City of Stuart

AGENDA

REGULAR MEETING OF THE STUART CITY COMMISSION
FEBRUARY 23, 2026
AT 5:30 PM
COMMISSION CHAMBERS
121 SW FLAGLER AVE.
STUART, FLORIDA 34994

CITY COMMISSION

Mayor Christopher Collins
Vice Mayor Sean Reed
Commissioner Eula R. Clarke
Commissioner Laura Giobbi
Commissioner Campbell Rich

ADMINISTRATIVE

Interim City Manager, Roz Johnson Strong
City Attorney, Lee J. Baggett
City Clerk, Mary R. Kindel

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.

ROLL CALL

INVOCATION

PLEDGE OF ALLEGIANCE

COMMENTS BY CITY COMMISSIONERS

COMMENTS BY CITY MANAGER

APPROVAL OF AGENDA

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

APPROVAL OF CONSENT CALENDAR

1. APPROVAL OF 02/09/2026 CCM MINUTES (RC)

2. AWARD OF ITB 2026-101 - YARD WASTE PROCESSING AND DISPOSAL (RC):

RESOLUTION No. 14-2026; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, APPROVING THE AWARD OF INVITATION TO BID NO. 2026-101, CITY OF STUART YARD WASTE PROCESSING AND DISPOSAL, TO SOUTH EAST MOWING, LLC, THE LOWEST, MOST RESPONSIVE AND RESPONSIBLE BIDDER WITH A UNIT PRICE OF $9.50 PER CUBIC YARD; PROVIDING FOR AN EFFECTIVE DATE AND FOR OTHER PURPOSES.

END OF CONSENT CALENDAR

ORDINANCE FIRST READING

3. 400 S.E. OSCEOLA STREET REZONE TO COMMERCIAL PLANNED UNIT DEVELOPMENT (CPUD) (QUASI-JUDICIAL) (RC):

ORDINANCE No. 2549-2026; AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, REZONING A +/-0.45 ACRE PARCEL LOCATED AT 400 S.E. OSCEOLA STREET WITHIN THE COMMUNITY REDEVELOPMENT AREA SPECIAL DISTRICT, FOR PROPERTY LEGALLY DESCRIBED AS LOTS 23, 24 AND 25, BLOCK 1, STYPMANN'S SUBDIVISION, FROM R-3 – RESIDENTIAL MULTI-FAMILY/OFFICE ZONING DESIGNATION TO COMMERCIAL PLANNED UNIT DEVELOPMENT DESIGNATION AND ADDING BARBERSHOP, BEAUTY SALONS, AND SPECIALTY SALONS AS ALLOWABLE USES; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

4. AVONLEA COMMERCIAL CORNERS EAST MAJOR AMENDMENT TO THE NEW AVONLEA PUD FOR PARCEL D (LOT 11)

ORDINANCE No. 2550-2026; AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, PROVIDING FOR THE THIRD AMENDMENT OF THE “NEW AVONLEA PLANNED UNIT DEVELOPMENT” CONSISTING OF 12.40 ACRES ZONED RESIDENTIAL PLANNED UNIT DEVELOPMENT, 16.24 ACRES ZONED COMMERCIAL PLANNED UNIT DEVELOPMENT, AND 20.4 ACRES OF WETLAND/UPLAND PRESERVE ZONED RESIDENTIAL PLANNED UNIT DEVELOPMENT, BEING GENERALLY LOCATED BETWEEN NE DIXIE HIGHWAY TO THE SOUTH, LAND ON BOTH SIDES OF GREEN RIVER PARKWAY ON THE WEST,

LAND ON BOTH SIDES OF CARDINAL AVENUE ON THE EAST AND THE CITY BOUNDARY TO THE NORTH, FOR PROPERTY LEGALLY DESCRIBED BY EXHIBIT “A” ATTACHED; AMENDING THE COMMERCIAL PLANNED UNIT DEVELOPMENT TO PROVIDE FOR THE APPROVAL OF THE MASTER PARCEL SITE PLAN FOR THE AVONLEA COMMERCIAL EAST PARCEL D (LOT 11) TO BE IDENTIFIED AS AVONLEA COMMERCIAL CORNERS EAST; PROVIDING FOR THE APPROVAL OF THE MASTER SITE OFF-SITE INFRASTRUCTURE PLAN FOR THE ENTIRE PLANNED UNIT DEVELOPMENT; PROVIDING FOR REVISED AND NEW DEVELOPMENT CONDITIONS APPROVAL FOR PARCEL D (LOT 11); PROVIDING FOR AMENDED AND NEW TIMETABLES FOR DEVELOPMENT; DECLARING THE PLAN TO BE CONSISTENT WITH THE CITY’S COMPREHENSIVE PLAN; PROVIDING DIRECTIONS TO THE CITY CLERK; PROVIDING FOR REPEAL OF ALL ORDINANCES IN CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

DISCUSSION AND DELIBERATION

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.

INVOCATION: Any invocation that may be offered at the opening of the Commission meeting shall be the voluntary offering of a private citizen, to and for the benefit of the Commission. The views or beliefs expressed by the invocation speaker have not been previously reviewed or approved by the Commission, and the Commission is not allowed by law to endorse the religious beliefs or views of this, or any other speaker.

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
City Commission

Meeting Date: 2/23/2026 **Prepared by:** Nina Mullin

Title of Item:
APPROVAL OF 02/09/2026 CCM MINUTES (RC)

Summary Explanation/Background Information on Agenda Request:
N/A

Funding Source:
N/A

Recommended Action:
Approve Minutes.

ATTACHMENTS:
1. 02/09/2026 CCM Minutes

MINUTES
REGULAR MEETING OF THE STUART CITY COMMISSION
FEBRUARY 9, 2026
AT 4:00 PM
COMMISSION CHAMBERS
121 SW FLAGLER AVE.
STUART, FLORIDA 34994

CITY COMMISSION

Mayor Christopher Collins
Vice Mayor Sean Reed
Commissioner Eula R. Clarke
Commissioner Laura Giobbi
Commissioner Campbell Rich

ADMINISTRATIVE

Interim City Manager, Roz Johnson Strong
City Attorney, Lee J. Baggett
City Clerk, Mary R. Kindel

ROLL CALL

4:01 PM

PRESENT: Mayor Collins, Vice Mayor Reed, Commissioner Clarke, Commissioner Giobbi, and Commissioner Rich

INVOCATION

Chaplain Ed Skiba, Stuart Police Department, gave the Invocation.

PLEDGE OF ALLEGIANCE

1. ARTS MOMENT - CRAIG ANDERSON, PERFORMANCE OF SONG ABOUT STUART

Craig Anderson played the guitar and sang a song about Stuart.

PROCLAMATIONS

2. HUMAN TRAFFICKING AWARENESS MONTH - JANUARY

Lynn Barletta, CEO & Founder of Florida Faith Alliance, accepted the Proclamation and announced statistics. Members of FFFA reported additional information.

3. 211 AWARENESS MONTH - FEBRUARY

Chad Adcock, Outreach Coordinator for 211, accepted the Proclamation and provided information on their program and services.

4. ENGINEERING WEEK — FEBRUARY 22 - 28, 2026

Christopher Smyth, Florida Engineering Society Member of the Treasure Coast, accepted the Proclamation and provided information on the Engineering profession.

PRESENTATIONS

5. SERVICE AWARDS - FEBRUARY 2026

Vincent Taylor	Utilities & Engineering	5 years
Dwayne Thomas	Fire Rescue	5 years
Olga Rockwell	Utilities & Engineering	5 years (Not Present)
Leroy Rodrigue	Fire Rescue	5 years
Martin Meehan	Utilities & Engineering	10 years (Not Present)

6. PRESENTATION BY MAJOR COREY BELL, ARMY CORP.

Ruth Holmes, Environmental Engineer, briefly introduced the presentation and the presenter, Major Corey Bell of the Army Corp, Deputy Commander for South Florida. The presentation included an update on the Lake Okeechobee Watershed Restoration Project, a Comprehensive Study, Indian River Lagoon and Central Everglades Planning Project. In addition, he reviewed LOSOM Lake Recovery Operations, current conditions and the C44 and C43 Canal Operational Plan.

There was a brief discussion between the Commission and Major Bell. Mayor Collins requested the Commission consider submitting a one-year extension request for Major Bell to remain in his current roll. Major Bell noted if the Commission wished to proceed, the request would need to be submitted promptly, as he will soon be confirmed in his new position for the upcoming year. The majority of the Commission agreed to submit the request, with Commissioner Rich opposing. Commissioner Rich felt it is not the City's place to advise other entities on their business practices and decisions. A letter is to be sent to the same recipient who received the prior extension request.

7. HALF CENT SALES TAX SPENDING GUIDELINES

Ruth Holmes, Environmental Attorney, presented the "guardrails" for the use of the half cent sales tax, providing a list of how the City can spend the funds. Explained that municipalities have broader guardrails and she identified the parameters in Section 2 of Page 3 of the referendum, "Municipalities may only spend their share of the surtax revenues to finance, plan, and construct infrastructure and to acquire land for public recreation, conservation, or protection of natural resources in accordance with Section 212.055(2) F.S." Evaluation criteria examples were provided for the Commission's review.

COMMENTS BY CITY COMMISSIONERS

Commissioner Rich

- Expressed concerns related to the recent and abrupt resignation of the Finance Director, an overreach of the Commission per the Code of Conduct, recapped a series of recent events, and noted that at a future meeting, he would motion for the City Attorney to conduct an investigation of the events and actions pertaining to Mr. Joly Boglioli and current Interim City Manager, Roz Johnson Strong. [Mayor Collins responded to Rich's comments, clarified that Mr. Boglioli retired and was not

terminated.]

Commissioner Giobbi

- Reported on the success of the Arts Fest.
- Commented on the concerns of Commissioner Rich and how he portrayed the City in a negative way.

Commissioner Clarke

- Commented that she has a meeting scheduled with Bonnie Moser and appreciates her assistance in helping the community.

Vice-Mayor Reed

- Offered his condolences to the McBride Family.
- Commented that the information Commissioner Rich stated was untrue and noted information about the past City Manager.

Commissioner Giobbi (added a comment)

- Complimented the Stuart Police Department and the response to the shooting on Tarpon Avenue. [See correction on Page 4, Public Comment #6]

Mayor Collins

- Requested that the City Attorney bring forward a D&D to discuss the required parking for the courthouse and how many spaces are on site versus what Brightline requires, and a breakdown of what the parking implications of Brightline parking coming in will look like.
- Commented on the FEC application for the new rail bridge; wondered why the City is spending $174,000 per year to lease parking spaces and railroad crossings from the FEC. Interested in a future D&D for staff to bring back the next step in the grant process and look into renegotiating the lease with FEC.
- Interested in hosting a slow growth Town Hall.

COMMENTS BY CITY MANAGER

Roz Johnson Strong, Interim City Manager

- Provided an update on the bridge grant, FDOT, FEC, and Brightline, $262 Million project with an expected start date of October 27th, 2026 and conclude in 2032. Provided the dimensions of the new bridge for public awareness.

APPROVAL OF AGENDA

5:31 PM MOTION: Approve.
MOVED BY: Eula Clarke
SECONDED BY: Laura Giobbi
Motion approved unanimously.

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

1. Kevin Hemple - Stuart; Commented that he is happy living in the City.
2. Robert MacKeen - Stuart; Marine Industry representative, complimented the City and provided information on the boat show, commented on proposed solutions for traffic in the future.
3. Caryn Hall - Stuart; Commented on the D&D at the last meeting, referred to Seat 5, noted that their case is open, and they are defendants, asked the City Attorney if he would attend.
4. Gail Goldy - Stuart; Expressed gratitude to the Commissioners, commented on the intent of one of the Commissioners with his comments.
5. Bonnie Moser - Stuart; Commented on concerns about the MPO 714 Railroad Feasibility Study and the three alternatives; not in agreement with the first two concepts and asked the Commission not to support them. Requested the Commission to support the third alternative. (Presentation request)
6. Gwendolyn Hall-Brinkley - Stuart; Corrected Commissioner Giobbi that the shooting was not on Tarpon. [Chief reported that there was a shooting on Riverside, isolated, no one was shot. No recent shooting on Tarpon Avenue.]

APPROVAL OF CONSENT CALENDAR

8. APPROVAL OF 01/26/2026 SCM ATTORNEY-CLIENT SESSION AND 01/26/2026 CCM MEETING MINUTES

END OF CONSENT CALENDAR

5:49 PM MOTION: Approve.
MOVED BY: Laura Giobbi
SECONDED BY: Eula Clarke
Motion approved unanimously.

COMMISSION ACTION

9. CITY MANAGER SCREENING COMMITTEE SELECTION & MEETING DATE (RC):

RESOLUTION No. 07-2026; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, ESTABLISHING A CITY MANAGER SCREENING COMMITTEE, IDENTIFYING PARTICIPANTS, AND SCHEDULING A DATE FOR THE COMMITTEE TO MEET; PROVIDING FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

Interim City Manager Strong Johnson provided the details of the applicants and her plan for a Special Commission Meeting on Friday, February 13th.

PUBLIC COMMENT:

1. Kim McHardy Grant - Stuart; Clarified the process of selecting the City Manager.
2. Gail Goldy - Stuart; Expressed that a minimum requirement and a criteria is necessary for the process of elimination.
3. Cherie White - Jensen Beach; Commented that an alternate candidate for City Manager should be selected to be prepared if an offer is declined.

Interim City Manager Strong Johnson provided a timeline of the entire course of selecting a City Manager. [Commissioners confirmed availability for dates and times to meet.]

6:04 PM MOTION: Approve the Committee staff to review the applications for the City Manager, Vice Mayor Sean Reed, Human Resources, Karen Chambers-Cuffy, Robin Cartwright, Dan Hudson, Ryanne Cavo (background) on February 13th at 10 a.m.
MOVED BY: Laura Giobbi
SECONDED BY: Eula Clarke
Motion approved unanimously.

10. 2025 MARTIN COUNTY LOCAL MITIGATION STRATEGY (RC):

RESOLUTION No. 13-2026; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, ADOPTING THE 2025 MARTIN COUNTY LOCAL MITIGATION STRATEGY; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

Police Chief Zenelovic briefly explained the renewal agreement.

6:19 PM MOTION: Approve.
MOVED BY: Laura Giobbi
SECONDED BY: Eula Clarke
Motion approved unanimously.

ORDINANCE SECOND READING

11. CODE AMENDMENT ADDING LANGUAGE RELATED TO REASONABLE ACCOMMODATION (RC):

ORDINANCE No. 2547-2026; AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, AMENDING SECTION 8.07.07 OF THE CITY'S LAND DEVELOPMENT CODE IN COMPLIANCE WITH RECENTLY ENACTED LEGISLATION, SENATE BILL 954; PROVIDING FOR CONFLICT; PROVIDING FOR CODIFICATION; PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

Lee Baggett, City Attorney, provided the history and updated the Commission on the proposed edits recommended at First Reading.

6:22 PM MOTION: Approve.
MOVED BY: Eula Clarke
SECONDED BY: Laura Giobbi
Motion approved unanimously.

12. DISSOLUTION OF EAST STUART HISTORICAL COMMITTEE (RC):

ORDINANCE No. 2548-2026; AN ORDINANCE OF THE CITY OF STUART, FLORIDA AMENDING PART II, CHAPTER 2 (ADMINISTRATION), ARTICLE III. – BOARDS, COMMITTEES AND COMMISSIONS, DIVISION I, SECTION 2-28 AND DIVISION 7 EAST STUART HISTORICAL ADVISORY COMMITTEE, SECTIONS 2-118 THROUGH 2-121, OF THE CITY OF STUART'S CODE OF ORDINANCES, BY REMOVING CERTAIN PROVISIONS RELATED TO THE EAST STUART HISTORICAL COMMITTEE DUE TO DISSOLUTION; PROVIDING FOR THE REPEAL OF PRIOR ORDINANCES AND RESOLUTIONS; PROVIDING FOR CODIFICATION; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

City Attorney Baggett briefly reviewed the Ordinance.

Pinal Gandhi-Savdas commented that there is a Neighborhood Meeting in March, where Mr. Paul Weaver, President of Historic Property Associates, Inc., will be coming to Stuart to present.

6:32 PM MOTION: Approve.
MOVED BY: Laura Giobbi
SECONDED BY: Sean Reed
Motion approved unanimously.

ORDINANCE FIRST READING

None.

DISCUSSION AND DELIBERATION

13. COMMUNICATION TO THE FLORIDA DEPARTMENT OF TRANSPORTATION ON THE PROJECT DEVELOPMENT & ENVIRONMENT STUDY FOR THE WILLOUGHBY BOULEVARD EXTENSION

City Attorney Baggett reviewed the options for the project.

Commissioner's consensus is a no-build letter to both the Metropolitan Planning Organization (MPO) and Florida Department of Transportation (FDOT).

PUBLIC COMMENT:

1. Mark Bellissimo - Stuart; Commented on the concept of the project not working as planned and because we have taxpayer's dollars, it does not mean we have to spend them.
2. Luke Latham- Stuart; Commented on the outcome of this project if it goes through and expressed his disagreement.

6:51 PM MOTION: Approve a letter to MPO and FDOT regarding the Willoughby Extension. The majority of residents would like the no-build Option 3, and drawing from some of our public comments that it would be the City's position that we are choosing Option 3.
MOVED BY: Laura Giobbi
SECONDED BY: Sean Reed
Motion approved unanimously.

ADJOURNMENT

6:58 PM

Mary R. Kindel, City Clerk **Christopher Collins, Mayor**

Minutes to be approved at the Regular Commission Meeting this 23rd day of February, 2026.

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
City Commission

Meeting Date: 2/23/2026 **Prepared by:** Holly Vath

Title of Item:
AWARD OF ITB 2026-101 - YARD WASTE PROCESSING AND DISPOSAL (RC):

RESOLUTION No. 14-2026; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, APPROVING THE AWARD OF INVITATION TO BID NO. 2026-101, CITY OF STUART YARD WASTE PROCESSING AND DISPOSAL, TO SOUTH EAST MOWING, LLC, THE LOWEST, MOST RESPONSIVE AND RESPONSIBLE BIDDER WITH A UNIT PRICE OF $9.50 PER CUBIC YARD; PROVIDING FOR AN EFFECTIVE DATE AND FOR OTHER PURPOSES.

Summary Explanation/Background Information on Agenda Request:
This solicitation was advertised in the Palm Beach Post on December 10, 2025, and released simultaneously on OpenGov Procurement who notified five hundred eighty eight (588) potential bidders. Twenty-five (25) potential bidders downloaded the bid specifications. Three (3) bids were received by the bid opening of 2:00 pm on January 22, 2026.

Funding Source:
420-53534-710 - Annual Budget $118,750

Recommended Action:
Approve Resolution R14-2026.

ATTACHMENTS:
1. R14-2026 ITB 2026-101 Yard Waste Processing and Disposal
2. ITB 2025-101 Contract
3. Contract Exhibit A - South East Mowing, LLC Response
4. Contract Exhibit B - City of Stuart ITB 2026-101 Yard_Waste Processing
5. Contract - Exhibit C

BEFORE THE CITY COMMISSION
CITY OF STUART, FLORIDA

RESOLUTION 14-2026

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, APPROVING THE AWARD OF INVITATION TO BID NO. 2026-101, CITY OF STUART YARD WASTE PROCESSING AND DISPOSAL, TO SOUTH EAST MOWING, LLC, THE LOWEST, MOST RESPONSIVE AND RESPONSIBLE BIDDER WITH A UNIT PRICE OF $9.50 PER CUBIC YARD; PROVIDING FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

* * * * *

WHEREAS, the City entered into the competitive Invitation to Bid process in order to solicit a qualified contractor to submit bids for Yard Waste Processing and Disposal ("Project"); and

WHEREAS, the work will consist of providing all labor, equipment, and materials necessary to process vegetative wood waste including the reduction, hauling and disposal of this material. Vegetative wood waste includes tree trimming/cutting, and lawn maintenance materials from commercial and residential customers; and

WHEREAS, South East Mowing, LLC responded to the Invitation to Bid and was the lowest, most responsive and responsible bidder with a unit price of $9.50 per cubic yard; and

WHEREAS, the City of Stuart desires to enter into an agreement with South East Mowing, LLC for the work under the Project; and

WHEREAS, the City Commission deems approval of this Resolution to be in the best interest of the health, safety, and welfare of the residents of the City of Stuart and the public at large.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA that:

SECTION 1: The foregoing recitals are hereby ratified, confirmed and incorporated herein.

