDS; AND FURTHER, THAT THE SURVEY DATA COMPLIES WITH ALL OF THE REQUIREMENTS OF CHAPTER 177, PART 1 FLORIDA STATUTES, AND APPLICABLE ORDINANCES OF THE CITY OF STUART, FLORIDA.

PETER ANDERSEN
NAME: PETER ANDERSEN
FLORIDA SURVEYOR AND MAPPER
REGISTRATION NO. 5199

CITY APPROVAL

THIS PLAT IS HEREBY APPROVED BY THE UNDERSIGNED ON THE DATES INDICATED.

DATE 6-19-12 — James A. Christie Jr. — CITY MAYOR

DATE 6-19-12 — _____ — CITY CLERK

DATE 6/15/12 — _____ — CITY ATTORNEY

DATE 6/15/12 — Scott T. Montgomery — CITY ENGINEER

DATE 6/7/12 — _____ — PLAT REVIEWER

ATTEST:
Marsha Ewing
CLERK OF COURT By Tammy L. Capers

SURVEYOR'S NOTES

1) THIS PLAT, AS RECORDED IN ITS ORIGINAL FORM IN THE PUBLIC RECORDS, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREON AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER FORM OF THE PLAT, WHETHER GRAPHIC OR DIGITAL.

2) THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.

3) BEARINGS SHOWN HEREON ARE REFERENCED TO THE WEST LINE OF U.S. HIGHWAY ONE, A 200 FOOT RIGHT-OF-WAY. PER FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP SECTION 89010-2252. SAID LINE BEARS N29°01'32"W.

SURVEYOR

NOTARY PUBLIC

Job Number 11-1049-01
Licensed Business #4108

GCY
INCORPORATED
PROFESSIONAL SURVEYORS AND MAPPERS
CERTIFICATE OF AUTHORIZATION LB 4108

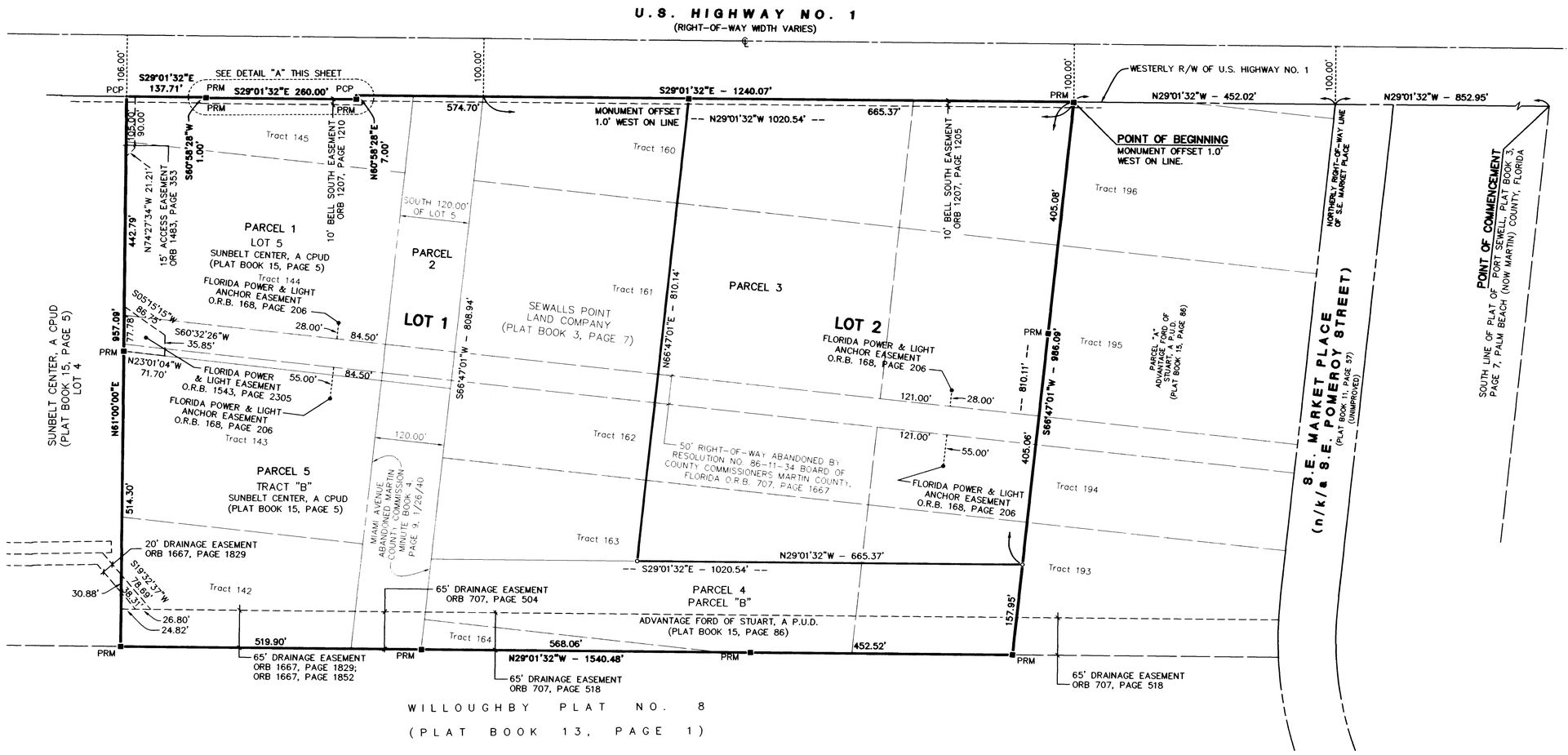
CORPORATE OFFICE
PO BOX 1469 • 1505 SW MARTIN HWY.
PALM CITY, FL 34991
(800) 386-1066