SECTION 2: The City Commission hereby approves the award of Invitation to Bid 2026-101, the City of Stuart Yard Waste Processing and Disposal, to South East Mowing, LLC.

SECTION 3: The City Commission hereby authorizes the City Manager to execute the contract subsequent to final review and approval by the City Attorney.

SECTION 4: This resolution shall become effective immediately upon adoption.

Commissioner _____ offered the foregoing resolution 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
CHRISTOPHER COLLINS, MAYOR				
SEAN REED, VICE MAYOR				
EULA R. CLARKE, COMMISSIONER				
LAURA GIOBBI, COMMISSIONER				
CAMPBELL RICH, COMMISSIONER				

ADOPTED this 23th day of February 2026.

ATTEST:

_____
MARY R. KINDEL
CITY CLERK

_____
CHRISTOPHER COLLINS
MAYOR

APPROVED AS TO FORM
AND CORRECTNESS:

_____
LEE J. BAGGETT, ESQ.
CITY ATTORNEY

"STANDARD CONTRACT"

CONTRACTOR: **South East Mowing, LLC**
1992 Hwy 75
Blountville, TN 37617

PROJECT: **ITB 2026-101: CONTRACT FOR YARD WASTE PROCESSING AND DISPOSAL**

CONTRACT FOR SERVICES

THIS CONTRACT, hereinafter "Contract," made and entered into the day **23th day of February, 2026** by and between **South East Mowing, LLC** hereinafter referred to as "Contractor" and the City of Stuart, Florida, a municipal corporation, 121 SW Flagler Avenue, Stuart, Florida 34994, hereinafter referred to as "City", for and in consideration of the following terms, conditions and covenants.

I. PURPOSE OF CONTRACT

City intends to enter into a contract with Contractor for Yard Waste Processing and Disposal Services by the Contractor and the payment for those services by City as set forth below.

II. SCOPE OF SERVICES

The Contractor shall provide Yard Waste Processing and Disposal Services pursuant to this Contract as hereinafter provided. These services will include all labor, equipment, and materials necessary to provide Yard Waste Processing and Disposal Services as provided on the approved schedule.

Section 1. Scope of Service

Contractor shall work with City staff in advising the City regarding Yard Waste Processing and Disposal Services as rendered. The detailed scope of services to be performed and schedule of fees for those services is described in Exhibit A (Contractor's response to ITB #2026-101)

III. CONTRACT PROVISIONS

Section 1. Period of Service

1.1 Term of Contract

Upon award of this Contract, the effective date of this Contract shall be the date of execution of this Contract by both City and Contractor. Term of this contract shall be for an initial period of two (2) years with the option of three (3) additional one-year renewal periods, upon the mutual written agreement of the parties.

Section 2. Compensation and Method of Payment

2.1 Fee Schedule

City will compensate Contractor for these Yard Waste Processing and Disposal Services in accordance with Contractor's pricing schedule formalized in the Contractor's Price Proposal from original submittal to this solicitation which is attached hereto as Exhibit "A." Contractor's pricing schedule may be updated annually prior to each optional renewal period, if requested within ninety (90) days prior to expiration and with City approval.

2.2 Invoices

Contractor shall submit invoices to the City for work accomplished and accepted by the City under this Contract. Each invoice shall be detailed and include, but not be limited to, a legible copy of the estimate approved by the City Representative, and the date work was completed and accepted by the City. Contractor shall invoice the City for the ten ($10.00) dollars for consideration of the indemnification clause contained in Section 9 herein and said invoice shall accompany the return of this signed Contract.

2.3 Payment

Payment for services rendered is due within thirty (30) days of receipt and approval of invoice by City. Payment is delinquent if not paid within forty-five (45) days of receipt and approval of invoice by City.

Section 3. Guarantee

The Contractor guarantees to repair, replace or otherwise make good to the satisfaction of the City any damage caused during the work. Contractor further guarantees the successful performance of the work for the service intended. If the City deems it inexpedient to require the Contractor to correct deficient or defective materials or labor, an equitable deduction from the contract price shall be made therefore or in the alternative the City may sue for damages, or both.

Section 4. Audit

The Contractor agrees that the City or any of its duly authorized representatives shall, until the expiration of three years after expenditure of funds under this Agreement, have access to and the right to examine any directly pertinent books, documents, papers, and records of the Contractor involving transactions related to this Contract. The Contractor agrees that payment(s) made under this Agreement shall be subject to reduction for amounts charged thereto which are found on the basis of audit examination not to constitute allowable costs under this Agreement. The Contractor shall refund by check payable to the City the amount of such reduction of payments. All required records shall be maintained until an audit is completed and all questions arising therefrom are resolved, or three years after completion of the project and issuance of the final certificate, whichever is sooner.

Section 5. Contractor Responsibility

5.1 Independent Contractor

The Contractor is an independent contractor and is not an employee or agent of the City. Nothing in this Contract shall be interpreted to establish any relationship other than that of an independent contractor, between the City and the Contractor, its employees, agents, subcontractors, or assigns, during or after the performance of this Contract.

5.2 Responsibility for Work

The Contractor shall take the whole responsibility of the Work under this Contract and shall bear all losses resulting to Contractor because of bad weather, or because of errors or omissions in Contractor's bid on the Contract price, or except as otherwise provided in the Contract Documents because of any other causes whatsoever.

5.3 Contractor's Records

As a condition precedent to Contractor filing any claim against City, Contractor shall make available to City all of Contractor's books and records (directly or indirectly related to the claim of Contractor's business) requested by City. Refusal to do so shall constitute a material breach of this Contract.

Section 6. Termination

6.1 Termination for Convenience

Either party upon a thirty (30) days written notice to the other party may terminate this Contract. In the event of termination for convenience, Contractor shall be paid for all services rendered to the date of termination including all authorized reimbursable expenses. Upon delivery of said notice, the Contractor shall discontinue all services in connection with the performance of this Contract and shall proceed to cancel promptly all related existing third party contracts.

6.2 Termination for Cause

The performance of the Contract may be terminated by the City of Stuart in accordance with this clause, in whole or in part, in writing, whenever the City shall determine that the Contractor has failed to meet performance requirement(s) of the Contract. If the Contractor should be adjudged bankrupt, or if Contractor should make a general assignment for the benefit of its creditors, or if a receiver should be appointed on account of Contractor's insolvency, or if Contractor should fail to provide properly skilled personnel or proper service in the sole discretion of the City, then the City can, after giving the Contractor seven (7) days written notice, and without prejudice to any other right or remedy, terminate this Contract. Upon such termination, the City may take over the work and prosecute the same to completion, by Contract or otherwise, and the Contractor and its sureties shall be liable to the City for any additional cost incurred by the City in its completion of the work.

6.3 Excusable Delays

The right of the Contractor to proceed shall not be terminated nor shall the Contractor be charged

with liquidated damages for any delays in the completion of the work or delivery of the materials due to: (1) any acts of the federal government, including controls or restrictions or requisitioning of materials, equipment, tools or labor by reason of war, national defense or any other national emergency; (2) any adverse acts of the City; (3) causes not reasonably foreseeable by the parties at the time of execution of the Contract that are beyond the control and without the fault or negligence of the Contractor, including but not restricted to, acts of God, acts of public enemy, fires, floods, tornadoes, hurricanes, and other extreme weather conditions; and (4) any delay of any Subcontractor due to any of the above-mentioned causes. However, the Contractor must promptly notify the City in writing within two days of official notice of scheduled delivery or scheduled work of the cause of delay. If, on the basis of the facts and terms of this Contract, the delay is properly excusable, the City shall extend the time for completing the work for a period of time commensurate with the period of excusable delay.

Section 7. Notice Obligations

7.1 Whenever either party desires to give notice to the other, such notice must be in writing in at least one for the following methods: (a) Overnight courier, such as FedEx or UPS, with a request for receipt acknowledgment; or (b) Email addresses listed here within this section, and any subsequent email address provided by either party for purposes of notice under this Contract.

Notice for City: **City of Stuart**
121 SW Flagler Avenue
Stuart, FL 34994
ATTN: City Manager
Email: manager@stuartfl.gov

Notice for Contractor: **Dustin Cooper**
South East Mowing, LLC
david@southeastmowingllc.com
423-914-9649

7.2 Project Manager

The Project Manager for the City with the authority to act on the City's behalf with respect to all aspects of the Project is Jeff Coleman Sanitation and Asset Manager.

The Project Manager for the Contractor with authority to act on the Contractor's behalf with respect to all aspects of the Project is:

Dustin Cooper
South East Mowing, LLC
david@southeastmowingllc.com
423-914-9649

Section 8. Persons Bound by Contract

8.1 Parties to the Contract

The persons bound by this Contract are the Contractor and the City and their respective partners, successors, heirs, executors, administrators, assigns and other legal representative.

8.2 Assignment of Interest in Contract

This Contract and any interest or services associated with this Contract may not be assigned, sublet or transferred to another by either party without the prior written consent of the other party. Nothing contained herein shall be construed to prevent Contractor from employing such independent third party contractors, associates and subcontractors as Contractor may deem appropriate to assist in the performance of the services hereunder.

8.3 Other Entity Use

The Contractor may be requested to convey its proposal prices, contract terms and conditions, to municipalities or other governmental agencies within the State of Florida.

8.4 Inspection

The project will be inspected by the Project Manager for the City and will be rejected if it is not to conformity with the Contract provisions. Rejected work will be immediately corrected by the Contractor. When the work is substantially completed, the Contractor shall notify the City in writing that the work shall be ready for inspection on a definite date, at least two (2) calendar days thereafter, which shall be stated in such notice.

8.5 Rights and Benefits

Nothing herein shall be construed to give any rights or benefits arising from this Contract to anyone other than Contractor and the City.

Section 9. Indemnification of City

Contractor assumes the entire responsibility and liability for all damages or injury to all persons, and to all property, caused by the Contractor or Contractor's employees, agents, consultants or sub-contractors, and Contractor shall to the fullest extent allowed by law, indemnify defend and hold harmless the City, and its officers and employees, from liabilities, damages, losses, and costs, including, but not limited to, reasonable attorneys' fees, for personal, economic, bodily injury, wrongful death, loss of or damage to property, at law or in equity, which may arise or may be alleged to have risen from the negligence, omission, or intentional conduct of the Contractor and other persons employed or utilized by the Contractor in the performance of the Contract or from and against any claims and losses. This indemnification shall survive the termination of this Contract. Specific consideration for this indemnity is $10.00, the receipt and sufficiency of which are hereby acknowledged by Contractor.

Contractor shall obtain, maintain and pay for general liability insurance coverage to insure the provisions of this paragraph.

Section 10. Insurance.

10.1. Requirements

Contractor shall procure and maintain insurance, in the amounts noted in the City's Invitation to Bid which is attached hereto as Exhibit "B." Such certificate must contain a provision for notification to the City thirty (30) days in advance of any material change or cancellation. The City by and through its Risk Management, reserves the right to review, modify, reject or accept any required policies of insurance, including limits coverages or endorsements, herein from time to time throughout the term of this contract. All insurance carriers must have an A.M. Best Rating of at least A:VII or better. When a self-insured retention or deductible exceeds $5,000, the City reserves the right, but not the obligation, to review and request a copy of contractor's most recent annual report or audited financial statement. All third party contractors, including any independent contractors and subcontractors utilized, must comply with the insurance requirements. The Contractor shall be responsible for ensuring that all independent contractors and/or subcontractors comply with the same insurance requirements referenced above. The failure on the part of the Contractor to execute the Contract and/or punctually deliver the required Insurance Certificates, bond, and other documentation may be cause for the annulment of the award.

10.2 Certificate of Insurance

Certificates of all insurance required from the Contractor shall be attached to this Contract and shall be subject to the City's approval for adequacy.

Section 11. Professional Standards

All work performed by Contractor will be in accordance with the highest professional standards and in accordance with all applicable governmental regulations.

Section 12. Non-Appropriation

This Contract is deemed effective only to the extent of the annual appropriations available. The Contractor acknowledges that the City's performance and obligation to pay under this Contract is contingent upon an annual appropriation by the City Commission. The Contractor agrees that, in the event such appropriation is not forthcoming, the City may terminate this Contract and that no charges, penalties or other costs shall be assessed.

Section 13. General Conditions

13.1 Venue in Martin County

Jurisdiction a venue for any lawsuit to enforce the terms and obligations of this Contract shall lie exclusively in the County Court or the Circuit Court in and for Martin County, Florida.

13.2 Laws of Florida

The validity, interpretation, construction, and effect of this Contract shall be in accordance with and governed by the laws of the State of Florida.

13.3 Attorney's Fees and Costs

In the event the Contractor breaches or defaults in the performance of any of the terms, covenants and conditions of this Contract, the Contractor agrees to pay all damages and costs incurred by the City in the enforcement of this Contract, including reasonable attorney's fees, court costs and all expenses, even if not taxable as court costs, including, without limitation, all such fees, costs and expenses incident to appeals incurred in such action or proceeding.

13.4 Mediation as Condition Precedent to Litigation

Prior to the initiation of any litigation by the parties concerning this Contract, and as a condition precedent to initiating any litigation, the parties agree to first seek resolution of the dispute through non-binding mediation. Mediation shall be initiated by any party by serving a written request for same on the other party. The parties shall, by mutual agreement, select a mediator within fifteen (15) days of the date of the request for mediation. If the parties cannot agree on the selection of a mediator then the City shall select the mediator who, if selected solely by the City, shall be a mediator certified by the Supreme Court of Florida. The mediator's fee shall be paid in equal shares by each party to the mediation. The mediation shall take place within a reasonable period of time of the request by either party.

13.5 Contract Amendment

The City reserves the right to delete, add or revise locations under this proposal at any time during the Contract term when and where deemed necessary. If any locations are added or deleted from the Contract, the rate quoted shall be used to determine the adjusted Contract price.

No modification, amendment or alteration in the terms or conditions contained in this Contract shall be effective unless contained in a written documents executed with the same formality and of equal dignity herewith. This Contract constitutes the entire agreement between the parties, and no prior, or contemporaneous oral agreement shall be binding on either party. If either party fails to enforce a portion or all of this Contract, it shall not constitute a waiver of the same.

13.6 Contractual Authority

By signing this Contract the Contractor swears or affirms, under penalty of perjury, that this is a valid act of the Contractor, and that no later claim shall be made by the Contractor that the Contract is invalid or an *ultra vires* act, by reason of a failure to have the proper authority to execute the Contract. In the event that a court of competent jurisdiction later determines that the Contract is or would be null and void for failure of the signatory to have proper or complete authority, this Contract shall nonetheless be deemed valid under the theory of "apparent authority," or in the sole alternative of the City, shall be deemed to be the act of the signatory, as an individual, who shall be fully responsible for its complete performance.

13.7 Sovereign Immunity

Nothing contained herein shall be construed or interpreted as a waiver of the sovereign immunity liability limits established under Section 768.28, Florida Statutes.

13.8 Severability

The parties to this Contract expressly agree that it is not their intention to violate any public policy, statutory or common law rules, regulations, or decisions of any government or regulatory body. If any provision of this Contract is judicially or administratively interpreted or construed as being in violation of any such policy, rule, regulation or decision, the provision, section, sentence, word, clause or combination thereof causing such violation will be inoperative (and in lieu thereof there will be inserted such provision,

section, sentence, word, clause or combination thereof as may be valid and consistent with the intent of the parties, unless the inoperative provision would cause enforcement of the remainder of this Contract to be inequitable under the circumstances.

13.9 Entire Contract

The written terms and provisions of this Contract shall supersede all prior verbal statements of any official or other representative of the City. Such statements shall not be effective or construed as entering into, or forming a part of, or altering in any manner whatsoever, this Contract or Contract documents.

13.10 Public Entity Crimes and Scrutinized Companies

As provided in Sections 287.132 & 287.133, Florida Statutes, as amended from time to time, by entering into this Contract, Contractor certifies that it, its affiliates, suppliers, subcontractors and any other contractors who will perform hereunder, have not been placed on the convicted vendor list within the thirty-six (36) months immediately preceding the date hereof.

As provided in Section 287.132, Florida Statutes, as amended from time to time, by entering into this Contract, the Contractor certifies that it is not participating in a boycott of Israel. The City and the Contractor agree that the City wil have the right to terminate this Contract if the Contractor is found to have been placed on the Scrutinized Companies and Boycott Israel List or is engaged in a boycott of Israel.

Section 14. Public Records

Public Records Relating to Compliance, Request for Records; Noncompliance, & Civil Action

Note: If the Contractor has questions regarding the application of Chapter 119, Florida Statutes, to the Contractor's duty to provide public records relating to this contract, contact the office of the City Clerk as the custodian of Public Records for the City of Stuart, and all the respective departments at cityclerk@ci.stuart.fl.us, City of Stuart, City Clerk 121 SW Flagler Avenue, Stuart, Fl. 34994 per F.S. 119.12.

In compliance with F.S. 119.0701 the Contractor shall:

A. Keep and maintain public records required by the public agency to perform the service.

B. Upon request from the public agency's custodian of public records, provide the public agency with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in this chapter or as otherwise provided by law.

C. Ensure that public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the Contract term and following completion of the contract if the Contractor does not transfer the records to the public agency.

D. Upon completion of the Contract, transfer, at no cost, to the public agency all public records in possession of the contractor or keep and maintain public records required by the public agency to perform the service. If the Contractor transfers all public records to the public agency upon completion of the Contract, the Contractor shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the Contractor keeps and maintains public records upon completion of the

Contract, the contractor shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the public agency, upon request from the public agency's custodian of public records, in a format that is compatible with the information technology systems of the public agency.

E. A request to inspect or copy public records relating to a public agency's contract for services must be made directly to the public agency. If the public agency does not possess the requested records, the public agency shall immediately notify the contractor of the request, and the Contractor must provide the records to the public agency or allow the records to be inspected or copied within a reasonable time.

F. If a Contractor does not comply with the public agency's request for records, the public agency shall enforce the contract provisions in accordance with the contract.

G. A Contractor who fails to provide the public records to the public agency within a reasonable time may be subject to penalties under F.S. 119.10.

H. If a civil action is filed against a Contractor to compel production of public records relating to a public agency's Contract for services, the court shall assess and award against the Contractor the reasonable costs of enforcement, including reasonable attorney fees, if:

1. The court determines that the Contractor unlawfully refused to comply with the public records request within a reasonable time; and

2. At least eight (8) business days before filing the action, the plaintiff provided written notice of the public records request, including a statement that the contractor has not complied with the request, to the public agency and to the contractor.

I. A notice complies with subparagraph 2 above, if it is sent to the public agency's custodian of public records and to the contractor at the contractor's address listed on its contract with the public agency or to the contractor's registered agent. Such notices must be sent by common carrier delivery service or by registered, Global Express Guaranteed, or certified mail, with postage or shipping paid by the sender and with evidence of delivery, which may be in an electronic format.

J. A contractor who complies with a public records request within eight (8) business days after the notice is sent is not liable for the reasonable costs of enforcement.

Section 15. Exhibits

The following Exhibits are Contract Documents and attached to and made a part of this Contract:

Exhibit "A" - "Proposal as Submitted by Respondent and Accepted by City"

Exhibit "B" - "Original Invitation to Bid as Issued by City, including all Addenda"

Exhibit "C" - "Certificate of Insurance"

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

Signatures are on following page

IN WITNESS WHEREOF, the City has hereunto subscribed and the Contractor has signed his, its, or their name, or names the date aforesaid.

CITY OF STUART, FLORIDA

ATTEST:

_____
MARY R. KINDEL
CITY CLERK

_____
Rosamond Johnson
INTERIM CITY MANAGER

APPROVED AS TO FORM
AND CORRECTNESS:

_____
LEE J. BAGGETT, ESQ.
CITY ATTORNEY

CONTRACTOR

_____
(Signature)

_____
Printed Name

_____
Title

[SOUTH EAST MOWING, LLC] RESPONSE DOCUMENT REPORT

ITB No. ITB 2026-101

Yard Waste Processing and Disposal Services

RESPONSE DEADLINE: January 22, 2026 at 2:00 pm

Report Generated: Thursday, January 29, 2026

South East Mowing, LLC Response

CONTACT INFORMATION

Company:
South East Mowing, LLC

Email:
david@southeastmowingllc.com

Contact:
Dustin Cooper

Address:
1992 Hwy 75
Blountville, TN 37617

Phone:
(423) 914-9649

Website:
N/A

Submission Date:
Jan 21, 2026 4:06 PM (Eastern Time)

ADDENDA CONFIRMATION

Addendum #1
Confirmed Jan 15, 2026 11:28 AM by Dustin Cooper

Addendum #2
Confirmed Jan 15, 2026 11:28 AM by Dustin Cooper

Addendum #3
Confirmed Jan 15, 2026 11:28 AM by Dustin Cooper

Addendum #4
Confirmed Jan 15, 2026 11:28 AM by Dustin Cooper

QUESTIONNAIRE

1. Contact Information

Please download the below documents, complete, and upload.