TALLAHASSEE OFFICE
1979 MARYLAND CIRCLE
TALLAHASSEE, FL 32303
(850) 536-8455

Plat of
Marketplace of Stuart, a CPUD

City of Stuart, Martin County, Florida

Being a replat of a portion of Tracts 160, 161, 162, 163, 164, 193, 194, 195, and 196 of the Plat of Port Sewall as recorded in Plat Book 3, Page 7, Public Records, Martin County, Florida and abandoned Miami Avenue, lying in the Hanson Grant, and Lot 5 and Tract "B" of Sunbelt Center, a CPUD as recorded in Plat Book 15, Page 5, Public Records of Martin County, Florida and Parcel "B" of the Plat of Advantage Ford of Stuart, a P.U.D. as recorded in Plat Book 15, Page 89, Public Records of Martin County, Florida.



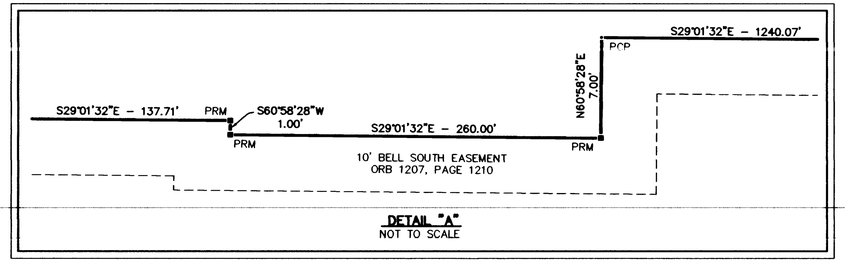
GRAPHIC SCALE

100 0 100 200

(IN FEET)
1 inch = 100 ft.

LEGEND

○	= SET 3/4" IRON PIPE WITH YELLOW CAP LABELED "GCY, INC. LB 4108"
■	= SET PERMANENT REFERENCE MONUMENT (PRM) 4"x4" CONCRETE MONUMENT WITH DISK LABELED "GCY INC. P.R.M. LB 4108, PSM 4864"
D	= DELTA (CENTRAL ANGLE)
L	= ARC LENGTH
R	= RADIUS
CB	= CHORD BEARING
LB	= SURVEYING AND MAPPING BUSINESS
n/k/a	= NOW KNOWN AS
O.R.B.	= OFFICIAL RECORD BOOK
PRM	= PERMANENT REFERENCE MONUMENT
PSM	= PROFESSIONAL SURVEYOR AND MAPPER
P.C.P.	= PERMANENT CONTROL POINT
P.U.D.	= PLANNED UNIT DEVELOPMENT
CPUD	= COMMERCIAL PLANNED UNIT DEVELOPMENT
PG.	= PAGE
±	= PLUS OR MINUS
℄	= CENTERLINE



DETAIL "A"
NOT TO SCALE

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3) BEARINGS SHOWN HEREON ARE REFERENCED TO THE WEST LINE OF U.S. HIGHWAY ONE, A 200 FOOT RIGHT-OF-WAY. PER FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP SECTION 89010-2252. SAID LINE BEARS N29°01'32"W.

Job Number 11-1049-01
Licensed Business #4108

GCY
INCORPORATED
PROFESSIONAL SURVEYORS AND MAPPERS
CERTIFICATE OF AUTHORIZATION LB 4108

CORPORATE OFFICE
PO BOX 1468 • 1505 SW MARTIN HWY.
PALM CITY, FL 34991
(800) 386-1066

TALLAHASSEE OFFICE
1979 MARYLAND CIRCLE
TALLAHASSEE, FL 32303
(850) 536-8455

2012 Vista Parcel Deed

INSTR # 2336414
OR BK 02583 PG 0797
Pgs 0797 - 800; (4pgs)
RECORDED 06/14/2012 03:40:55 PM
MARSHA EWING
CLERK OF MARTIN COUNTY FLORIDA
RECORDED BY T Copus

Prepared by and Return to:
Robert S. Raynes, Jr., Esquire
Gunster, Yoakley & Stewart, P.A.
800 SE Monterey Commons Blvd., Suite 200
Stuart, Florida 34996

Property Tax I.D. 29-37-41-004-001-00020-5
Project: Marketplace of Stuart

SPECIAL WARRANTY DEED

Unofficial Copy

THIS SPECIAL WARRANTY DEED, made this 4th day of May, 2012, by and between **MARKET PLACE VISTA LLC, a Florida limited liability company**, whose address is c/o Priderock Capital Management LLC, 525 Okeechobee Boulevard, Suite 1650, West Palm Beach, Florida 33401 **("Grantor")**, and **CITY OF STUART, a Florida municipal corporation,** whose address is 121 SW Flagler Avenue, Stuart, Florida 34995 **("Grantee").**

WITNESSETH:

THAT Grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS ($10.00) and other good and valuable consideration, to it in hand paid by Grantee, the receipt whereof is hereby acknowledged, hereby grants, bargains and sells to Grantee, its successors and assigns forever, the following described real property (the "**Property**"), situated in the City of Stuart, Martin County, Florida, as more particularly described in **Exhibit "A"** attached hereto and by this reference made a part hereof.

SUBJECT TO the Permitted Exceptions set forth in **Exhibit "B"** attached hereto and by this reference made a part hereof.

ALSO SUBJECT TO all restrictions, reservations and easements of record, if any; agreements and easements of record; all applicable governmental, zoning and land use ordinances, restrictions, and prohibitions and other requirements imposed by governmental authority; and taxes and assessments for the year 2012 and all subsequent years, none of which are intended to be reimposed hereby.

TO HAVE AND TO HOLD the said Property in fee simple forever, together with all the tenements, hereditaments and appurtenances thereunto belonging or in anywise appertaining.

Grantor hereby covenants with Grantee that Grantor is lawfully seized of the Property in fee simple; that it has good right and lawful authority to sell and convey the Property; and that it warrants the title to said Property and will defend the same against the lawful claims of any persons whomsoever claiming by, through or under Grantor, but against none other.