- Contact_Information.pdf

Contact_Information_(1).pdf

2. Proposal Checklist

Please download the below documents, complete, and upload.

- Checklist.pdf

City_of_Stewart-_Checklist.pdf

3. Certification*

The Respondent certifies that as a condition of bidding he will hold good his proposal prices for a minimum period of ninety (90) calendar days from the date proposals are opened.

The undersigned Respondent hereby certifies that the terms and conditions, including but not limited to, the scope of work have not been altered or modified in any manner. Any modification to this solicitation by the proposer will result in Proposer's response being found non-responsive and thereby disqualified.

The undersigned Respondent hereby certifies that he has received all the Addenda listed below and has incorporated them into his proposal listed herein. Failure to acknowledge any and all addenda may render the proposal non-responsive, and no further evaluation of the proposal will occur.

I do herby confirm the above information as valid and true:

Confirmed

4. Safety Standards Certification*

Please download the below documents, complete and have notarized. An online notarization option will be provided for you when responding.

- Safety_Standards_Certificat...

City_of_Stewart-_Safety_Standards_Certification_.pdf

5. References Form*

Please download the below documents, complete, and upload.

- Refernces_Form.pdf

City_of_Stewart-_Reference_Form_.pdf

6. Schedule of Subcontractors Participation *

Please download the below documents, complete, and upload.

- Schedule_of_Subcontractors_...

City_of_Stewart-_Subcontractor_Participation_.pdf

7. Sworn Statement Pursuant to Section 287.133(3)(a)*

Please download the below documents, complete and have notarized. An online notarization option will be provided for you when responding.

- Sworn_Statement_Pursuant_to...

City_of_Stewart-_Sworn_Statement_Pursuant.pdf

8. Drug-Free Workplace Certification*

Please download the below documents, complete, and upload.

- Drug_Free_Work_Cert.pdf

City_of_Stewart-_Drug_Free_Workplace.pdf

9. Public Entity Crimes*

Please download the below documents, complete, and upload.

- Public_Entitiy_Crimes_.pdf

City_of_Stewart-_Public_Entity_Crimes.pdf

10. Suspended Vendor List*

City of Stuart, FL will verify that your company name is not on this list:

https://www.dms.myflorida.com/business_operations/state_purchasing/state_agency_resources/vendor_registration_and_vendor_lists/suspended_vendor_list

Please identify your legal company name here:

South East Mowing, LLC

Click to Verify *Value will be copied to clipboard*

11. Scrutinized List of Prohibited Companies List*

City of Stuart, FL will verify that your company name is not on this list:

https://www.dms.myflorida.com/business_operations/state_purchasing/state_agency_resources/vendor_registration_and_vendor_lists/suspended_vendor_list

Please identify your legal company name here:

South East Mowing, LLC
Click to Verify *Value will be copied to clipboard*

12. Do you affirm and represent that you are registered with E-Verify System and are using same, and will continue to use the same as required by Section 448.095, Florida Statute?*

By entering into a contract with the City of Stuart, you areobligated to comply with the provisions of Section 448.095, Fla. Stat., "Employment Eligibility." Further, by your entering into a contract, you affirm and represent that you are registered with the E-Verify system and are using same,and will continue to use same as required by Section 448.095, Fla. Stat.Compliance with Section 448.095, Fla. Stat., includes, but is not limited to,utilization of the E-Verify System to verify the work authorization status of all newly hired employees, and requiring all subcontractors to provide an affidavit attesting that the subcontractor does not employ, contract with, or subcontract with, an unauthorized alien."
E- Verify #836245 Date of Authorization 01/20/2015
Click to Verify *Value will be copied to clipboard*

13. Certificate of Insurance*

Upload your certificate of insurance

City_of_Stewart-_COI.pdf

PRICE TABLES

Line Item	Description	Quantity	Unit of Measure	Unit Cost	Total
1	Process and dispose of yard waste materials in accordance with specifications.	1	Cubic Yard	$9.50	$9.50
TOTAL					**$9.50**

CONTACT INFORMATION

Company Name:	South East Mowing, LLC
Contact Name:	David or Dustin Cooper
Contact Title:	Owner
Contact Phone Number:	4239149649
Contact email:	david@southeastmowingllc.com

PROPOSAL CHECKLIST FORM

All proposals shall be submitted in the format identified. Failure to submit the required documentation in the format identified may cause the proposal to be rejected. This form is to be submitted with proposal package.

1.	Letter of Transmittal	Yes ☑ No ☐
2.	Certifications	Yes ☑ No ☐
3.	Safety Standards Certification	Yes ☑ No ☐
4.	References Form	Yes ☑ No ☐
5.	Schedule of Subcontractors Participation	Yes ☑ No ☐
6.	Sworn Statement Pursuant	Yes ☑ No ☐
7.	Drug-Free Workplace Certificate	Yes ☑ No ☐
8.	Public Entity Crimes	Yes ☑ No ☐
9.	Suspended Vendor List	Yes ☑ No ☐
10.	Scrutinized List of Prohibited Companies	Yes ☑ No ☐
11.	Additional Data is submitted (Optional)	Yes ☑ No ☐
12.	Proof that Firm name is registered with State of Florida	Yes ☑ No ☐
13.	Acknowledgment of addendum & submission with ITB	Yes ☑ No ☐
14.	Submit a copy of all Licenses, Certificates, Registrations, Permits etc.	Yes ☑ No ☐
15.	Submit 10% bond guarantee, if total exceeds $50,000	Yes ☑ No ☐
16.	Submit any data in reference to Contract Performance	Yes ☑ No ☐
17.	Evidence of Insurance	Yes ☑ No ☐

COMPANY NAME: South East Mowing, LLC

City of Stuart

SAFETY STANDARDS CERTIFICATION

The undersigned bidder hereby certifies that he or she has or will thoroughly familiarize him or herself with the contents of the City of Stuart Safety Standards. The Bidder further certifies that he or she either has or will submit a fully executed copy of those same Safety Standards to the City for inclusion in the City's official public record prior to commencing any work on this project.

Signed, Sealed and Witnessed in the Presence of:

DATE: 01/15/2026

FOR: South East Mowing, LLC
(Firm Name)

(Witness)

BY: _____
(Signature)

(Witness)

Owner
(Title)

South East Mowing LLC COMMON SEAL March 16, 2010 Tennessee

_____
(Corporate Attest by Secretary)

(Affix Seal)

Sworn to and subscribed before me this 15 day of January 20 26,
known to me, or identified as Dustin Cooper
in the City of Blountville, County of Sullivan, State of Tennessee.

Signed: April Nickels Notary Public

My Commission Expires: 9/29/2027. (Affix Seal)

APRIL NICKELS STATE OF TENNESSEE NOTARY PUBLIC WASHINGTON COUNTY

City of Stuart

REFERENCE FORM

Provide three (3) satisfactory references within the past five (5) years of similar complexity, nature, and size of this project.

#1 REFERENCE

Company/Entity Name: Pride Contracting			
Address 406 Lilliput Dr.			
City New Bern	State NC	Zip Code 28562	
Contact Name: Eric Wainwright	Title: Superintendent		
Phone No: 252-702-9609	Fax:	Email: eric@prideinc.net	
Date of Service or Contract Period: 06/24 - 07/25	Location Brook Co Ga		
Summary of Services Performed debris grinding & hauling Hurricane Helene	Governmental or Private Gov.		

#2 REFERENCES

Company/Entity Name: SDR -			
Address 109 White Oak Rd			
City Greenville	State SC	Zip Code 29609	
Contact Name: Chris Johnson	Title: Superintendent		
Phone No: 770-547-0951	Fax: 864-469-9642	Email: chris@gosdr.com	
Date of Service or Contract Period: 06/24 - 10/24	Location Georgia - Hurricane Helene		
Summary of Services Performed debris grinding	Governmental or Private Private		

#3 REFERENCES

Company/Entity Name: Bakers Construction			
Address 4533 US-11E N			
City Bluff City	State TN	Zip Code 37618	
Contact Name: Chad Baker	Title: Owner		
Phone No: 423-646-3999	Fax:	Email:	
Date of Service or Contract Period: 08/24 - 10/24	Location Johnson City TN		
Summary of Services Performed grinding & hauling	Governmental or Private Private		

Company Name South East Mowing, LLC

SCHEDULE OF SUBCONTRACTORS PARTICIPATION

If proposers are subcontracting, this information is to be submitted with their submittal response in writing on the attached form or as a separate attachment subcontractor's information as follows; name, address, and type of work to be performed and percentage of work that may be provided by Subcontractor.

Name of Subcontractor: None

Contact Name: _____

Address, City, State, Zip, Phone: _____

_____

Type of Work to be Performed: _____

License No. _____ Percentage of Work ____%

Name of Subcontractor: _____

Contact Name: _____

Address, City, State, Zip, Phone: _____

_____

Type of Work to be Performed: _____

License No. _____ Percentage of Work ____%

Name of Subcontractor: _____

Contact Name: _____

Address, City, State, Zip, Phone: _____

_____

Type of Work to be Performed: _____

License No. _____ Percentage of Work ____%

Company Name _____

City of Stuart

SWORN STATEMENT PURSUANT TO SECTION 287.133 (3) (a), FLORIDA STATUTES, ON PUBLIC ENTITY CRIMES

THIS FORM MUST BE SIGNED AND SWORN TO IN THE PRESENCE OF A NOTARY PUBLIC OR OTHER OFFICIAL AUTHORIZED TO ADMINISTER OATHS.

1. This sworn statement is submitted to CITY OF STUART, MARTIN COUNTY, FLORIDA

   by: Dustin Cooper - Owner

   (print individual's name and title)

   for: South East Mowing, LLC

   (print name of entity submitting sworn statement)

   whose business address is: _____

   and (if applicable) its Federal Employer Identification Number (FEIN) is: 27-2005257

   (If the entity has no FEIN, include the Social Security Number of the individual signing this sworn statement: _____-_____-_____.)

2. I understand that a "public entity crime" as defined in Paragraph 287.133(1)(g), Florida Statutes, means a violation of any state or federal law by a person with respect to and directly related to the transaction of business with any public entity or with an agency or political subdivision of any other state or of the United States, including but not limited to, any bid or contract for goods or services to be provided to any public entity or an agency or political subdivision of any other state or of the United States and involving antitrust, fraud, theft, bribery, collusion, racketeering, conspiracy, or material misrepresentations.

3. I understand that "convicted" or "conviction" as defined in Paragraph 287.133(1)(b), Florida Statutes, means a finding of guilt or a conviction of a public entity crime, with or without an adjudication of guilt, in any federal or state trial court of record relating to charges brought by indictment or information after July 1, 1989, as a result of a jury verdict, non-jury trial, or entry of a plea of guilty or nolo contendere.

4. I understand that an "affiliate" as defined in Paragraph 287.133(1)(a), Florida Statutes, means:
   a. A predecessor or successor of a person convicted of a public entity crime; or
   b. An entity under the control of any natural person who is active in the management of the entity and who has been convicted of a public entity crime. The term "affiliate" includes those officers, directors, executives, partners, shareholders, employees, members, and agents who are active in the management of an affiliate. The ownership by one person of shares constituting a controlling interest in another person, or a pooling of equipment or income among persons when not for fair market value under an arm's length agreement, shall be a prima facie case that one person controls another person. A person who knowingly enters into a joint venture with a person who has been convicted of a public entity crime in Florida during the preceding 36 months shall be considered an affiliate.

5. I understand that a "person" as defined in Paragraph 287.133(1)(e), Florida Statutes, means any natural person or entity organized under the laws of any state or of the United States with the legal power to enter into a binding contract and which bids or applies to bid on contracts for the provision of goods or services let by a public entity, or which otherwise transacts or applies to transact business with a public entity. The

term "person" includes those officers, directors, executives, partners, Shareholders, employees, members, and agents who are active in management of an entity.

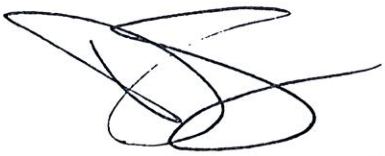
6. Based on information and belief, the statement which I have marked below is true in relations to the entity submitting this sworn statement. (Indicate which statement applies).

☒ Neither the entity submitting this sworn statement, nor any of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity, nor any affiliate of the entity has been charged with ad convicted of a public entity crime subsequent to July 1, 1989.

☐ The entity submitting this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989.

☐ The entity submitting this sworn statement, or one or more of its officers, directors, executives, partners, shareholders, employees, members, or agents who are active in the management of the entity or an affiliate of the entity has been charged with and convicted of a public entity crime subsequent to July 1, 1989. However, there has been a subsequent proceeding before a Hearing Officer of the State of Florida , Division of Administrative Hearings and the final Order entered by the Hearing Officer determined that it was not in the public interest to place the entity submitting this sworn statement on the convicted vendor list (attach a copy of the final order).

I UNDERSTAND THAT THE SUBMISSION OF THIS FORM TO THE CONTRACTING OFFICER FOR THE PUBLIC ENTITY IDENTIFIED IN PARAGRAPH 1 ABOVE IS FOR THAT PUBLIC ENTITY ONLY AND THAT THIS FORM IS VALID THROUGH DECEMBER 31 OF THE CALENDAR YEAR IN WHICH IT IS FILED. I ALSO UNDERSTAND THAT I AM REQUIRED TO INFORM THE PUBLIC ENTITY PRIOR TO ENTERING INTO A CONTRACT IN EXCESS OF THE THRESHOLD AMOUNT PROVIDED IN SECTION 287.017, FLORIDA STATUTES FOR CATEGORY TWO OF ANY CHANGE IN THE INFORMATION CONTAINED IN THIS FORM.

Signature 

Sworn to and subscribed before me this 15th day of January, 20 26.

Personally known ✓ OR Produced Identification _____

April Nickels

Notary Public – State of Florida

Type of Identification Drivers License

My Commission Expires: 9/29/2027

SEAL OR STAMP

APRIL NICKELS
STATE OF TENNESSEE NOTARY PUBLIC
WASHINGTON COUNTY

DRUG-FREE WORKPLACE CERTIFICATION

Whenever two (2) or more bids/proposals, which are equal with respect to price, quality, and service, are received by the City of Stuart for the procurement of commodities or contractual services, a bid/proposal received from a business that certifies that it has implemented a drug-free workplace program shall be given preference in the award process. In order to have a drug-free workplace program, a business shall:

1. Publish a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of controlled substances is prohibited in the workplace and specifying the actions that will be taken against employees for violations of such prohibition.
2. Inform employees about the dangers of drug abuse in the workplace, the business's policy of maintaining a drug-free workplace, any available drug counseling, rehabilitation, and employee assistance programs, and the penalties that may be imposed upon employees for drug abuse violations.
3. Give each employee engaged in providing the commodities or contractual services that are under bid a copy of the statement specified in number (1).
4. In the statement specified in number (1), notify the employees that as a condition for working on the commodities or contractual services that are under bid, the employee will abide by the terms of the statement and will notify the employer of any conviction on or plea of guilty or nolo contendere to any violation of Chapter 893, Florida Statutes or of any controlled substance law of the United States or any singular state, for a violation occurring in the workplace no later than five (5) days after such conviction.
5. Impose a sanction on or require the satisfactory participation in a drug abuse assistance or rehabilitation program if such is available in the employee's community by any employee who is so convicted.
6. Make a good faith effort to continue to maintain a drug-free workplace through implementation of Section 287.087, Florida Statutes.

This Certification is submitted by Dustin Cooper
(Individual's Name)

Of South East Mowing, LLC
(Name of Company)

Who does hereby certify that said Company/Vendor has implemented a drug-free workplace program, which meets the requirements of Section 287.087, Florida Statutes, which are identified in numbers (1) through (6) above.

01/15/2026
Date

Signature

Public Entity Crimes Form
NOTIFICATION OF PUBLIC ENTITY CRIMES LAW

Pursuant to Section 287.133, Florida Statutes, you are hereby notified that a person or affiliate who has been placed on the convicted contractors list following a conviction for a public entity crime may not submit a proposal on a contract to provide any goods or services to a public entity; may not submit a proposal on a contract with a public entity for the construction or repair of a public building or public work; may not submit proposals on leases or real property to a public entity; may not be awarded or perform work as a contractor, supplier, sub-Proposer, or consultant under a contract with any public entity; and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017 [F.S.] for Category Two [$35,000.00] for a period of thirty-six (36) months from the date of being placed on the convicted contractors list.

Acknowledged by:

South East Mowing LLC
Company Name

Signature

Dustin Cooper
Name and title (Print or Type)

01/15/2026
Date

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 12/08/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME: Carrie D. Lee, MLIS, CPIA, CRIS, CBIA, CISR, ACSR	
Assured Partners 16 E Church Ave Roanoke VA 24011	PHONE (A/C, No, Ext): (276) 644-1768	FAX (A/C, No): (888) 872-5496
	E-MAIL ADDRESS: carrie.lee@assuredpartners.com	

INSURED	INSURER(S) AFFORDING COVERAGE	NAIC #
South East Mowing, LLC 1992 Highway 75 Blountville TN 37617	INSURER A: Frankenmuth Insurance	13986
	INSURER B: American Interstate	31895
	INSURER C: Starr Indemnity & Liability	38318
	INSURER D:	
	INSURER E:	
	INSURER F:	

COVERAGES **CERTIFICATE NUMBER:** 25-26 Master COI **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	[X] COMMERCIAL GENERAL LIABILITY [ ] CLAIMS-MADE [X] OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: [ ] POLICY [X] PRO-JECT [ ] LOC [ ] OTHER:	Y		6933038	05/30/2025	05/30/2026	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG [ ]	$ 1,000,000 $ 300,000 $ 10,000 $ 1,000,000 $ 2,000,000 $ 2,000,000 $
A	AUTOMOBILE LIABILITY [X] ANY AUTO [ ] OWNED AUTOS ONLY [ ] SCHEDULED AUTOS [ ] HIRED AUTOS ONLY [ ] NON-OWNED AUTOS ONLY [ ]			6933037	05/30/2025	05/30/2026	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) [ ]	$ 1,000,000 $ $ $ $
A	[X] UMBRELLA LIAB [X] OCCUR [ ] EXCESS LIAB [ ] CLAIMS-MADE [ ] DED [ ] RETENTION $			6933038	05/30/2025	05/30/2026	EACH OCCURRENCE AGGREGATE [ ]	$ 3,000,000 $ $
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y/N [N] If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		AVWCGA3349142025	02/20/2025	02/20/2026	[X] PER STATUTE [ ] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000
C	Inland Marine			ITN100065370924	04/29/2025	04/29/2026	Leased/Rented Equipment Deductible	$500,000 $10,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Re: Contract #47618

Certificate holder is additional insured in regards to General Liability when required by written contract.

CERTIFICATE HOLDER

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Brady L. Tuttle

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INVITATION TO BID

ITB 2026-101

YARD WASTE PROCESSING AND DISPOSAL SERVICES

City of Stuart

121 SW Flagler Avenue

Stuart, FL 34994

RELEASE DATE: December 10, 2025

DEADLINE FOR QUESTIONS: December 30, 2025

RESPONSE DEADLINE: January 15, 2026, 2:00 pm

RESPONSES MUST BE SUBMITTED ELECTRONICALLY TO:

https://secure.procurenow.com/portal/stuartfl

City of Stuart

INVITATION TO BID

Yard Waste Processing and Disposal Services

I. Advertisement .....
II. Introduction .....
III. Instructions to Bidders .....
IV. General Information .....
V. Scope of Work .....
VI. Pricing Proposal .....
VII. Vendor Questionnaire .....