IN WITNESS WHEREOF, Grantor has caused this Special Warranty Deed to be executed on the day and year first above written.

http://or.martinclerk.com/LandmarkWeb//Document/GetDocumentForPrintPNG/?request=... 8/24/2018

WITNESSES:

Print Name: Barbara Cazziano

Print Name: Lauren Geldmaker

MARKET PLACE VISTA LLC, a Florida limited liability company

By: MPSV MANAGER LLC, a Florida limited liability company, Its Manager

By: _____
George W. Banks, Manager

STATE OF FLORIDA

COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me this 4th day of May, 2012, by George W. Banks, as Manager of MPSV Manager LLC, a Florida limited liability company, the Manager of Market Place Vista LLC, a Florida limited liability company, on behalf of said limited liability companies. He [✓] is personally known to me or [ ] has produced _____ _____ as identification.

(STAMP/SEAL)

SHARON BEINER
MY COMMISSION # DD859275
EXPIRES February 09. 2013
(407) 398-0153 FloridaNotaryService.com

Print Name: Sharon Beiner
Notary Public - State of Florida
My Commission Expires: 2/9/13
Commission Number: DD859275

Unofficial Copy

WPB_ACTIVE 5083163.1

http://or.martinclerk.com/LandmarkWeb//Document/GetDocumentForPrintPNG/?request=... 8/24/2018

Exhibit "A"

Legal Description

A PARCEL OF LAND BEING A PORTION OF BLOCK ONE OF SECTION 29, TOWNSHIP 37 SOUTH, RANGE 41 EAST, ST. LUCIE GARDENS SUBDIVISION, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 1 AT PAGE 35, OF THE PUBLIC RECORDS OF ST. LUCIE (NOW MARTIN) COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 37 SOUTH, RANGE 41 EAST; THENCE S89°41'22"E ALONG THE SOUTH LINE OF SAID BLOCK ONE, A DISTANCE OF 1,170.03 FEET TO A POINT; THENCE N00°18'38"E, A DISTANCE OF 300.51 FEET TO THE POINT OF BEGINNING; THENCE N32°40'21"W, A DISTANCE OF 28.45 FEET; THENCE N00°34'30"W, A DISTANCE OF 93.27 FEET; THENCE N01°06'03"E, A DISTANCE OF 140.55 FEET; THENCE N15°44'11"W, A DISTANCE OF 52.50 FEET; THENCE N52°45'28"W, A DISTANCE OF 80.64 FEET; THENCE N04°48'19"E, A DISTANCE OF 146.72 FEET; THENCE N09°44'50"W, A DISTANCE OF 173.95 FEET; THENCE N59°00'07"W, A DISTANCE OF 143.18 FEET; THENCE N48°08'20"W, A DISTANCE OF 55.98 FEET; THENCE N16°38'37"W, A DISTANCE OF 198.31 FEET; THENCE N52°58'06"W, A DISTANCE OF 114.89 FEET; THENCE N81°17'00"W, A DISTANCE OF 67.27 FEET; THENCE N73°38'21"W, A DISTANCE OF 92.49 FEET; THENCE N05°11'49"E, A DISTANCE OF 281.63 FEET; THENCE S81°48'11"E, A DISTANCE OF 142.88 FEET TO A POINT OF CURVATURE WITH THE ARC OF A CIRCULAR CURVE TO THE RIGHT HAVI NG A RADIUS OF 414.55 FEET AND A CENTRAL ANGLE OF 50°45'00"; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE FOR 367.19 FEET; THENCE S31°03'11"E, A DISTANCE OF 168.00 FEET; THENCE S47°20'06"E, A DISTANCE OF 116.99 FEET; THENCE S21°08'01"E, A DISTANCE OF 159.87 FEET; THENCE N87°37'46"E, A DISTANCE OF 471.30 FEET; THENCE N56°39'27"E, A DISTANCE OF 237.40 FEET; THENCE N12°54'17"E, A DISTANCE OF 137.48 FEET; THENCE N16°49'46"E, A DISTANCE OF 100.00 FEET TO THE POINT OF CURVE OF A CIRCULAR CURVE TO THE RIGHT HAVING A RADIUS OF 170.00 FEET; THENCE EASTERLY ALONG THE ARC THROUGH A CENTRAL ANGLE OF 131°29'02", A DISTANCE OF 390.12 FEET; THENCE S00°13'11"E, A DISTANCE OF 789.30 FEET; THENCE S89°46'49"W, A DISTANCE OF 183.57 FEET; THENCE N24°14'46"W, A DISTANCE OF 145.91 FEET; THENCE N45°55'25"W, A DISTANCE OF 108.49 FEET; THENCE N84°41'41"W, A DISTANCE OF 232.42 FEET; THENCE S87°54'35"W, A DISTANCE OF 82.72 FEET; THENCE S49°59'04" W, A DISTANCE OF 319.21 FEET; THENCE S32°14'00"W, A DISTANCE OF 123.24 FEET; THENCE S30°32'14"E, A DISTANCE OF 129.17 FEET; THENCE S74°49'07"E, A DISTANCE OF 196.76 FEET; THENCE S02°08'11"E, A DISTANCE OF 154.82 FEET; THENCE S87°51'49"W, A DISTANCE OF 277.57 FEET; THENCE N70°36'09"W, A DISTANCE OF 118.19 FEET; THENCE S69°08'35"W, A DISTANCE OF 87.66 FEET TO THE POINT OF BEGINNING.

Unofficial Copy

Exhibit "B"

Permitted Exceptions

1. Right of access reserved by Vista Properties of Vero Beach, Inc., in Corrective Warranty Deed, recorded in Official Records Book 2233, page 921, Public Records of Martin County, Florida

Unofficial Copy

WPB_ACTIVE 5083163.1

2012 Vista Parcel

Preserve Area Maintenance Plan (PAMP)

PRESERVE AREA PROTECTION AND MAINTENANCE PLAN

VISTA PARCEL

CITY OF STUART

Revised March 22, 2012

Prepared by:

ECF
Ecological Consulting of Florida

4646 SE POMPANO TERRACE
STUART, FL 34997
772-220-7817

8018.00

PRESERVE AREA PROTECTION AND MAINTENANCE PLAN

VISTA PARCEL
CITY OF STUART, FLORIDA

PRESERVE AREA PROTECTION

The project site includes 20.6 acres of upland habitat that will be designated as preserve area. This area includes scrubby flatwoods, and sand hill communities that have very limited amounts of past disturbance. As a condition of approval all nuisance and non-native vegetation shall be eradicated. Non-native vegetation includes all species on the Exotic Pest Plant Council list as amended from time to time. Nuisance vegetation includes species designated as nuisance or undesirable by the City of Stuart and the Florida Exotic Pest Plant Council at the time of the Final Site Plan approval. The following protection methods will be utilized for the preserve area as well as any trees to be preserved:

- No attachment, wires (other than supportive wires), signs or permits will be fastened to any protected tree.

- No equipment, construction materials or debris of any kind shall be placed within the preserve area.

- Maintenance activities (if required) within the bounds of the preserve area shall be accomplished with light machinery or manual labor. Grubbing and similar activities are prohibited. Grubbing, i.e. clearing of existing vegetation or similar activities is prohibited within the preserve area except for removal of prohibited species.

- No fuel, paint, solvent, oil, thinner, asphalt, cement, grout or any other construction chemical or other material or tools of any kind shall be stored, or allowed in any manner to enter, within a required preserve area or perimeter line.

- No equipment shall be cleaned within a required preserve area or perimeter line.

Preserve area signs will be installed at an interval of one sign per 100 feet and will be designated on the site plan. The preserve area signs shall include the following statement:

“PRESERVE AREA – NO DUMPING-NO TRIMMING-NO MOWING”

PRESERVE AREA MONITORING AND MAINTENANCE

The preserve area for this project includes 20.6 acres at the Vista Parcel. This area has a mature native vegetation community and has minimal, if any exotic and nuisance vegetation.

Any nuisance and non-native vegetation occurring in the preserve shall be eradicated. Non-native vegetation includes all species on the Exotic Pest Plant Council list as amended from time to time. Nuisance vegetation includes species designated as nuisance or undesirable by the City of Stuart and the Florida Exotic Pest Plant Council at the time of the Final Site Plan approval.