1. Advertisement

CITY OF STUART

ITB 2026-101

Yard Waste Processing and Disposal Services

Advertisement

The City encourages E-Bidding through OpenGov Procurement at https://procurement.opengov.com/portal/stuartfl. Yard Waste Processing and Disposal Services will be received by the City of Stuart at the Procurement Office, 301 SE Ocean Blvd., Suite 303, Stuart, Florida, 34994, until Thursday, January 15, 2026 at 2:00 pm.

If submitting a hard copy, please submit an original, two (2) copies and one (1) electronic copy (PDF format preferred) on a flash drive. It must be submitted in sealed envelopes/packages addressed to Purchasing Division, City of Stuart, and marked "ITB 2026-101, Yard Waste Processing and Disposal Services. Submittals received after that date and time will not be accepted or considered and will be retained in the Procurement Office unopened

A complete bid package can be obtained by contacting the Procurement Office at 772-288-5320, purchasing@ci.stuart.fl.us or from OpenGov Procurement at https://procurement.opengov.com/portal/stuartfl or by calling (800) 711-1712. The City of Stuart is not responsible for the content of any bid package received through any 3rd party bid service or any source.

Mail/Overnight/Hand Deliver Submittal Responses to:

Procurement Office

301 SE Ocean Blvd., Suite 303

Stuart, Florida 34994

Mark outside of envelope: ITB 2026-101, Yard Waste Processing and Disposal Services

Published: Wednesday, December 10, 2025

2. Introduction

2.1. Summary

The City of Stuart is seeking a qualified, experienced contractor to provide processing of vegetative wood waste. Processing of vegetative wood waste shall include the reduction, hauling and disposal of this material. Vegetative wood waste includes tree trimming/cutting, and lawn maintenance materials from commercial and residential customers in accordance with the specifications, terms, and conditions contained in this Invitation to Bid (ITB).

2.2. Contact Information

Holly Vath
Purchasing
121 SW Flagler Avenue
Stuart, FL 34994
Email: hvath@ci.stuart.fl.us
Phone: (772) 288-5320

Department:
730 - Yard Trash

2.3. Timeline

Release Project Date	December 10, 2025
Question Submission Deadline	December 30, 2025, 5:00pm
Proposal Submission Deadline	January 15, 2026, 2:00pm

3. Instructions to Bidders

3.1. Submittal

Each bidder shall furnish the information required on the bid schedule and each accompanying sheet thereof on which he makes an entry. Offers submitted on any other format are subject to disqualification.

The City of Stuart is registered with OpenGov Procurement, you may submit your bid electronically by registering on the City's e-Procurement Portal https://procurement.opengov.com/portal/stuartfl. Otherwise, all bids must be submitted in a sealed envelope plainly marked on the outside with the invitation to bid number, date and time of opening.

If not submitting electronically then an original, two (2) copies and one (1) electronic copy (PDF format preferred) on a flash drive must be submitted in sealed envelopes/packages addressed to Purchasing Division, City of Stuart by the due date and time. Submittals received after that date and time will not be accepted or considered and will be retained in the Procurement Office unopened.

It is the bidder's responsibility to assure that Bids are received in the City of Stuart Procurement Office, 301 SE Ocean Blvd., Suite 303 Stuart, Florida 34994, not later than 2:00 pm, on the day and date shown above. Any received after this date and time will not be accepted or considered and will be returned unopened to the bidder. No telegraphic or facsimile offers will be considered.

3.2. City Representative

Bidders are requested not to contact the City Commission, requesting/evaluating Departments or Divisions from the time of the issuance of the solicitation or advertisement until such time as the agency provides notice of an intended decision or until thirty (30) days after opening 'the bids, whichever is earlier. Any questions from bidders or evaluating Departments or Divisions will be answered through the Procurement Division.

Holly Vath

Purchasing

hvath@ci.stuart.fl.us

(772) 288-5320

3.3. Bid Opening

Bids will be opened and read aloud via Teams you may join by logging into:

Microsoft Teams

Join the meeting now

Meeting ID: 294 956 646 568 5

Passcode: Az6EF7ok

Dial in by phone

+1 872-242-8065,,207023953# United States, Chicago

Phone conference ID: 207 023 953#

3.4. Withdrawal of Bids

Bids may not be withdrawn for a period of 30 days after the public opening date.

3.5. Protest

Any actual or prospective bidder who protests the reasonableness, necessity or competitiveness of the terms and/or conditions of the invitation to bid, selection or award recommendation shall file such protest in accordance with section 20 of the Procurement Manual, which can be found on the City of Stuart webpage.

3.6. Questions and Answers

The City will not respond to oral inquiries. Bidders shall submit all inquiries regarding this bid via the City's e-Procurement Portal, located at https://secure.procurenow.com/portal/stuartfl. Please note the deadline for submitting inquiries. All answers to inquiries will be posted on the City's e-Procurement Portal. Bidders may also click "Follow" on this bid to receive an email notification when answers are posted. It is the responsibility of the bidder to check the website for answers to inquiries.

All proposers are expected to carefully examine the proposal documents. Any ambiguities or inconsistencies should be brought to the attention of the City through written communication with the City prior to opening of the proposals.

Respondents may not contact any, City employee or City elected official during this solicitation process. All questions or requests for clarification must be routed through the e-procurement portal.

3.7. Addenda

https://procurement.opengov.com/portal/stuartflo register for an account via the City's e-Procurement Portal hosted by OpenGov Procurement. Once bidder has completed registration, you will receive addenda notifications to your email by clicking "Follow" on this project. Ultimately, it is sole responsibility of each bidder to periodically check the site for any addenda at https://secure.procurenow.com/portal/stuartfl.

3.8. Delivery

Product delivery shall be a factor in award. Failure to perform within delivery deadline(s) set forth in the specifications or any other contract document shall constitute default.

Goods, services, supplies or equipment covered in the specifications shall be delivered F.O.B. Destination.

3.9. Right to Reject

The City reserves the right to reject any or all bids, without recourse, to waive technicalities or to accept the bid which in its sole judgment best serves the interest of the City. Cost of submittal of this bid is considered an operational cost of the bidder and shall not be passed on to or be borne by the City.

3.10. Miscellaneous

https://procurement.opengov.com/portal/stuartflthe terms and conditions of this solicitation.

Please check your prices before submitting your bid, as no change in prices will be allowed after the opening. All prices and notations must be in ink or typewritten. Be sure your bid is signed.

All items quoted must be in compliance with the specifications. Alternate bids will not be considered unless they are specifically called for in this solicitation.

The City may accept any item or group of items on any bid unless the offeror qualifies his bid by specific limitations.

Bidders are expected to examine the specifications, delivery schedule, bid prices, extensions and all instructions pertaining to supplies and services. In the event of extension error(s), the unit price will prevail and the Bidder's total offer will be corrected accordingly. In the event of addition errors, the extended totals will prevail and the Bidder's total will be corrected accordingly. Bids having erasures or corrections must be initialed in ink by the Bidder.

Bids may be received up to but not later than Thursday, January 15, 2026 at 2:00 pm via the City's e-Procurement Portal located at https://secure.procurenow.com/portal/stuartfl. The City's e-Procurement Portal Clock is the official clock for the determination of all deadline dates and times. Without exception, responses will not be accepted after the submission deadline regardless of any technical difficulties such as poor internet connections. The City of Stuart strongly recommends completing your response well ahead of the deadline.

Failure to comply with these instructions may result in disqualification of your bid.

4. General Information

4.1. Delays

The City may delay scheduled due dates, if it is to the advantage of the City to do so. The City will notify bidders of all changes in scheduled due dates by written addenda submitted to the City.

4.2. Qualification Submission and Withdrawal

The City will receive all proposals at the following addresses:

The City prefers electronic submission of bids and proposals. Please submit electronic responses via the City e-Procurement Portal https://procurement.opengov.com/portal/stuartfl. By way of the e-Procurement Portal, responses will be locked and digitally encrypted until the submission deadline passes.

If you would like to submit a paper copy please submit at the following address:

Stuart City Hall

Procurement Office

301 SE Ocean Blvd., Suite 303

Stuart, Florida 34994

To facilitate processing, please mark the outside of the envelope as follows: ITB 2026-101 **"Yard Waste Processing and Disposal Services"** The envelope shall also include the bidder's return address.

If not submitting electronically, respondents must submit one (1) original and two (2) copies of the proposal submittal with each marked "**COPY**", and **one (1) electronic copy (PDF format preferred) on a flash drive** in a sealed envelope marked as noted above. A bidder may submit the proposal by personal delivery, mail, or express shipping service.

THE CITY MUST RECEIVE ALL BIDS BY

2:00 pm **ON** Thursday, January 15, 2026

Due to the irregularity of mail service, the City cautions bidders to assure actual delivery of mailed or hand-delivered proposals directly to the City's Procurement Office, as specified above, prior to the deadline set for receiving proposals. Telephone confirmation of timely receipt of the proposal may be made by calling (772) 288-5320, before proposal closing time. A proposal received by the City Procurement Office after the established deadline will be retained unopened.

Bidders may withdraw their proposal submissions by notifying the City in writing at any time prior to the deadline for proposal submittal. Bidders may withdraw their submissions in person or by an authorized representative. Bidders and authorized representatives must provide the letter of withdrawal, picture identification, proof of authorization (in the case of authorized representatives) and provide the City with a signed receipt for the withdrawn proposal. After the deadline, proposals once opened, become a

public record of the City and are subject to the provisions of the Florida Public Records Law. As such they are subject to public disclosure in accordance with Chapter 119, Florida Statutes.

4.3. Addenda

https://procurement.opengov.com/portal/stuartfl register for an account via the City's e-Procurement Portal hosted by ProcureNow. Once bidder has completed registration, you will receive addenda notifications to your email by clicking "Follow" on this project. Ultimately, it is sole responsibility of each bidder to periodically check the site for any addenda at https://secure.procurenow.com/portal/stuartfl

4.4. Equal Opportunity

The City recognizes fair and open competition as a basic tenet of public procurement and encourages participation by minority and women owned business enterprises.

4.5. Insurance

Proof of the following insurance will be furnished by the successful bidder by certificate of insurance, which name the City of Stuart its offices, board members, employees, and agents as additional insured on general liability & automobile liability insurance policies. The policies must be specifically endorsed to grant the City the same notification rights that it provides to the first named insured as respects cancellation and nonrenewal. The City by and through risk management department and in cooperation with the contracting department, reserves the rights to review, modify reject or accept any required policies of insurance, including limits, coverages, or endorsements, herein from time to time throughout the term of this contract. All insurance carriers must have an AM Best rating of at least A-VII or better. When a self-insured retention or deductible exceeds $5,000, the City reserves the right, but not obligation, to review and request or audited financial statement.

All contractors, including any independent contractors and subcontractors utilized must comply with the following insurance requirements:

Loss Deductible Clause: The City shall be exempt from, and in no way liable for, any sums of money which may represent a deductible in any insurance policy. The payment of such deductible shall be the sole responsibility of the professional and/or subcontractor providing such insurance.

Workers' Compensation: with limits equal to Florida statutory requirements. Employers' liability must include limits of at least $100,000 each accident, $100,000 each disease/employee, $500,000 each disease/maximum. A waiver of subrogation must be provided. Coverage should apply on a primary basis. Should scope of work performed by contractor qualify its employee for benefits under federal workers compensation statute (example, U.S. Longshore & Harbor Workers Act or Merchant Marine act), proof of appropriate federal act coverage must be provided.

If the contractor maintains higher limits than the minimums shown above, the City of Stuart requires and shall be entitled to coverage for the higher limits maintained by the contractor.

Any insurance provided which does not meet the above requirements will not be deemed acceptable under the terms of this contract unless accepted in writing by the City's Risk Management department.

Commercial General Liability: insurance, Occurrence Form – ISO CG 0001 or equivalent, including Contractual Liability, to cover the hold harmless agreement set forth herein, with limits of not less than:

A. Each occurrence $2,000,000

B. Personal/advertising injury $1,000,000

C. Products/completed operations aggregate $3,000,000

D. General aggregate $10,000,00

E. Fire damage $100,000 Any 1 fire

F. Medical expense $10,000 Any 1 person

An additional insured endorsement must be attached to the certificate of insurance and must include coverage for completed operations (ISO forms CG2010 & CG2037) under the General Liability policy. Products & Completed Operations coverage to be provided for a minimum of 10 years date of possession by owner or completion of contract. Coverage is to be written on an occurrence form basis and shall apply as primary and non-contributory. A per project aggregate limit endorsement should be attached. Defense costs are to be in addition to the limit of liability. A waiver of subrogation is to be provided in favor of the City of Stuart. Policy shall contain no exclusion for third party action-over claims (injury to subcontract workers). If applicable, there shall be no exclusion for EIFS. Coverage should extend to independent contractors and fellow employees. Contractual liability is to be included. Any cross-liability exclusion should not extend to Additional Insured's.

Any subcontractors or independent contractors utilized must list the City of Stuart as additional insured including completed operations (ISO Forms CG 2038 & CG 2037).

Business Auto Liability: Must cover any auto (all owned, hired, and non-owned autos) with limits of not less than $1,000,000 per accident. In the event bidder does not own any automobiles, the City of Stuart will accept proof of hired and non-owned auto liability only. Certificate holder must be listed as additional insured. A waiver of subrogation must be provided. Coverage should apply on a primary basis.

Insurance Requirements:– Fifteen (15) days prior to the commencement of any Work under the Contract Documents, a certificate of insurance shall be provided to the City of Stuart for review and approval. The certificate shall provide that: (a) City of Stuart as Owner and named as an additional insured on the commercial general liability, auto liability, and Contractor's Builders' Risk "All Risk" insurance policies; (b) the Contractor's insurance coverage shall be primary; and (c) City of Stuart as Owner and will be given thirty (30) days' notice prior to cancellation or modification of any required insurance and such notice shall be in writing by registered mail, return receipt requested and addressed to the City of Stuart. The Contractor shall be responsible to ensure that all subcontractors comply with all insurance requirements of the Contract Documents.

All coverage shall be maintained without interruption from the date of commencement of the Work and remain in effect at least until final payment and at all times thereafter when Contractor may be correcting, removing, or replacing defective Work in accordance with Paragraph 13.07 of the General Conditions. In addition, with respect to completed operations insurance, and any insurance coverage written on a claims-made basis, such insurance shall remain in effect for at least two years after final

payment. Contractor shall furnish Owner and Engineer with evidence satisfactory to Owner of the continuation of such insurance at final payment and again one year thereafter, so that Owner is assured of such continuing coverage.

All insurers must be authorized to do business in Florida and have a Best Key Rating of A- VII.

Certificates of Insurance: The Proposer, upon notice of award, will furnish Certificate of Insurance Forms. These shall be completed by the authorized Resident Agent and returned to the Purchasing Office. This certificate shall be dated and show:

A. The name of the insured contractor, the specified job by name and job number, the name of insurer, the number of the policy, its effective date, and its termination date.

B. Statement that the Insurer will mail notice to the City at least thirty (30) days prior to any material changes in provisions or cancellation of the policy.

C. The City of Stuart and Consultant is to be specifically included as an ADDITIONAL INSURED on General Liability Insurance, Business Automobile Liability Insurance, and Contractor's Builders Risk "All Risk" insurance policies.

D. The City of Stuart shall be named as Certificate Holder. Please Note that the Certificate Holder should read as follows:

    1. City of Stuart 121S.W. Flagler Avenue Stuart, FL 34994

E. No City Division, Department, or individual name should appear on the certificate. NO OTHER FORMAT WILL BE ACCEPTABLE.

F. The "Acord" certification of insurance form should be used.

4.6. Public Entity Crimes

A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit proposals or contract with the City for construction of a public building or public works; may not submit bids for leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor, or consultant under a contract with any public entity; and may not transact business with any public entity in excess of the threshold amount provided for in s. 287 for CATEGORY TWO for a period of 36 months from the date being placed on the convicted vendor list. Questions regarding this statement should be directed to the State of Florida, Bureau of State Procurement (850) 488-8440.

4.7. Suspended Vendor

http://dms.myflorida.com/business_operations/state_purchasing/vendor_information or List will not be considered for award. The Suspended Vendor List is available on the State's website at:

http://dms.myflorida.com/business_operations/state_purchasing/vendor_information

4.8. Assignment & Subcontracting

The successful bidder will not be permitted to assign its contract with the City without obtaining prior written approval of the City of Stuart. If a vendor subcontracts any portion of a contract for any reason, the bidder must include, in writing the name and address of the Subcontractor. Name of the person to be contacted, include telephone number and extent of work to be performed. This information is to be submitted with bid response. If vendor should need to change subcontractor information, changes are subject to the approval by the City. The City reserves the right to reject a proposal of any bidder if the proposal names a subcontractor who has previously failed in the proper performance of an award or failed to deliver on time contract of a similar nature, or who is not in a position to perform properly under this award.

4.9. Public Records

Bids become "public records" and shall be subject to public disclosure consistent with Chapter 119.07 Florida Statutes. Document files may be examined, during normal working hours by appointment. Requested information in this ITB will not be considered confidential and/or proprietary.

PUBLIC RECORDS LAW: Public Records Relating to Compliance, Request for Records; Noncompliance, & Civil Action

Note: If the Contractor has questions regarding the application of Chapter 119, Florida Statutes, to the Contractor's duty to provide public records relating to this contract, contact the office of the City Clerk as the custodian of Public Records for the City of Stuart, and all the respective departments at cityclerk@ci.stuart.fl.us, City of Stuart, City Clerk 121 SW Flagler Avenue, Stuart, Fl. 34994 per F.S. 119.12.

In compliance with F.S. 119.0701 the Contractor shall:

A. Keep and maintain public records required by the public agency to perform the service.

B. Upon request from the public agency's custodian of public records, provide the public agency with a copy of the requested records or allow the records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in this chapter or as otherwise provided by law.

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

D. Upon completion of the contract, transfer, at no cost, to the public agency all public records in possession of the contractor or keep and maintain public records required by the public agency to perform the service. If the contractor transfers all public records to the public agency upon completion of the contract, the contractor shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the

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

A request to inspect or copy public records relating to a public agency's contract for services must be made directly to the public agency. If the public agency does not possess the requested records, the public agency shall immediately notify the contractor of the request, and the contractor must provide the records to the public agency or allow the records to be inspected or copied within a reasonable time.

If a contractor does not comply with the public agency's request for records, the public agency shall enforce the contract provisions in accordance with the contract.

A contractor who fails to provide the public records to the public agency within a reasonable time may be subject to penalties under F.S. 119.10.

If a civil action is filed against a contractor to compel production of public records relating to a public agency's contract for services, the court shall assess and award against the contractor the reasonable costs of enforcement, including reasonable attorney fees, if:

A. The court determines that the contractor unlawfully refused to comply with the public records request within a reasonable time; and

B. At least 8 business days before filing the action, the plaintiff provided written notice of the public records request, including a statement that the contractor has not complied with the request, to the public agency and to the contractor.

A notice complies with subparagraph 2 above, if it is sent to the public agency's custodian of public records and to the contractor at the contractor's address listed on its contract with the public agency or to the contractor's registered agent. Such notices must be sent by common carrier delivery service or by registered, Global Express Guaranteed, or certified mail, with postage or shipping paid by the sender and with evidence of delivery, which may be in an electronic format.

A contractor who complies with a public records request within eight (8) business days after the notice is sent is not liable for the reasonable costs of enforcement.

4.10. Business Registration

Bidders seeking to do business with Martin County (that fall under the categories listed below) shall, before award of contract, be registered, or shall have applied for registration, with the Florida Department of State, Division of Corporations in accordance with the provisions of Chapter 607 and/or 620, Florida Statutes (https://dos.myflorida.com/sunbiz/): • Corporations [foreign or domestic]

• Limited Liability Companies (LLC)

• Non-profits

• Partnerships

Doing Business As [DBA] - If the Bidder's name stands apart from the owner's or partners' personal legal name, or the officially registered name of an LLC or corporation, the Bidder, before award of contract, shall be registered as a fictitious name with the Florida Division of Corporations in accordance with the provisions of Chapter 865, Florida Statutes. The above requirements are also applicable to all subcontractors proposed in the bid submittal.

4.11. Licenses

Bidders shall, at the time of submitting a bid in response to this solicitation, be licensed by the appropriate federal, state and local regulatory agencies as it relates to Bidders' profession or business. Bidder shall provide proof of certification and/or registration as a Contractor by the State of Florida applicable to the work required in the solicitation.

The above requirements are also applicable to all subcontractors proposed in the bid submittal.

4.12. Business Tax Receipt

Bidder shall comply with Business Tax Receipt requirements for their business location. A copy of the business tax receipt or proof of exemption shall be submitted prior to awarding the bid.