Eradication shall consist of the most ecologically sound combination of mechanical removal, manual removal and herbicide treatment. All vegetative debris generated by the eradication must be disposed of outside the wetland or preserve area.

Areas cleared by exotic and nuisance vegetation eradication will be replanted as needed with desirable upland vegetation.

The preserve area will be dedicated as conservation areas and recorded on deeds. Preserve Area signage will be provided to further protect the preserved uplands. In order to insure the continued viability and integrity of the preserve area in its present condition, a monitoring and maintenance program is proposed. A monitoring plan shall be implemented to document the success of the maintenance program. The developer shall be responsible for monitoring and maintenance in the first 60-days of the transfer of the preserve area. After 60-days, the City of Stuart will be responsible for maintenance and monitoring of the preserve area. Figure 1 depicts the approximate locations of the transects. Discretion will be used in the field to locate these stations to best represent the actual conditions.

The monitoring program will consist of the following components:

Vegetative Assessment: Quantitative measurements of vegetative cover will be provided measured as absolute coverage (ground cover, understory, and canopy) within an area of approximately 2,500 square feet at each monitoring station. Each fixed monitoring station will include measurements from the four cardinal directions with observations extending approximately 50 feet in each direction. Vegetative percent coverage for each cardinal direction is combined to calculate vegetative coverage for the station. This evaluation will consist of a listing of the most common plant species with an estimation of the percent cover of each. Special emphasis will be placed on the documentation of any exotic and/or nuisance species, and providing recommendations for vegetative maintenance.

Maintenance: Eradication of non-woody exotic vegetation will be through application of appropriately labeled herbicides. Woody vegetation will be cut with remaining trunks treated with an appropriately labeled herbicide. Vegetative debris will be collected and properly disposed of off site. Herbicide application will be conducted under the supervision of a properly licensed applicator. All herbicides applied within preserve areas must be properly labeled for use in natural areas. Maintenance and eradication will be conducted such that no more than 20 percent of the existing native vegetation coverage is lost per event. Supplemental plantings will be required for any areas not meeting this requirement.