4.13. Other Governmental Entities

When there is sufficient capacity or quantities available, awarded bidder may provide to other governmental agencies, so requesting, the products or services awarded in accordance with the terms, conditions, and prices of the bid and resulting contract. Prices shall be F.O.B. Destination to the requesting agency. Each governmental entity allowed to use this contract shall do so independent of any other governmental entity.

4.14. Contract Amendment

The City reserves the right to delete, add or revise locations under this proposal at any time during the contract term when and where deemed necessary. If any locations are added or deleted from the contract, the rate quoted shall be used to determine the adjusted contract price.

4.15. Non Exclusive Contract

CONTRACTOR agrees and understands that the contract shall not be construed as an exclusive arrangement and further agrees that the City may, at any time, secure similar or identical services at its sole option.

4.16. Estimated Quantities

It shall be understood and agreed that quantities designated herein are estimated only and may be increased or decreased in accordance with the actual requirements of the City. The City may require modifications and changes to this contract, as it relates to quantities, areas, frequency of services and specified services. The Contractor shall provide the City with the cost for such additional services. All rates shall be in accordance with the unit cost structure submitted by the contractor and accepted by the City.

4.17. Default

In the event that the Contractor cannot respond adequately to the needs of the City by reason of equipment failure or any other reason, the Contractor shall advise the City, as soon as possible, and further advise as to the length of said inability. The City may then consider said inability to be a breach of this Contract and may undertake the necessary work through its own services or those of another Contractor. The City shall have the right to deduct the cost incurred in having to provide said services from the payments to be made to the Contractor under this Contract.

4.18. Background Information

As part of the evaluation process, the City reserves the right, to require a Bidder to submit such evidence of his/her qualifications as it may deem necessary, and may consider any evidence available to it as to the qualifications and abilities of the Bidder, including past performance (experience) with the City by the Bidder or any of their Owners.

4.19. Competency of Respondents

Proposals will be considered only from firms which are regularly engaged in the business of providing the goods and/or services as described in this ITB and who can provide evidence that they have established a satisfactory record of performance to insure that they can satisfactorily execute the services under the terms and conditions stated herein. The term "equipment and organization" as used herein shall be construed to mean a fully equipped and well established company in line with the best business practices in the industry and as determined by the proper authorities of the City.

4.20. Extra Work

The City may, at any time by a written order and without notice to the sureties, require the performance of such extra work as it may find necessary or desirable arising out of the modification of the specification or plans. An order for extra work shall be valid only by an executed change order. All work so ordered must be performed by the Contractor. The amount of compensation to be paid to the Contractor for any work so ordered shall be determined as follows:

A. By such applicable unit prices, if any, as are set forth in the contract; or

B. If no such unit prices are so set forth, then by a lump sum or other unit prices mutually agreed upon by the City and the Contractor; or

C. If no such unit prices are so set forth in the contract and if the parties cannot agree upon a lump sum or other unit prices, then by the actual net cost in money to the Contractor of the extra work performed and the cost shall be determined as follows:

1) For all labor and foreman in direct charge of the authorized operations, the Contractor shall receive the current local rate of wages to be agreed upon in writing before starting such work, for each hour said labor and foreman are actually engaged thereon, to which shall be added an amount equal to 15 per cent of the sum thereof which shall be considered and accepted as full compensation for general supervision and the furnishing of small tools and miscellaneous equipment used, such as picks, shovels, hand pumps, and similar items.

2) For all materials used, the Contractor shall receive the actual cost of such materials delivered at he site and previously approved delivery point as established by original receipted bills. No percentage shall be added to this cost.

3) For special equipment and machinery such as power-driven pumps, concrete mixers, trucks, and tractors, or other equipment, required for the economic performance of the authorized work, the Contractor shall receive payment based on the agreed rental price for each item of equipment and the actual time of its use on the work. No percentage shall be added to this sum.

4) The Contractor's profit shall be computed by taking 10% of the sum of Items 1 and 2. The total cost of performing this extra work shall be the sum of Items 1, 2, 3, and 4.

Records of extra work done, if any, shall be reviewed at the end of each day by the Contractor or his representative and the Engineer, duplicate copies of accepted records made and signed by both the Contractor or his representative and the Engineer, and one copy retained by each.

Claim for payment for extra work shall be submitted by the Contractor upon certified statement supported by receipted bills.

Such statements shall be submitted for the current contract payment for the month in which the work was done. No claim for extra work shall be allowed unless the same was ordered, in writing, as aforesaid and the claim presented at the time of the first estimate after the work is completed.

4.21. Payment & Performance Bonds

The successful bidder, when awarded a contract, will be required to furnish payment and performance bonds with a carrier duly licensed and authorized to do business in the State of Florida, equal to one hundred percent (100%) of the total amount of the contract to assure faithful performance and timely payments to all persons providing labor, materials or supplies used in the performance of the work.

4.22. Permits

The Contractor is responsible for applying for and obtaining any and all required building, demolition or excavation permits required by any municipality or county having jurisdiction over the conduct of the work being pursued (to include the City of Stuart and Martin County). The Contractor should take every precaution that he is aware of the cost of all required permit fees and should include those costs in his bid in the appropriate item.

4.23. Liquidated Damages

The Contractor shall pay to the party of the first part, as damages for non-completion of the work within the time stipulated for its completion, one hundred dollars ($100.00) for each and every day for the first thirty (30) days and five hundred dollars ($500.00) for each and every day thereafter, which may exceed the stipulated time for its completion, is hereby agreed upon, fixed and determined by the parties hereto as liquidated damages that the party of the first part will suffer by reason of such default and not by way of penalty.

The party of the first part is hereby authorized to deduct the said sum (as specified above) from the moneys which may be due or become due said Contractor for the work under this contract, or as much thereof as the Owner may, at its own option, deem just and reasonable.

4.24. Suspension of Work Due to Weather

During inclement weather, all work which might be damaged or rendered inferior by such weather conditions shall be suspended. The orders and decisions of the Public Works Director as to suspension shall be final and binding. During the suspension of the work for any cause, it must be suitably covered and protected so as to preserve it from injury by the weather or otherwise. If the Utilities and Engineering Director shall so direct, the rubbish and surplus material shall be removed.

The Contractor shall not be entitled to any extension of time for delays resulting from weather unless the Contractor has requested, in writing, to the City by 11 am the day of the weather delay. If the Owner or Utilities and Engineering Director orders the suspension of work due to inclement weather, the Contractor shall receive an extension of time for the full period when such suspension is in effect until the suspension is lifted by the Owner.

5. Scope of Work

5.1. PURPOSE

The City of Stuart is seeking a qualified, experienced contractor to provide processing of vegetative wood waste. Processing of vegetative wood waste shall include the reduction, hauling and disposal of this material. Vegetative wood waste includes tree trimming/cutting, and lawn maintenance materials from commercial and residential customers in accordance with the specifications, terms, and conditions contained in this Invitation to Bid (ITB).

5.2. SITE INSPECTION

A. It is the bidder's responsibility to become fully informed as to the nature and extent of the work required and its relation to any other work in the area, including possible interference from other site activities.

B. The contractor is to verify to his own satisfaction the figures appearing in these specifications. After award, no extra charge or compensation will be allowed by the City as a result of differences between actual materials and labor, unless by reason of unforeseeable causes beyond his control and without fault or negligence, including, but not restricted to acts of God or neglect of any other contractor.

5.3. EQUIPMENT

Equipment to be utilized by the successful bidder to perform, as detailed herein must be approved by the Utilities and Engineering Director; or his designee. The contractor specifically agrees to remove and replace any equipment judged by the City to be poorly operating excessively noisy or dirty or in any other meaningful way disturbing to the public welfare.

5.4. INSPECTION AND DIRECTION

The work will be conducted under the general direction of the Utilities and Engineering Director or designee, and is subject to inspection to insure compliance with the terms of the bid. The Utilities and Engineering Director or designee will make final inspection of the work covered by this contract when it is completed and finished in all respect in accordance with specifications and must be approved before payment is made. The contractor will notify the City upon completion of replacement, repair or maintenance and the City agrees to provide inspection of the reported work within two (2) working days following the report of work completion. Any work found to be unsatisfactory by the City shall be reported to the contractor within that same period. The contractor agrees to finish all work to the satisfaction of the City, at no additional cost, prior to receiving payment for such work.

5.5. INVOICING AND PAYMENT

The City requires a firm price for each contract period. Invoices will be checked to confirm compliance with quoted pricing. Failure to hold prices firm through each contract term will be grounds for contract termination. Payment will be made upon completion and acceptance of the work, net 30 days.

5.6. BUSINESS OPERATIONS

A. Hours of Operation: Unless otherwise directed by the Utilities and Engineering Director; or his designee, the successful Contractor(s) shall insure that the following schedule is adhered to and services as required must be scheduled to insure that all work occurs between the hours of 7:00 AM and 5:00 PM; All work performed outside of hours of operation must be approved in advanced by an authorized representative of the City.

B. Inclement Weather Conditions: Upon approval by the Utilities and Engineering Director or designee, the Contractor may cease operations of services during inclement weather conditions.

C. Observed Holidays New Year's Day, Martin Luther King Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day & Day After, Christmas Eve & Day.

5.7. PUBLIC SAFETY AND CONVENIENCE

In the Contractor's use of streets and parking lots for the work to be done under these specifications, he/she shall conform to all Municipal, County, State and federal laws and regulations as applicable. The Contractor shall at all times so conduct his/her work so as to ensure the least possible obstruction to normal pedestrian and vehicular traffic including access to all public and private properties during all stages of work, and inconvenience to the general public and the residents in the vicinity of the work, and to ensure the protection of persons and property, in a manner satisfactory to the Utilities and Engineering Director or appointed designee. There shall be no obstruction of the travel lanes between the hours of 7:00-9:00 am and 4:00-6:00 pm without approval from the Utilities and Engineering Director or designee.

5.8. PROTECTION OF PROPERTY

The Contractor shall provide all signs, barricades, and/or flashing lights, and take all necessary precautions to protect buildings and personnel. All work shall be complete in every respect and accomplished in a satisfactory, workmanlike manner. The Contractor shall at all times guard against damage or loss to the property of the City of Stuart, including but not limited to safeguard sidewalks, curbing, road surfaces and motor vehicles on or around all job sites. Damage to public or private property shall be the responsibility of the Contractor and shall be held responsible for replacing or repairing any such loss or damage at the expense of the Contractor. The City of Stuart may withhold payment or make such deductions, as deemed necessary, to ensure reimbursement or replacement for loss or damage to property through negligence of the successful bidder or their agents.

5.9. TIME OF STARTING WORK

The work embraced in this contract shall be actively begun within ten days after notice has been given by the Utilities and Engineering Director or Owner to commence construction. The work shall be carried on regularly and uninterruptedly with sufficient force to ensure its completion within the time specified in the bid. Days when weather conditions prevent the continuance of the work shall not be charged against the contract time. Failure to do so shall render the Contractor liable to the City of Stuart in the amount of one hundred dollars ($100.00) as liquidated damages for each and every day's delay in commencing work. For reasons satisfactory to the Owner, said Owner may, at its own option, waive any claims on the Contractor for damages here referred to. The Contractor shall be responsible for the

protection of property in the areas in the adjacent vicinity of the project(s); and for the protection of his own equipment, supplies, materials and work, against any damage resulting from the elements (such as flooding, rainstorms, wind damage, or other acts of God) or vandalism.

5.10. ACCESSIBILITY STANDARDS

In respect to the supply and/or installation of the services and/or items as outlined under this bid/contract; the Bidder/Contractor certifies that the work will be done or the item provided is in compliance with the applicable ADA Standards and/or in compliance with the Florida Accessibility Code for Building Construction. All applicable shop drawings will be submitted for review to ensure that the product or the work as required by this bid is in compliance with the applicable ADA Standards and/or in compliance with the Florida Accessibility Code for Building Construction.

5.11. SUSPENSION OF WORK DUE TO WEATHER

During inclement weather, all work which might be damaged or rendered inferior by such weather conditions shall be suspended. The orders and decisions of the Utilities and Engineering Director as to suspension shall be final and binding. During the suspension of the work for any cause, it must be suitably covered and protected so as to preserve it from injury by the weather or otherwise. If the Engineer shall so direct, the rubbish and surplus material shall be removed.

The Contractor shall not be entitled to any extension of time for delays resulting from weather unless the Contractor has requested, in writing, to the City by 11 am the day of the weather delay. If the Utilities and Engineering Director or Owner orders the suspension of work due to inclement weather, the Contractor shall receive an extension of time for the full period when such suspension is in effect until the suspension is lifted by the Utilities and Engineering Director or Owner

5.12. CONTRACTOR'S UNDERSTANDING

The party of the second part hereby admits and agrees that he has carefully read and considered the instructions to bidders herewith, and that he has made his proposal and hereby makes this Contract with full knowledge and acquiescence therein.

5.13. SUBCONTRACTOR

The Contractor shall not sublet the whole or any part of the work without the written consent and approval of the Procurement & Contracting Services Manager. Within ten (10) days after official notification of starting date, the Contractor must submit in writing, to the Procurement Manager, a list of all subcontractors. No work shall be done by any subcontractor until such subcontractor has been officially approved by the Procurement Coordinator. A subcontractor not appearing on original list will not be approved without written request submitted to the Procurement Coordinator and approved by the Owner. In all cases, the Contractor shall give his personal attention to the work of the subcontractors and the subcontractor is liable to be discharged by the Engineer for neglect of duty, incompetence or misconduct.

6. Pricing Proposal

Line Item	Description	Quantity	Unit of Measure	Unit Cost	Total
1	Process and dispose of yard waste materials in accordance with specifications.	1	Cubic Yard		
TOTAL					

7. Vendor Questionnaire

7.1. Contact Information

Please download the below documents, complete, and upload.

- Contact_Information.pdf

7.2. Proposal Checklist

Please download the below documents, complete, and upload.

- Checklist.pdf

7.3. Certification*

The Respondent certifies that as a condition of bidding he will hold good his proposal prices for a minimum period of ninety (90) calendar days from the date proposals are opened.

The undersigned Respondent hereby certifies that the terms and conditions, including but not limited to, the scope of work have not been altered or modified in any manner. Any modification to this solicitation by the proposer will result in Proposer's response being found non-responsive and thereby disqualified.

The undersigned Respondent hereby certifies that he has received all the Addenda listed below and has incorporated them into his proposal listed herein. Failure to acknowledge any and all addenda may render the proposal non-responsive, and no further evaluation of the proposal will occur.

I do herby confirm the above information as valid and true:

☐ Please confirm

*Response required

7.4. Safety Standards Certification*

Please download the below documents, complete and have notarized. An online notarization option will be provided for you when responding.

- Safety_Standards_Certificat...

*Response required

7.5. References Form*

Please download the below documents, complete, and upload.

- Refernces_Form.pdf

*Response required

7.6. Schedule of Subcontractors Participation *

Please download the below documents, complete, and upload.

- Schedule_of_Subcontractors_...

*Response required

7.7. Sworn Statement Pursuant to Section 287.133(3)(a)*

Please download the below documents, complete and have notarized. An online notarization option will be provided for you when responding.

- Sworn_Statement_Pursuant_to...

*Response required

7.8. Drug-Free Workplace Certification*

Please download the below documents, complete, and upload.

- Drug_Free_Work_Cert.pdf

*Response required

7.9. Public Entity Crimes*

Please download the below documents, complete, and upload.

- Public_Entitiy_Crimes_.pdf

*Response required

7.10. Suspended Vendor List*

City of Stuart, FL will verify that your company name is not on this list:

https://www.dms.myflorida.com/business_operations/state_purchasing/state_agency_resources/vendor_registration_and_vendor_lists/suspended_vendor_list

Please identify your legal company name here:

*Response required

7.11. Scrutinized List of Prohibited Companies List*

City of Stuart, FL will verify that your company name is not on this list:

https://www.dms.myflorida.com/business_operations/state_purchasing/state_agency_resources/vendor_registration_and_vendor_lists/suspended_vendor_list

Please identify your legal company name here:

*Response required

7.12. Do you affirm and represent that you are registered with E-Verify System and are using same, and will continue to use the same as required by Section 448.095, Florida Statute?*

By entering into a contract with the City of Stuart, you areobligated to comply with the provisions of Section 448.095, Fla. Stat., "Employment Eligibility." Further, by your entering into a contract, you affirm and represent that you are registered with the E-Verify system and are

using same,and will continue to use same as required by Section 448.095, Fla. Stat.Compliance with Section 448.095, Fla. Stat., includes, but is not limited to,utilization of the E-Verify System to verify the work authorization status of all newly hired employees, and requiring all subcontractors to provide an affidavit attesting that the subcontractor does not employ, contract with, or subcontract with, an unauthorized alien."
*Response required

7.13. Certificate of Insurance*

Upload your certificate of insurance

*Response required

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 02/06/2026

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Assured Partners 16 E Church Ave Roanoke VA 24011	**CONTACT NAME:** Carrie D. Lee, MLIS, CPIA, CRIS, CBIA, CISR, ACSR **PHONE (A/C, No, Ext):** (276) 644-1768 **FAX (A/C, No):** (888) 872-5496 **E-MAIL ADDRESS:** carrie.lee@assuredpartners.com
INSURED South East Mowing, LLC 1992 Highway 75 Blountville TN 37617	**INSURER(S) AFFORDING COVERAGE** / **NAIC #** **INSURER A:** Frankenmuth Insurance 13986 **INSURER B:** American Interstate 31895 **INSURER C:** Starr Indemnity & Liability 38318 **INSURER D:** **INSURER E:** **INSURER F:**

COVERAGES **CERTIFICATE NUMBER:** 25-26 Master COI **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	[X] COMMERCIAL GENERAL LIABILITY [ ] CLAIMS-MADE [X] OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: [ ] POLICY [X] PRO-JECT [ ] LOC [ ] OTHER:			6933038	05/30/2025	05/30/2026	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG 	$ 1,000,000 $ 300,000 $ 10,000 $ 1,000,000 $ 2,000,000 $ 2,000,000 $
A	AUTOMOBILE LIABILITY [X] ANY AUTO [ ] OWNED AUTOS ONLY [ ] SCHEDULED AUTOS [ ] HIRED AUTOS ONLY [ ] NON-OWNED AUTOS ONLY			6933037	05/30/2025	05/30/2026	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) 	$ 1,000,000 $ $ $ $
A	[X] UMBRELLA LIAB [X] OCCUR [ ] EXCESS LIAB [ ] CLAIMS-MADE [ ] DED [ ] RETENTION $			6933038	05/30/2025	05/30/2026	EACH OCCURRENCE AGGREGATE 	$ 3,000,000 $ $
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y / N [N] If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		AVWCGA3349142025	02/20/2025	02/20/2026	[X] PER STATUTE [ ] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000
C	Inland Marine			ITN100065370924	04/29/2025	04/29/2026	Leased/Rented Equipment Deductible	 $500,000 $10,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER

City of Stuart Florida
121 SW Flagler Avenue

Stuart FL 34994

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Brady L. Ritter

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CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
City Commission

Meeting Date: 2/23/2026 **Prepared by:** Jodi Nentwick

Title of Item:
400 S.E. OSCEOLA STREET REZONE TO COMMERCIAL PLANNED UNIT DEVELOPMENT (CPUD) (QUASI-JUDICIAL) (RC):

ORDINANCE No. 2549-2026; AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, REZONING A +/-0.45 ACRE PARCEL LOCATED AT 400 S.E. OSCEOLA STREET WITHIN THE COMMUNITY REDEVELOPMENT AREA SPECIAL DISTRICT, FOR PROPERTY LEGALLY DESCRIBED AS LOTS 23, 24 AND 25, BLOCK 1, STYPMANN'S SUBDIVISION, FROM R-3 – RESIDENTIAL MULTI-FAMILY/OFFICE ZONING DESIGNATION TO COMMERCIAL PLANNED UNIT DEVELOPMENT DESIGNATION AND ADDING BARBERSHOP, BEAUTY SALONS, AND SPECIALTY SALONS AS ALLOWABLE USES; PROVIDING FOR CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

Summary Explanation/Background Information on Agenda Request:
On August 13, 2025, an application was submitted to the City of Stuart by Michael Beneditti, Osceola Street, Suite 3, Stuart, FL 34994 (Applicant), for a Petition requesting approval of a rezoning from the existing R-3-Residential Multi-Family/Office to a Commercial Planned Unit Development (CPUD) within the Community Redevelopment Area (CRA) Special District to add barbershop, beauty salons, and specialty salons as a permitted use property located 400 S.E. Osceola Street.

The City of Stuart Land Development (LDC) defines a Barbershop, Beauty Salons, and Specialty Salons; and

Barbershop means any place of business wherein the practice of barbering is carried on, as defined in F.S. § 473.034, amended from time to time.

Beauty Salon means any establishment where cosmetology services include hair care, nail care, and skin care on a regular basis for compensation.

Specialty Salon means any place of business wherein the practice of one or all of the following specialties are engaged in or carried on:
(a) Manicuring, or the cutting, polishing, tinting, coloring, cleansing, adding, or extending of the nails, and massaging of the hands. This term includes any procedure or process for the affixing of artificial nails, except those nails which may be applied solely by use of a simple adhesive.
(b) Pedicuring, or the shaping, polishing, tinting, or cleansing of the nails of the feet, and massaging or beautifying of the feet.
(c) Facials, or the massaging or treating of the face or scalp with oils, creams, lotions, or other preparations, and skin care services

Funding Source:
N/A

Recommended Action:
Staff is requesting the Board forward a recommendation of approval to the City Commission to rezone to

a Commercial Planned Unit Development (CPUD) zoning designation.

ATTACHMENTS:

1. Ordinance 2549-2026 -Osceola CPUD
2. CC Staff Report - CPUD
3. CC Project Narrative
4. CC Site Plan
5. CC Landscape Plans
6. CC Survey
7. CC Uniform Signage Plan for CPUD Salon Application
8. CC Drainage Statement
9. CC Traffic Statement
10. CC City's Traffic Consultant Approval Letter

BEFORE THE CITY COMMISSION

CITY OF STUART, FLORIDA

ORDINANCE NUMBER 2549-2026

* * * * *

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, REZONING A +/-0.45 ACRE PARCEL LOCATED 400 S.E. OSCEOLA STREET, FOR PROPERTY LEGALLY DESCRIBED AS LOTS 23, 24, AND 25, BLOCK 1, STYPMANN'S SUBDIVISION, WITHIN THE COMMUNITY REDEVELOPMENT AREA SPECIAL DISTRICT FROM R-3 – RESIDENTIAL MULTI-FAMILY/OFFICE ZONING DESIGNATION TO COMMERCIAL PLANNED UNIT DEVELOPMENT DESIGNATION AND ADDING BARBERSHOP, BEAUTY SALONS, AND SPECIALTY SALONS AS ALLOWABLE USES; 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, amend, and enforce land development regulations that are consistent with and serve to 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 in order to enter into, amend or revoke a development agreement; and

WHEREAS, on August 13, 2025, an application was submitted to the City of Stuart by Michael Beneditti, Osceola Street Holdings, LLC, 400 SE Osceola Street, Suite 3, Stuart, FL 34994 (Applicant), for a Petition requesting approval of a rezoning from the existing R-3-

Residential Multi-Family/Office to a Commercial Planned Unit Development (CPUD) within the Community Redevelopment Area (CRA) Special District to add barbershop, beauty salons, and specialty salons as allowable uses on the property located 400 S.E. Osceola Street; and

WHEREAS, pursuant to Section 2.02.02. -Table 2: Land Uses of the City's Land Development Code (LDC), barbershops, beauty salons & specialty salons are allowable uses in a CPUD; and

WHEREAS, Chapter XII of the City of Stuart's LDC specifically defines a Barbershop, Beauty Salons, and Specialty Salons; and

WHEREAS, Barbershop means any place of business wherein the practice of barbering is carried on, as defined in F.S. § 473.034, amended from time to time; and

WHEREAS, Beauty Salon means any establishment where cosmetology services including hair care, nail care, and skin care on a regular basis for compensation; and

WHEREAS, Specialty Salon means any place of business wherein the practice of one or more of the following specialties are engaged in or carried on:

(a) Manicuring, cutting, polishing, tinting, coloring, cleansing, adding, or extending of the nails, and massaging of the hands. This term includes any procedure or process for the affixing of artificial nails, except those nails which may be applied solely by use of a simple adhesive.

(b) Pedicuring, shaping, polishing, tinting, or cleansing of the nails of the feet, and massaging or beautifying of the feet.

(c) Facials, or the massaging or treating of the face or scalp with oils, creams, lotions, or other preparations, and skin care services; and

WHEREAS, on February 3, 2026, the Community Redevelopment Board (CRB) conducted a duly noticed public hearing during a regularly scheduled meeting to review the application requesting to rezone to a CPUD and subsequently forwarded a recommendation of approval to the City Commission; and

WHEREAS, on February 23, 2026, the City Commission held the first duly noticed public hearing during a regularly scheduled meeting to review the application requesting rezone to a

CPUD and voted to schedule the petition for the second and final public hearing before the City Commission for a final determination; and

WHEREAS, on XXXXX, the City Commission held the second duly noticed public hearing at a regularly scheduled meeting and voted to ***(APPROVE / DENY)*** the request to rezone to CPUD; and

WHEREAS, at the public hearing, and considering the CRB's recommendation, all written and oral comments at the public hearings, the analysis by the Development Department, and the evidence presented by the parties at the hearings, the City Commission finds that the Applicant demonstrated through substantial competent evidence that the proposed development approval in the application is consistent with the City of Stuart Comprehensive Plan, Land Development Code, and procedural requirements; and

WHEREAS, the Applicant has committed to the City of Stuart that the development will adhere to all development codes, plans, standards, and conditions approved by the City Commission. Furthermore, the approvals granted shall be binding upon its successors in title regarding any commitments made at the time of 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 incorporated as if fully set forth herein.

SECTION 2: The legal description of the +/-0.45-acre subject parcel is attached as **"Exhibit A."** A map showing the subject parcel is attached as **"Exhibit B"** and incorporated herein by reference.

SECTION 3: The revised conditions of approval for Osceola 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 subject CPUD, and shall replace any earlier approvals:

1. **Project Narrative**

2. **Site Plan *(Sheet 1 of 1)*:** dated June 24, 2025 (last revised on September 25, 2025) and prepared by Joseph W. Capra (FL Lic. #376638) with Captec Engineering, Inc.
3. **Boundary Survey *(Sheet 1 of 1)*:** dated May 28, 2025 (field work revised on October 13, 2025), and prepared and electronically signed and sealed by Stephen J. Brown, P.S.M. (Lic. 4049) with Stephen J. Brown, Inc.
4. **Landscape, and Irrigation Plan *(Sheets L1.0, L2.0, L3.0, L4.0 & L5.0)*:** dated July 15, 2025 (Revised dated September 29, 2025), and prepared Plantvet Landscape Design Studio.
5. **Traffic Impact Analysis *(Sheets 1 through 3)*:** dated April 14, 2025, and prepared and electronically signed & sealed by Ayman As-Saidi, P.E. No. 56849, with Traffic & Mobility Consultants, LLC.
6. **Drainage Statement *(Sheet 1 through 1)*:** dated July 14, 2025, and prepared and electronically signed & sealed by Joseph W. Capra, P.E. (Lic. #37638) with Captec Engineering, Inc.
7. **Uniform Signage Plan (*Page 1*)**

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. Failure by the Applicant, property owner, developer, or successor in interest to complete the development, or to comply with the Development Documents or with any term or condition of development outlined 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 until the violation has been resolved, or 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, property owner, developer, or its successor in interest 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, property owner, developer, or successor in interest may appear and may contest the allegation of breach or

explain the reason or reasons for the violation. Upon the 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 successor in interest shall be considered a zoning violation subject to any remedies provided herein, or as otherwise provided by law. In the event a violation 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 in interest 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
CHRISTOPHER COLLINS, MAYOR				
SEAN REED, VICE MAYOR				

EULA R. CLARKE, COMMISSIONER				
LAURA GIOBBI, COMMISSIONER				
CAMBELL RICH, COMMISSIONER				

ADOPTED this _____day of _____, 2025.

ATTEST:

_____
MARY R. KINDEL
CITY CLERK

_____
CHRISTOPHER COLLINS
MAYOR

APPROVED AS TO FORM
AND CORRECTNESS:

_____
LEE J. BAGGETT, ESQ.
CITY ATTORNEY

"EXHIBIT A" – LEGAL DESCRIPTION

LOTS 23, 24, AND 25, BLOCK 1, STYPMANN'S SUBDIVISION, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 5, PAGE 82, OF THE PUBLIC RECORDS OF PALM BEACH (NOW MARTIN) COUNTY, FLORIDA.

(ALSO RECORDED IN ORB 3024, PAGE 1889)

Parcel Area: 0.448-Acres

Parcel I.D. No.: 04-38-41-020-001-00240-0

Parcel Address: 400 S.E. Osceola Street, Stuart, FL 34997

"EXHIBIT B" – LOCATION MAP



"EXHIBIT C" – CONDITIONS OF APPROVAL

All conditions adopted under Ordinance No. 2549-2026 shall remain in effect unless revised or superseded by the conditions outlined below:

1. Any modifications to the Master CPUD Site Plan or the Final Site Plan for Stuart Landings II that exceeds 10% of the approved building footprint, building setbacks, gross square footage, building location, parking size, location and number of parking, drainage areas, and location of landscaping may be approved by the City's Development Director, provided however, the Development Director may refer the matter to the City Commission for approval via a public hearing.
2. CPUD standards regarding circulation, parking, utilities, drainage, open space, and all other applicable standards shall apply as described in the LDR except as modified in this and any future ordinance.

Landscaping

3. All landscape areas shall be provided with an irrigation system of sufficient capacity to maintain the landscaping in a healthy growing condition.

Required Open Space and Native Preserve Area

4. Not less than 25% of the CPUD shall be open space as defined in the City Land Development Regulations. Required open space may include native vegetation areas and landscape buffers between the CPUD and adjacent property.
5. All development activities shall comply with the City's Concurrency Management System before the issuance of building permits.
6. In the event of any conflict in the provisions of Exhibit 'C' Development Conditions and attached exhibits, Exhibit 'C' shall prevail.
7. Subject to the provisions of the LDR, the Developer shall comply with all requirements of the City Comprehensive Plan and of the Land Development Code, including but not limited to, Planned Unit Development regulations applicable to the property at time of permitting.

"EXHIBIT D" – DEVELOPMENT DOCUMENTS

The following "Development Documents" are on file as public records of the City of Stuart, at the office of the Development Department in City Hall, and shall be deemed a part of the conditions applicable to the Osceola CPUD, and shall replace any earlier approvals:

1 **Project Narrative**

2. **Site Plan *(Sheet 1 of 1)*:** dated June 24, 2025 (last revised on September 25, 2025) and prepared by Joseph W. Capra (FL Lic. #376638) with Captec Engineering, Inc.

3. **Boundary Survey *(Sheet 1 of 1)*:** dated May 28, 2025 (field work revised on October 13, 2025), and prepared and electronically signed and sealed by Stephen J. Brown, P.S.M. (Lic. 4049) with Stephen J. Brown, Inc.

4. **Landscape, and Irrigation Plan *(Sheets L1.0, L2.0, L3.0, L4.0 & L5.0)*:** dated July 15, 2025 (Revised dated September 29, 2025), and prepared Plantvet Landscape Design Studio.

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7. **Uniform Signage Plan (*Page 1*)**

City of Stuart

TO: Community Redevelopment Board

FROM: Jodi Kugler, Development Director

MEETING DATE: Tuesday, February 3, 2026

SUBJECT: Osceola CPUD
Rezone to Commercial Planned Unit Development *(Project #: 54)*

AGENDA REQUEST:

The property owner, Michael Beneditti, Osceola Street Holdings, LLC, the City Commission to grant a rezone petition for a +/-0.448-acre parcel from the exiting R-3-Residential Multi-Family/Office toa Commercial Planned Unti Development (CPUD) within the Community Redevelopment Area (CRA) Special Area to add barbershop, beauty salons, and specialty salons as allowable uses. The property is located at 400 S.E. Osceola Street.

GENERAL INFORMATION:

Property Owner/Applicant:	Michael Benedetti Osceola Street Holdings LLC 400 E Osceola Street, Suite 3 Stuart, FL 34994
Location:	400 SE Osceola Street, Stuart, FL 34994
Parcel ID#:	04-38-41-020-001-00240-0
Parcel Size:	+/-0.448-acres
Existing Future Land Use:	Office/Residential
Proposed Future Land Use:	Office/Residential
Existing Zoning:	R-3 – Residential Multi-Family/Office
Proposed Zoning:	***CPUD – Commercial Planned Unit Development***
Existing Use:	Professional Services/Medical Offices
Proposed Use:	Professional/Medical/Dental Offices & Specialty Salon Services

BACKGROUND

Michael Beneditti, Osceola Street, Suite 3, Stuart, FL 34994 (Applicant), for a Petition requesting approval of a rezoning from the existing R-3-Residential Multi-Family/Office to a Commercial Planned Unit Development (CPUD) within the Community Redevelopment Area (CRA) Special District to add barbershop, beauty salons, and specialty salons as a permitted use property located 400 S.E. Osceola Street.

- Barbershop means any place of business wherein the practice of barbering is carried on, as defined in F.S. § 473.034, amended from time to time.

- Beauty Salon means any establishment where cosmetology services include hair care, nail care, and skin care on a regular basis for compensation.

- Specialty Salon means any place of business wherein the practice of one or all of the following specialties are engaged in or carried on:

  (a) Manicuring, or the cutting, polishing, tinting, coloring, cleansing, adding, or extending of the nails, and massaging of the hands. This term includes any procedure or process for the affixing of artificial nails, except those nails which may be applied solely by use of a simple adhesive.

  (b) Pedicuring, or the shaping, polishing, tinting, or cleansing of the nails of the feet, and massaging or beautifying of the feet.

  (c) Facials, or the massaging or treating of the face or scalp with oils, creams, lotions, or other preparations, and skin care services;

LAND USE AND ZONING

The subject site currently has a City of Stuart Future Land Use Designation of Office/Residential, and a City of Stuart Zoning Designation of Residential Multi-Family/Office. The subject property is occupied by professional and medical offices and located on the east side of SE Commerce Avenue. The site is located at the southeast corner of Osceola Street and Georgia Avenue. The existing uses, zoning districts, and future land use designations of the adjacent properties are summarized in Table 1 below.

Table 1. Existing Use, Zoning and Land-Use Designations

Location		Zoning District	Future Land Use	Existing Land Use
Subject Property		***R-3 – Residential Multi-Family/Office***	***Office/Residential***	***Professional/Medical Offices***
Adjacent Parcels	**North**	R-3 – Residential Multi-Family/Office & UW- Urban Waterfront	Office/Residential & Downtown Redevelopment	Professional/Medical Offices & Salon Services
	South	R-3 – Residential Multi-Family/Office	Office/Residential	Professional Office
	East	R-3 – Residential Multi-Family/Office	Office/Residential	Professional/Medical Offices
	West	CPUD – Commercial Planned Unit Development	Downtown Redevelopment	Professional Offices

Future Land Use: The existing Future Land Use designation of the subject property is Office/Residential.
Policy 1.A7.1.D: Th**is** mixed-use category allows offices and living residential quarters in the same building and/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.

Current Zoning: **R-3 –** Residential Multi-Family/Office

Proposed Zoning: LDC Section 2.07.00.E – Commercial Planned Unit (CPUD) districts:

1. *Location.* A CPUD may be located anywhere in the city in any area defined and described "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.

2. *Uses permitted in a CPUD district.* The buildings, structures, land or water within a CPUD district may be used only for the following purposes:

    a. 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.

b. 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.

c. 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.

d. Commercial uses not specifically set forth 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.

3. *Commercial PUD standards.* The following standards shall apply to a CPUD district:

a. CPUD standards regarding circulation, parking, utilities, drainage, open space and other standards shall apply as described in this Code except as modified by the city commission as part of the CPUD ordinance.

b. Open space. Not less than 25 percent of the CPUD shall be open space as defined herein. Required open space may include native vegetation areas and landscape buffers between the site and adjacent property; however, other required landscaping such as parking area interior landscaping shall not count towards the open space requirement. In the event that less than 25 percent of the CPUD is comprised of native vegetation area, then all existing native vegetation area shall be maintained as part of the required open space.

c. Native vegetation. 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; however, 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.

Purpose: A purpose is to provide an alternative means of residential, commercial, public service and industrial land development and an alternative zoning procedure that may be used to establish residential, commercial, public service and in accordance with the planning and development objectives of the city.

A planned unit development (PUD) established according to the provisions of this section may depart from the strict application of use, setback, parking requirements, and other requirements of standard zoning districts. A PUD shall be consistent with the overall planning and development goals and objectives of the city as reflected by the City of Stuart Comprehensive Plan. A primary purpose of this section is to provide a set of zoning requirements as a starting point from which such flexibility may be accomplished while maintaining and protecting the public health, safety and welfare of the citizens.

A second purpose of this section is to establish a resilient living and working environment through the application of enlightened and imaginative approaches to community planning, stormwater infrastructure and property design. A PUD should provide a variety of natural features and scenic areas, efficient and economical land use, improved amenities, orderly and economical development and the protection of adjacent existing and future development. Therefore, the PUD alternative may allow uses and design concepts which are not specifically allowed in standard zoning districts.

REZONE TO THE OFFICIAL ZONING ATLAS
Standards of Review as Outlined in
Land Development Code Section 11.01.09

In accordance with LDC 11.01.09*(G)*, the Community Redevelopment Board *(CRB)* shall hear from all interested parties regarding whether the application complies with the requirements of this Code and the Comprehensive Plan. The CRB shall consider the application, written comments of each responding department, consultant, and agency, as well as the compliance recommendation of the Development Department.

Specifically, the CRB and City Commission shall consider the following criteria:

a. **The existing land use pattern.**

   Staff Findings: *The existing land use pattern surrounding subject site is consistent with the proposed uses within the surrounding properties.*

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

   Staff Findings: *The land use designations within the surrounding area are predominantly designated by the Office/Residential and Downtown Redevelopment.*

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 proposed Commercial Planned Unit Development zoning designation is consistent with adjacent professional offices, salon services and medical zoning and will not provide for an increase in residential density.*

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

Staff Findings: *The site is currently served by the City's sewage collection, treatment and disposal facilities.*

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

Staff Findings: *The existing site is built out. Any future building additions, or major renovations to the site would be required to comply with the City's and other agency requirements.*

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

Staff Findings: *The existing site does not result in any conflict boundaries or existing conditions on the subject property.*

g. The existence of changed or changing conditions which make the passage of the proposed amendment necessary or appropriate.

Staff Findings: *The proposed rezone from R-3 – Residential Multi-Family/to CPUD – Commercial Planned Unit Development is consistent with the current zoning, as well as the patterns of current uses and development within the surrounding area.*

h. The impact of the proposed amendment upon living conditions in the adjacent neighborhood.