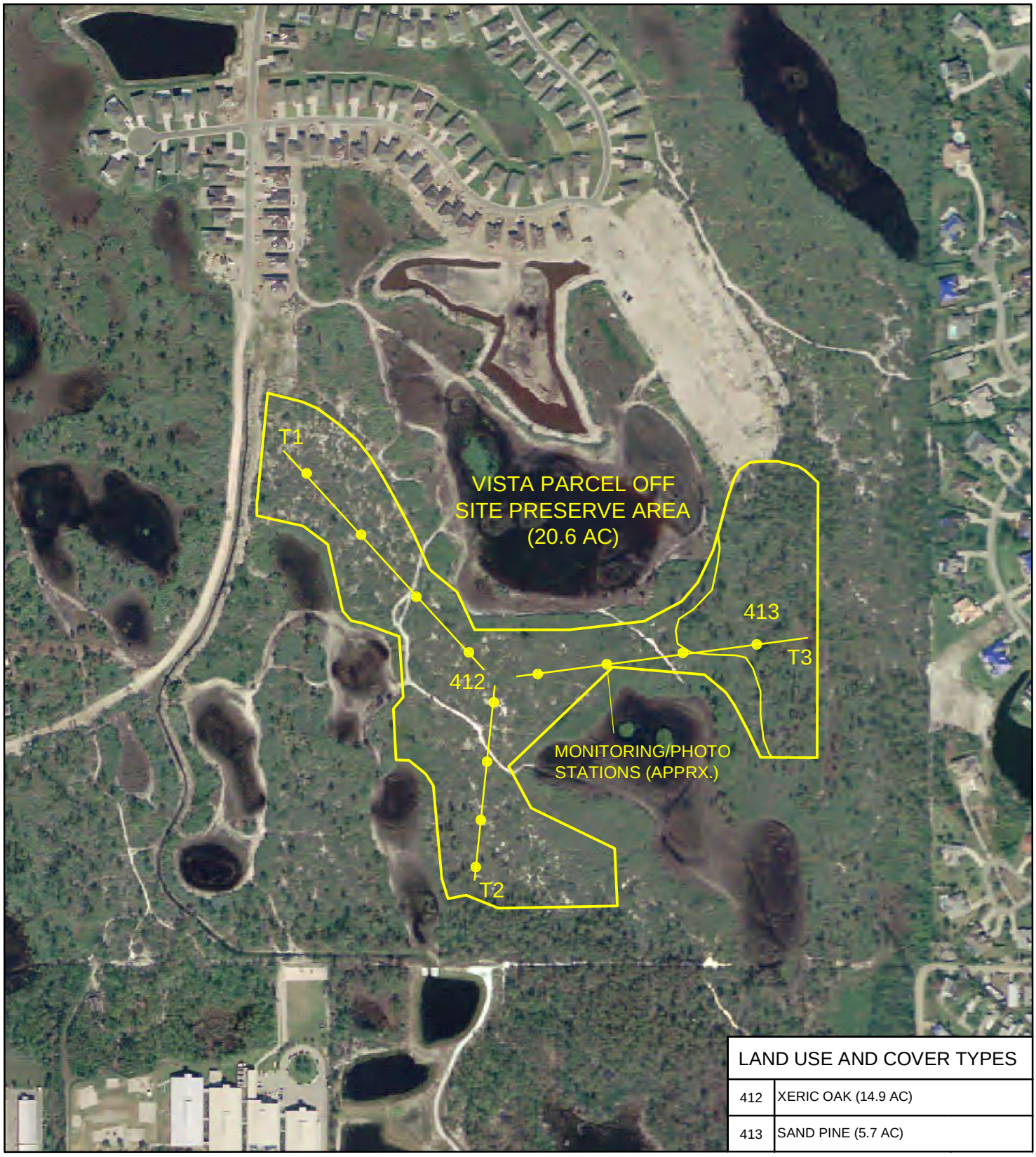
Wildlife: Observations of all wildlife observed within the preserve areas will be made during the monitoring periods.

Photographic Documentation: Photo-reference points will be established along each monitoring transect.

Report and Work Schedule: A baseline report will be prepared within 30 days of adoption of the Marketplace of Stuart first CPUD amendment Ordinance 2244-2012. The following schedule is proposed:

Elapsed days after Adoption of Ordinance 2244-2012	Activity
30 days	Conduct Baseline Monitoring And Prepare Baseline Report
60 days	Conveyance of Vista Parcel to City of Stuart

FIGURE



LAND USE AND COVER TYPES	
412	XERIC OAK (14.9 AC)
413	SAND PINE (5.7 AC)

'HIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF
;ERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE
)F AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADOPTATION BY
:COLOGICAL CONSULTING OF FLORIDA SHALL BE WITHOUT LIABILITY TO ECOLOGICAL CONSULTING OF FLORIDA.

GRAPHIC SCALE

200 0 200 600

1 inch = 400 ft.

ECF
Ecological Consulting of Florida

MONITORING PLAN

VISTA PARCEL

MARTIN COUNTY FLORIDA

N
W E
S

SOURCE: LABINS DIGITAL ORTHO QUADRANGLE
SECTION 29, TOWNSHIP 37 SOUTH, RANGE 41 EAST

FIGURE 1

DATE: 3-21-12 rev

PROJECT No. 8018.00

2019 MAR-Stuart CPUD Master Plan

Location Map

Site
SE Monterey Rd
SE Dixie Hwy
SE Ocean Blvd
SE Flagler Ave
SE Washington Ave
SE Osceola St
SE Alice Ave
SE Willoughby Blvd
SE Dixie Hwy
SE Ocean Blvd
SE Flagler Ave
SE Washington Ave
SE Osceola St
SE Alice Ave
SE Willoughby Blvd
SE Monterey Rd
SE Colorado Ave
SE Indian St