Staff Findings: *The proposed type and intensity of development on the subject property is anticipated to be compatible with the surrounding area and will not result in any adverse impacts to the adjacent neighborhood.*

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

Staff Findings: *The type and intensity of development proposed for the subject property would not result in any adverse impact on the flow of light and air to adjacent properties.*

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

Staff Findings: *The proposed change in land use designation from commercial to residential would likely result in increased property values in surrounding area by establishing local customer base to support nearby commercial properties.*

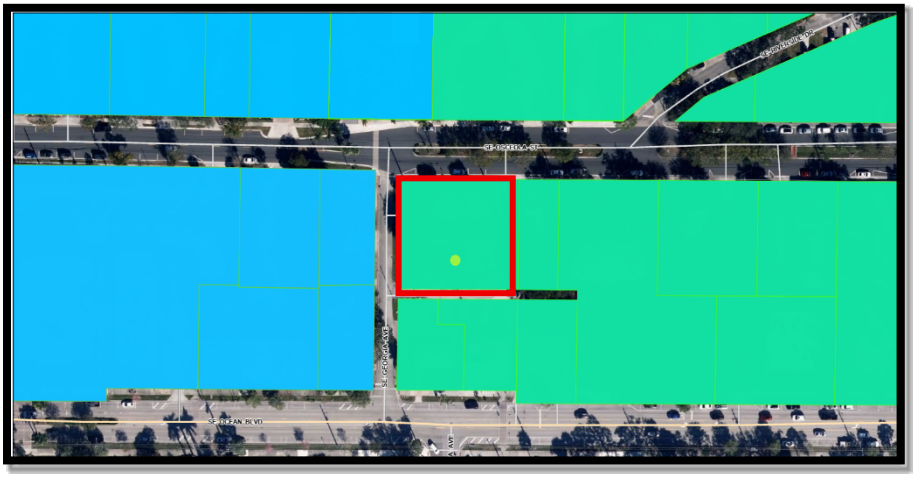
k. The impact of the proposed amendment upon improvement or development of adjacent property in accordance with existing regulations; and

Staff Findings: *The proposed rezone petition is consistent with the surrounding commercial properties to the north, south, and west. Additionally, the proposed rezone is consistent with the Goals, Objectives, and Policies of the Comprehensive Plan.*

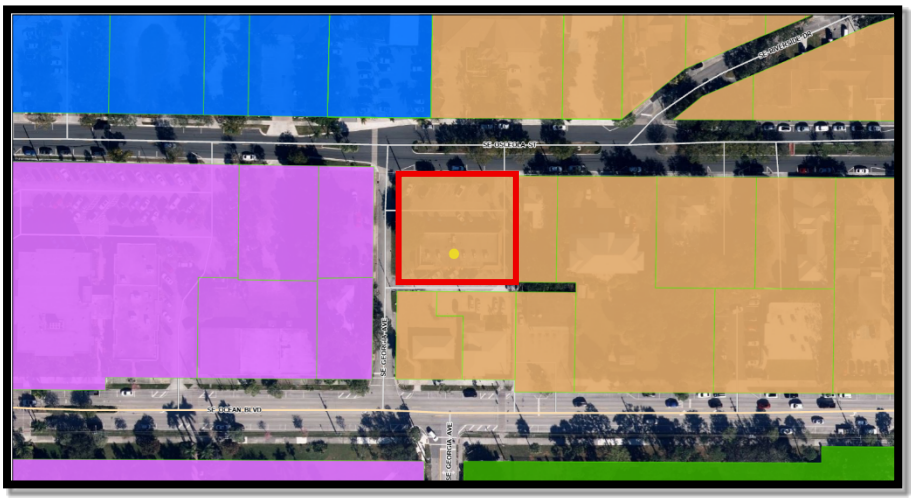
l. **The existence of other adequate sites in the city for the proposed land use classifications already permitting such use.**

Staff Findings: *The purpose amendment is consistent with the adjacent site and the proposed land use classifications already permitting such use.*

City of Stuart Existing Future Land Use Map



City of Stuart Existing Zoning Designation



Proposed CPUD Zoning Designation*:*

According to Land Development Code *(LDC)* Section 2.07.00*(E)*, the proposed CPUD *(Commercial Planned Unit Development)* Zoning District is consistent with the Office Residential Land Use designation, as per LDC Section 2.01.03. Table 1. – *Zoning District/Future Land Use Category Compatibility Chart.*

TABLE 5 – Residential Area, Impervious Surface Coverage, Setback and Height Requirements:

Standard	R-3 (Single-Family)	R-3 (Two-family)	R-3 (Professional Bldg.)	R-3 (Residential units with business)
Minimum Lot Size				
Minimum Lot Area (ft^2)	4,356	7,500	10,000	10,000
Minimum Lot Width	50’	75*	100’	100’
Maximum Impervious Surface Coverage	50%	50%	40%	40%
Minimum Building Setback				
Minimum Front Yard	20’	30’	25’	25’
Minimum Side Yard	5’ for one and two story 8’ for three story	10**	15’	25’
Minimum Rear Yard	18’	20’	20’	20’
Maximum Building Height	35’	35’	45’	45’
Maximum Stories	3	3	4	4

Footnotes:

**Total width for both duplex units.*

***A zero-foot setback allowed for common walls of duplex dwelling units and fee-simple townhome devising walls.*

LDC Section 2.03.10 – Table 4: Intensity of Development Lot Area and Floor Area Ratio:

Future Land Use Categories	% Lot Area Residential	% Lot Area Non-Residential	Non-Residential (Max. FAR)	>2.0 FAR
Downtown	0-70	0-70	<4.0 FAR	<50 acres[1]

Footnotes:

1 = Inside community redevelopment agency (CRA) boundary

2 = Outside CRA boundary

Proposed Site Data Calculations:

Total Site Area	Square Footage	Acres	Percentage %
Impervious Area	19,515	0.45	100%
Total Buildings	14,575	0.34	74.7%

Proposed On-Site Parking Calculations:

Parking	Required Spaces	Provided Spaces
Medical Office-Dental (1 space per 200 SF)	11	11
Beauty Salon (2 spaces per 4 stations)	8	8
Total Spaces	22	22

Traffic

The City's Traffic Consultant, Kimley-Horn, has reviewed the traffic statement (dated April 14, 2025) prepared by Traffic & Mobility Consultants related to the above-mentioned project. The applicant is proposing to rezone a 0.45-acre parcel from its existing R-3 Residential – Multi-Family/Office (R-3) zoning designation to Commercial Planned Unit Development (CPUD). The property is located at the southeast corner of Osceola Street & Georgia Avenue in Stuart, Florida.

It is anticipated that the proposed trip generation potential for the CPUD zoning designation is as follows: 68 daily trips, 14 (4 entering/ 10 exiting) AM peak hour trips, and 14 (10 entering/ 4 exiting) PM peak hour trips. The existing trip generation potential for the R-3 zoning designation is as follows: 110 daily trips, 8 (2 entering/ 6 exiting) AM peak hour trips, and 10 (7 entering/ 3 exiting) PM peak hour trips. The proposed CPUD zoning designation shows a minimal increase in peak hour traffic generation compared to the existing R-3 zoning designation which will not adversely affect the surrounding transportation network.

Fire & Police:

The site will be served by the City of Stuart Police Department and Fire District for emergency services.

Water Wastewater:

The existing water and wastewater continue to be provided by the City of Stuart Utilities. There are no proposed changes to the existing utilities.

Solid Waste & Recycling:

The trash enclosure is a requirement of the City of Stuart Land Development Code (LDC), which requires site plan review for compliance with the LDC standards outline under Section 6.08.01. The standards and requirements for Solid Waste & Recycling Containers apply to new development or new development.

Drainage:

The existing site currently directs runoff to adjacent roadway inlets where it is collected and ultimately discharged to the St. Lucie River. There is no proposed impervious surface, and no additional water quality is required for the site.

The site does not lie within a FEMA Flood Zone per FEMA Flood Map 12085C0153H.

Vehicular & Pedestrian Access

The existing access is located on SE Georgia Avenue and SE Osceola Avenue and will remain as is.

COMMUNITY REDEVLEOPMENT BOARD (CRB) RECOMMENDATION

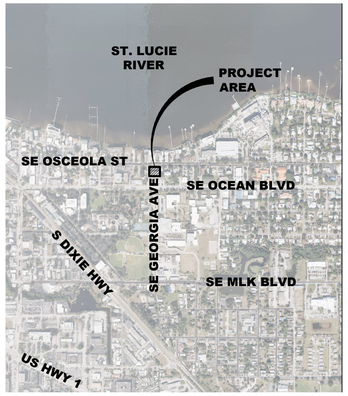
On February 3, 2026, the Community Redevelopment Board *(LPA)* held a public hearing and voted to forward a recommendation to the City Commission for the approval to rezone petition to Commercial Planned Unit Development (CPUD).

STAFF RECOMMENDATION

The staff has reviewed the proposed petition for Rezone to the Official Atlas and PUD Development Plan and determined they conform to the Standards of Review outlined in Land Development Code Section 11.01.09 and are consistent with the Comprehensive Plan Goals, Objectives, and Policies. Staff recommend the City Commission grant approval of the proposed CPUD Rezone with associated development plan and uses, via Ordinance No. 2549-2026.

Project Narrative 400 SE Osceola St. “Osceola Salon”

This application is for consideration of a commercial PUD of my 4100sq ft single story building on the corner of Osceola Street and Georgia Street from R3 to allow "salon services" to be permitted in the building. This building is on the immediate edge of the UG zoning district and is currently zoned R3, although no residential aspect has existed for well over 20 years on my property or any adjacent property. The natural expansion of the Urban General district over the past decades has moved East of its current zoning and encompassed at least my entire block of antiquated R3 Zoning. The proposed PUD is to allow my parcel to reflect the natural development of the area. This rezoning has zero impact on parking, traffic, drainage, living conditions, flow of light, flow of air, adjacent properties, and adjacent uses (some adjacent uses are actual salon services). The land use pattern is consistent with the area and the decades of development that have occurred. The 2 houses on the block that were previously residential in the 1950s have long been converted into professional business establishments decades ago. There is no free standing residential element adjacent to my project. The adjacent uses are chiropractor, convenience store, lawyer, dental lab, salon, and contractor. A rezone of this property will improve the esthetic character through revitalizing the landscaping which focuses on removing invasive vegetation and incorporating drought resistant low water demand landscaping and hardscape. The plan for the interior of the building would make the interior of Suite 1 fully ADA compliant by removing a few interior walls, updating a bathroom to allow wheelchair access, and providing easier ADA mobility. None of the exterior building structure will be modified. I have plenty of existing parking to accommodate such a zoning change.



LOCATION MAP

SITE DATA			
TOTAL SITE AREA	19,515 SF	0.45 AC	100 %
EXISTING ZONING	R-3		
FUTURE LAND USE	OFFICE-RESIDENTIAL		
PARCEL CONTROL #	04-38-41-020-001-00240-0		
EXISTING USE	PROF SERV / MEDICAL OFFICES		
PROPOSED USE	PROFESSIONAL OFFICE, MEDICAL OFFICE - DENTAL, BEAUTY SALON		
PROPOSED ZONING	CPUD		
OPEN SPACE			
TOTAL SITE	19,515 SF	0.45 AC	100 %
REQUIRED OPEN SPACE	4,879 SF	0.112 AC	25.0 %
PROVIDED OPEN SPACE	4,940 SF	0.113 AC	25.3 %
IMPERVIOUS AREA			
EXISTING BUILDING	4,100 SF	0.09 AC	21.0 %
PAVEMENT	10,080 SF	0.23 AC	51.7 %
SIDEWALKS	395 SF	0.01 AC	2.0 %
TOTAL	14,575 SF	0.34 AC	74.7 %
PERVIOUS AREA			
LANDSCAPE AREA	4,940 SF	0.113 AC	25.3 %
TOTAL	4,940 SF	0.113 AC	25.3 %
BUILDING DATA			
HEIGHT	1 - STORY (20')		

PARKING CALCULATIONS

MEDICAL OFFICE - DENTAL (2100 SF)
- REQUIRED SPACES = 1 SPACE PER 200 SF
- 2100 SF / 200 SF = 10.5
- 11 SPACES REQ'D

BEAUTY SALON (4 STATIONS)
- REQUIRED SPACES = 2 SPACES PER STATION
- 2 x 4 STATIONS = 8
- 8 SPACES REQ'D

PROFESSIONAL OFFICE (UNOCCUPIED) (610 SF)
- REQUIRED SPACES = 1 SPACE PER 300 SF
- 610 SF / 300 SF = 2.03
- 2 SPACES REQ'D

MEDICAL OFFICE (412 SE OSCEOLA ST)
- REQUIRED SPACES = 3 SPACES*

TOTAL SPACES REQUIRED = 11 + 8 + 2 +3 = 24 SPACES

TOTAL SPACES PROVIDED = 22 SPACES ON-SITE
4 SPACES OFF-SITE

*NOTE: THREE (3) PARKING SPACES LOCATED AT 400 SE OSCEOLA ST TO BE UTILIZED FOR THE REQUIRED PARKING AT 412 SE OSCEOLA ST UNDER PROJECT #Z11120001

DRAINAGE & UTILITY STATEMENT

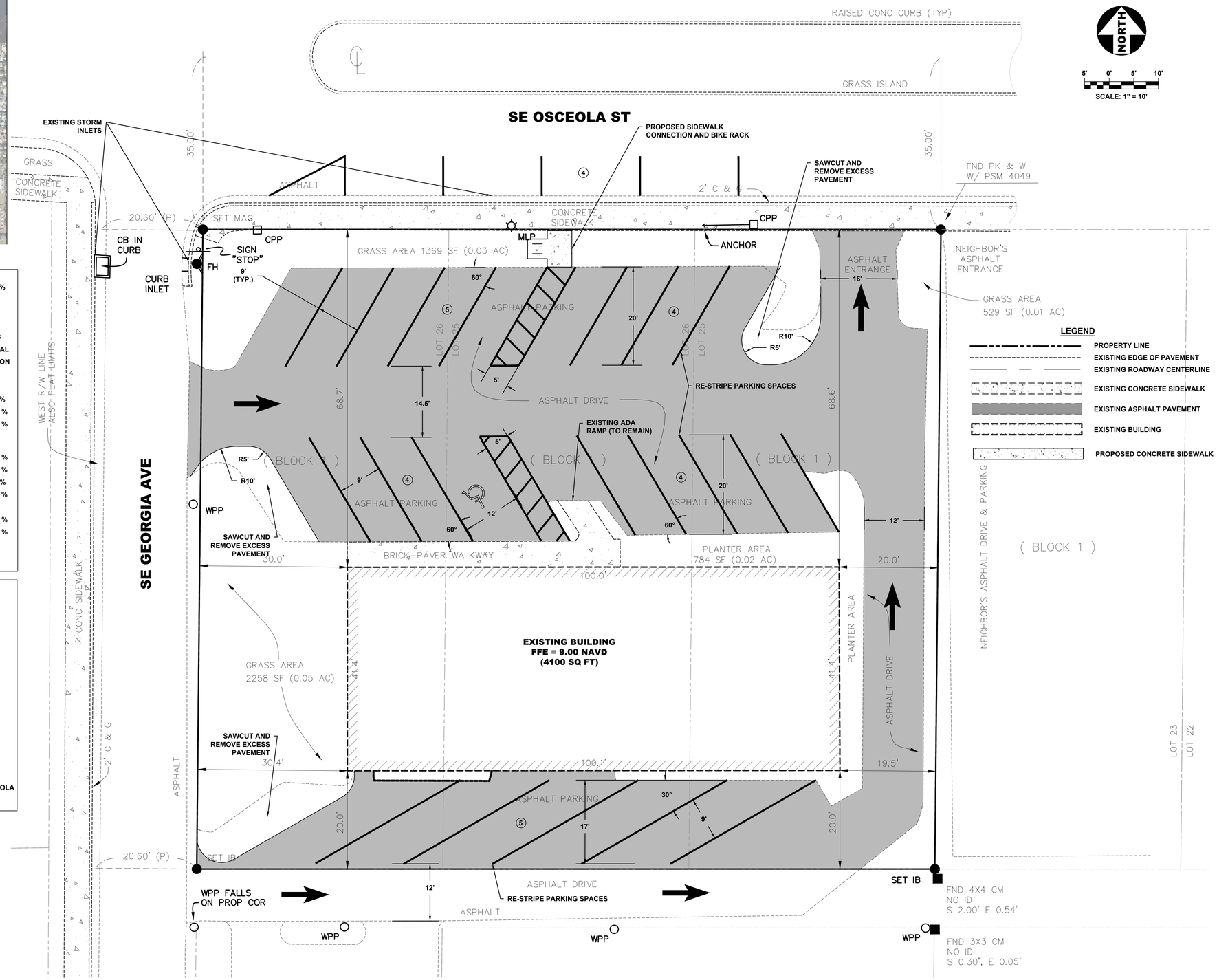
THE EXISTING SITE CURRENTLY DIRECTS RUNOFF TO ADJACENT ROADWAY INLETS WHERE IT IS COLLECTED AND ULTIMATELY DISCHARGED TO THE ST. LUCIE RIVER. THERE IS NO PROPOSED IMPERVIOUS SURFACE AND NO ADDITIONAL WATER QUALITY IS REQUIRED FOR THE SITE.

THE SITE DOES NOT LIE WITHIN A FEMA FLOOD ZONE PER FEMA FLOOD MAP 12085C0153H.

EXISTING WATER AND SEWER TO CONTINUE TO BE PROVIDED BY CITY OF STUART UTILITIES. THERE ARE NO PROPOSED CHANGES TO THE EXISTING UTILITIES.

LEGAL DESCRIPTION

LOTS 23, 24, AND 25, BLOCK 1, STYPMANN'S SUBDIVISION, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 5, PAGE 82, OF THE PUBLIC RECORDS OF PALM BEACH (NOW MARTIN) COUNTY, FLORIDA.



CAPTEC Engineering, Inc.
Civil Engineering Professionals
Engineering Business No. EB-0007657
301 NW Flagler Ave
Stuart, Florida 34994
Phone: (772) 692-4344
Fax: (772) 692-4341

DATE:	06/24/25
DRAWN BY:	TJS
DESIGNED BY:	TJS
CHECKED BY:	JWC
PROJECT No.:	2132
HORZ. SCALE:	1" = 10'
VERT. SCALE:	N/A
CADD FILE:	SITE PLAN

NO.	DATE	BY	REVISIONS
2	9/25/25	TJS	REV. PER COS COMMENTS
1	7/14/25	JWC	COS SUBMITTAL

SCALE VERIFICATION
SOLID BAR IS EQUAL TO ONE INCH ON ORIGINAL DRAWING. ADJUST ALL SCALED DIMENSIONS ACCORDINGLY

400 SE OSCEOLA ST
CITY OF STUART, FLORIDA

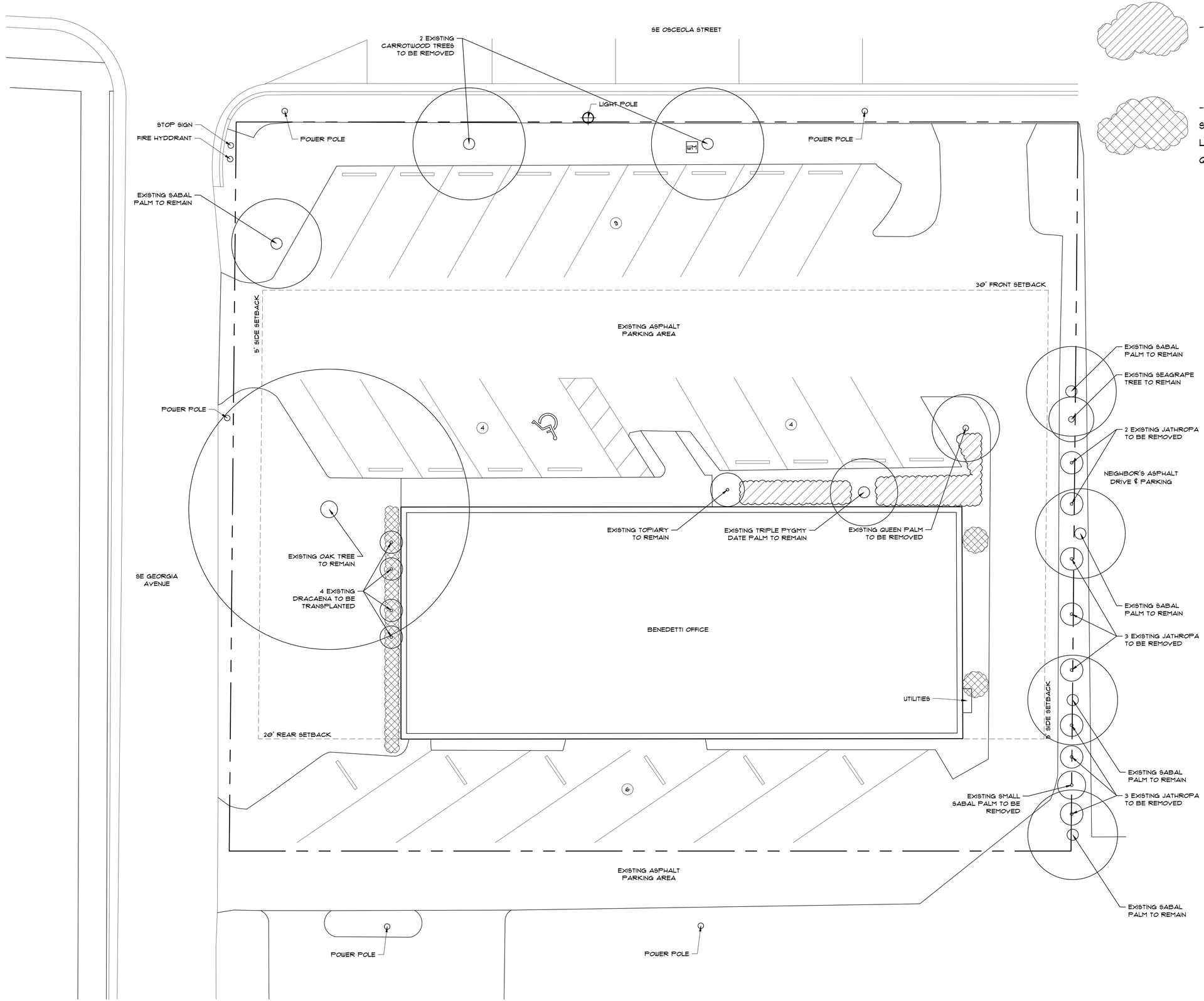
SITE PLAN

Joseph W. Capra
301 N.W. Flagler Ave.
Stuart, Florida 34994
P.E. No. 37638

Printed Date:

JOB No.: 2132
SHEET 1 OF 1

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Plantvet
STUDIO

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LANDSCAPE PLANS

BENEDETTI OFFICE BUILDING

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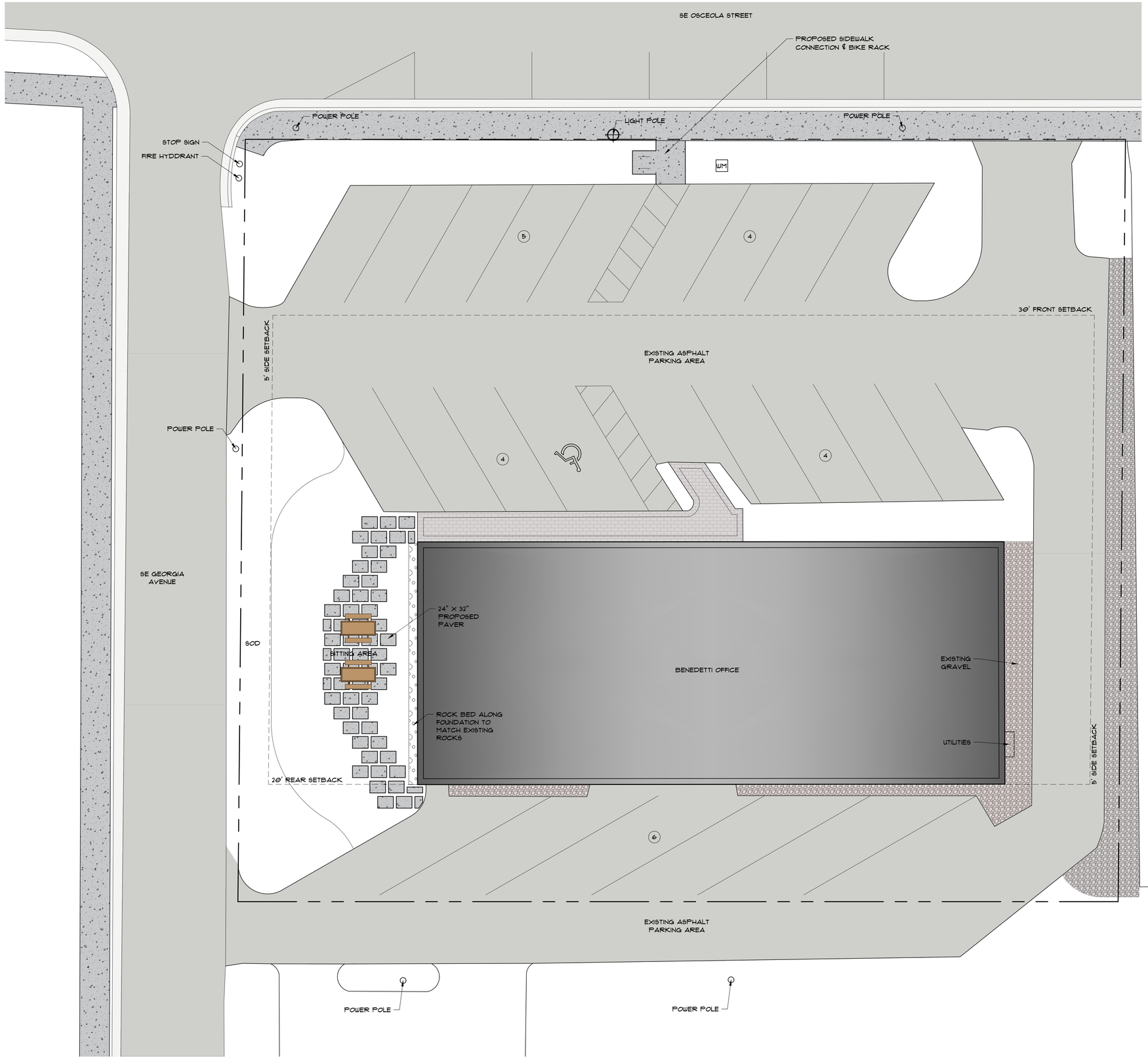
SHEET
L1.0
EXISTING CONDITIONS PLAN

DRAWN BY: RJM
DESIGNED BY: RJM
CHECKED BY: RJM

DATE: 7.15.25

REVISED: 9.25.25

SCALE: AS SHOWN



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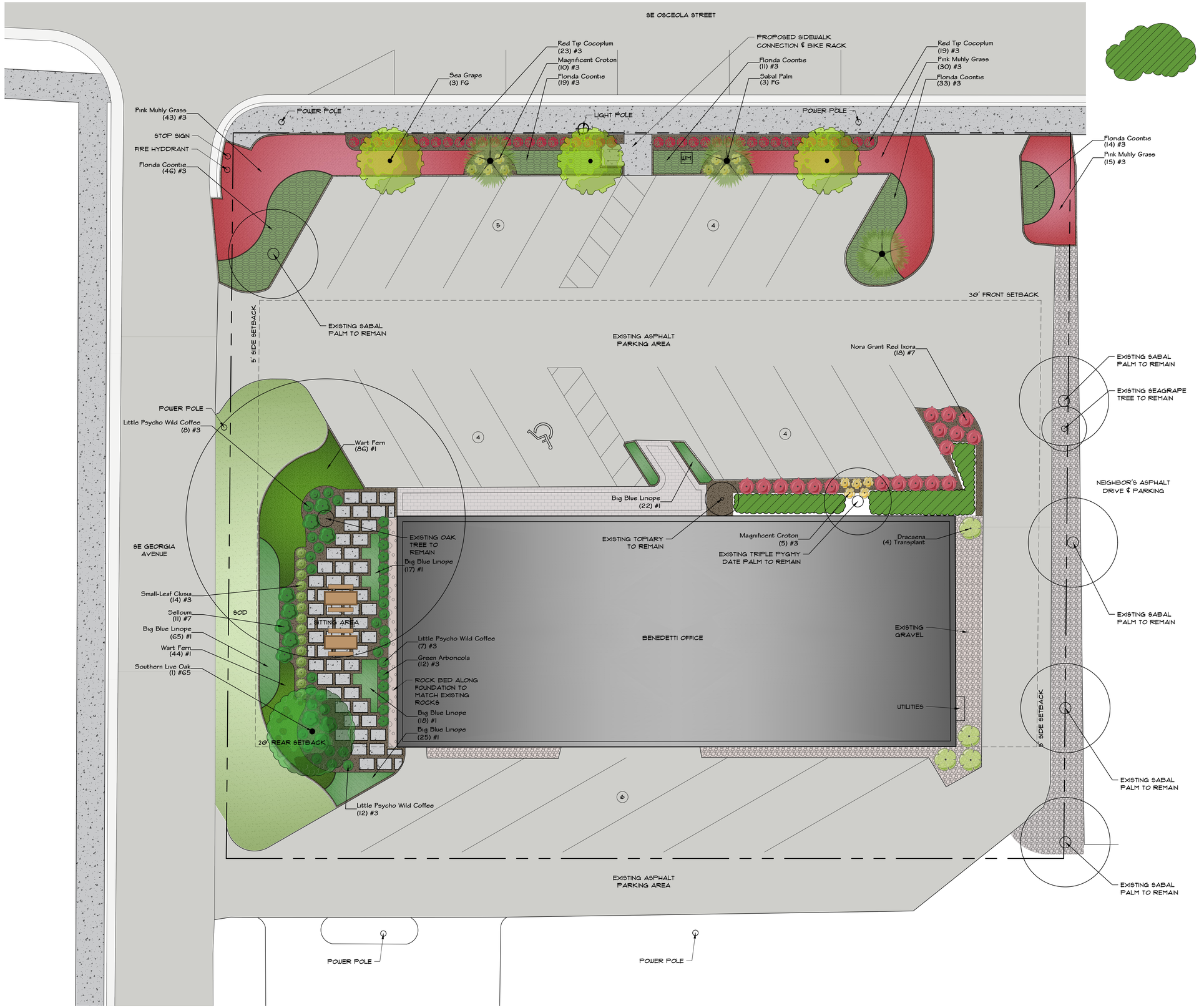
SHEET
L2.0
PROPOSED HARDSCAPE PLAN

DRAWN BY: RJM
DESIGNED BY: RJM
CHECKED BY: RJM

DATE: 7.15.25

REVISED: 9.25.25

SCALE: AS SHOWN



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Plantvet STUDIO

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LANDSCAPE PLANS

BENEDETTI OFFICE BUILDING

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SHEET
L3.0
PROPOSED LANDSCAPE PLAN

DRAWN BY: RJM
DESIGNED BY: RJM
CHECKED BY: RJM

DATE: 7.15.25

REVISED: 9.25.25

SCALE: AS SHOWN

PLANT SCHEDULE PROPOSED

	SYMBOL	QTY	BOTANICAL / COMMON NAME	CONTAINER	SIZE	NOTES	NATIVE
	TREES						
**		3	Coccoloba uvifera / Sea Grape	FG	12` O.A.	F, SP, Multi	Yes
**		1	Quercus virginiana / Southern Live Oak	#65	12` x 7`	F, SP	Yes
**		3	Sabal palmetto / Sabal Palm	FG	10`-18` CT	F, SP, HVY TRK	Yes
	SHRUBS						
**		42	Chrysobalanus icaco `Red Tip` / Red Tip Cocoplum	#3	24" x 24"	F,SP	Yes
		14	Clusia guttifera / Small-Leaf Clusia	#3	24" x 18" sp.	F,SP	No
**		15	Codiaeum variegatum 'Magnificent' / Magnificent Croton	#3	18" x 18"	F,SP	No
		4	Dracaena marginata / Dracaena	Transplant	5'-6' O.A.	Transplant	No
**		18	Ixora coccinea 'Nora Grant' / Nora Grant Red Ixora	#7	36" x 36"	F,SP	No
**		11	Philodendron selloum / Selloum	#7	36" x 36"	F,SP	No
**		27	Psychotria nervosa 'Little Psycho' TM / Little Psycho Wild Coffee	#3	24" x 24"	Full Plants	Yes
**		12	Schefflera arboricola 'Dwarf' / Green Arboricola	#3	18" O.A.	F,SP	No

	SYMBOL	QTY	BOTANICAL / COMMON NAME	CONTAINER	SIZE	NOTES	NATIVE	SPACING
	SHRUB AREAS							
**		147	Liriope muscari 'Big Blue' / Big Blue Liriope	#1	12" OA	F,SP	No	15" o.c.
		130	Microsorum scolopendria / Wart Fern	#1	12" OA	F,SP	No	18" o.c.
**		123	Zamia floridana / Florida Coontie	#3	20" OA	F,SP	Yes	24" o.c.
	GRASSES							
**		88	Muhlenbergia capillaris / Pink Muhly Grass	#3	2`x2`	F,SP	Yes	36" o.c.
	GROUND COVERS							
		2,845 sf	Mulch / Chocolate Mulch	---				
**		923 sf	Paspalam notatum / Bahia grass	SOD			Free of Weeds and Pests	
		53 sf	Rock River Rock -- / Brown River Rock	---				

** - INDICATES PLANTS ON THE WATERWISE LIST

LANDSCAPE REQUIREMENTS TABLE					
	REQUIRED	EXISTING	PROVIDED	DROUGHT TOLERANT PERCENTAGE	POINTS
GRASS			923 SF.	GRASS S ON WATERWISE LIST- 100%	10
TREES (1 PER 2500 SF. OF LOT AREA)	19,500 SQ FT.= 8 TREES	6	7	13 OUT OF 13 TREES ON WATERWISE LIST- 100%	10
EXTRA SHADE TREES IN VUA		1	4	5 OUT OF 13 SHADE TREES IN VUA- 38%	5
SHRUBS			631	483 OUT OF 631 SHRUBS ON WATERWISE LIST- 77%	10
SOD ARE LESS THAN 50% OF LANDSCAPE AREA			923 SF.	19% OF SOD AREA	10
				3" OF COMPACTED MULCH IN PLANTING BEDS	10
					TOTAL POINTS- 55 POINTS

SITE DATA TABLE				
	TOTAL SITE AREA	IMPERVIOUS AREA	PERVIOUS AREA (LANDSCAPE AREA)	
	19,515 SF	14,575 SF (74.7%)	4,940 SF (25.3%)	

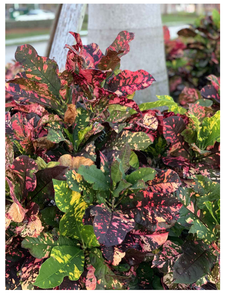

SEA GRAPE


SOUTHERN LIVE OAK


SABAL PALM


RED TIP COCOPLUM


CLUSIA


MAGNIFICENT CROTON

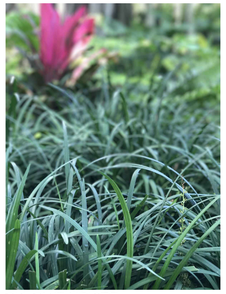

DRACAENA


NORA GRANT RED IXORA


SELLOUIM

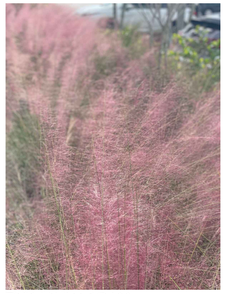

LITTLE PSYCHO WILD COFFEE


GREEN ARBORICOLA


BIG BLUE LIRIOPE


WART FERN


FLORIDA COONTIE


PINK MUHLY GRASS

LANDSCAPE DESIGN
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STUDIO

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LANDSCAPE PLANS

BENEDETTI OFFICE BUILDING

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SHEET
L4.0
PLANT LIST/
PLANT PHOTOS/
SITE DATA TABLE

DRAWN BY: RJM
DESIGNED BY: RJM
CHECKED BY: RJM

DATE: 7.15.25
REVISED: 9.25.25

SCALE: -

LANDSCAPE SPECIFICATIONS

GENERAL CONDITIONS:

ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH PLANS AND SPECIFICATIONS PREPARED BY PLANTVET, AND PER DIRECTION ON-SITE BY THE LANDSCAPE DESIGNER.

REQUIREMENTS OF THE CONTRACT INCLUDE FURNISHING ALL LABOR, MATERIALS, SUPPLIES, EQUIPMENT, ETC. NECESSARY TO FULLY COMPLETE THE INSTALLATION OF WORK AS SHOWN ON THE DRAWINGS, SPECIFICATIONS AND PER THE LANDSCAPE DESIGNER'S DIRECTION.

THE LANDSCAPE CONTRACTOR SHALL PROVIDE A UNIT PRICE BID WITH A CONTRACT TOTAL. UNIT PRICES WILL BE USED FOR ADDITIONS AND DELETIONS TO THE PLANS. SALES TAX, IF ANY, SHALL BE SHOWN.

JOB CONDITIONS:

THE LANDSCAPE CONTRACTOR SHALL CONTACT THE G.C. AND/OR AN UNDERGROUND UTILITY LOCATING COMPANY AND ARRANGE FOR ALL UTILITIES IN THE WORK AREA TO BE LOCATED. CARE SHALL BE TAKEN NOT TO DISTURB OR DAMAGE ANY UNDERGROUND CONSTRUCTION OR UTILITIES. ANY DAMAGE TO THESE FACILITIES DURING THE PLANTING OPERATIONS WILL BE REPAIRED AT THE EXPENSE OF THE LANDSCAPE CONTRACTOR IN A MANNER APPROVED BY THE OWNER. WHERE UNDERGROUND OBSTRUCTIONS WILL NOT PERMIT THE INSTALLATION OF MATERIALS IN ACCORDANCE WITH THE PLANS, NEW LOCATIONS SHALL BE APPROVED BY THE LANDSCAPE DESIGNER.

THE LANDSCAPE CONTRACTOR SHALL LAY OUT THE PLANTS ACCORDING TO THE LANDSCAPE PLANS. IF A CONFLICT ARISES AS TO THE LOCATION, SPACING, ETC., CONTACT THE LANDSCAPE DESIGNER IMMEDIATELY.

THE LANDSCAPE CONTRACTOR SHALL EXAMINE THE SITE AND FULLY ACQUAINT HIMSELF WITH ALL OF THE EXISTING CONDITIONS SO NO MISUNDERSTANDING MAY AFTERWARDS ARISE AS TO THE CHARACTER OR THE EXTENT OF THE WORK TO BE DONE. THE LANDSCAPE CONTRACTOR SHALL ALSO ACQUAINT HIMSELF WITH ALL PRECAUTIONS TO BE TAKEN TO AVOID INJURY TO PERSONS OR PROPERTY OF ANOTHER. NO ADDITIONAL COMPENSATION WILL BE GRANTED BECAUSE OF ANY UNUSUAL DIFFICULTIES THAT MAY BE ENCOUNTERED IN THE EXECUTION OR MAINTENANCE OF ANY PORTION OF THE WORK.

SITE PREPARATION:

PRIOR TO ANY PLANTING, THE LANDSCAPE CONTRACTOR SHALL PREPARE THE PLANTING AREAS AND COMPLETELY REMOVE ALL SOD OR WEEDS FROM THOSE AREAS.

ANY BUILDING CONSTRUCTION MATERIAL OR FOREIGN MATERIAL SUCH AS BOULDERS, TRASH, ROOTS, CONCENTRATIONS OF GRAVEL, ETC. ENCOUNTERED DURING SITE PREP OR ANY PHASE OF THE WORK, SHALL BE REMOVED FROM THE SITE AND, IF NECESSARY, REPLACED WITH ACCEPTABLE PLANTING SOIL

THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR THE FINAL GRADING (+ .2") DURING THE COURSE OF SITE PREPARATION SO AS TO BRING THE SOD AND PLANTING BEDS TO THEIR PROPER ELEVATIONS AND TO ASSURE POSITIVE DRAINAGE.

FINAL SCULPTING OF BERMS, WHETHER BY MACHINE OR BY HAND, SHALL BE THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR. THE WORK SHALL BE PERFORMED UNDER THE DIRECTION OF THE LANDSCAPE DESIGNER.

MATERIALS LIST:

ALL QUANTITIES FOR MATERIALS SHOWN ON THE DRAWINGS SHALL BE VERIFIED BY THE LANDSCAPE CONTRACTOR PRIOR TO SUBMITTING HIS BID. QUANTITIES AND SPECIFICATIONS SHOWN ON THE DRAWINGS SHALL TAKE PRECEDENCE OVER THE PLANT LIST.

PLANT MATERIAL:

PLANT SPECIES AND SIZE SHALL CONFORM TO THOSE INDICATED ON THE DRAWINGS. NOMENCLATURE SHALL CONFORM TO STANDARDIZED PLANT NAMES, 1942 EDITION. ALL PLANT MATERIAL SHALL BE IN ACCORDANCE WITH GRADES AND STANDARDS FOR NURSERY PLANTS, PARTS I & II, LATEST EDITION PUBLISHED BY THE FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES. ALL PLANTS NOT OTHERWISE SPECIFIED AS FLORIDA FANCY, OR SPECIMEN, SHALL BE FLORIDA GRADE NUMBER 1 OR BETTER AS DETERMINED BY THE DOCUMENTS LISTED ABOVE. SPECIMEN MEANS AN EXCEPTIONALLY HEAVY, SYMMETRICAL, TIGHTLY-KNIT PLANT, SO TRAINED OR FAVORED IN ITS DEVELOPMENT THAT ITS APPEARANCE IS UNQUESTIONABLY AND OUTSTANDINGLY SUPERIOR IN FORM, NUMBER OF BRANCHES, COMPACTNESS, AND SYMMETRY. ALL PLANTS SHALL BE HARDENED OFF, SOUND, HEALTHY, VIGOROUS, WELL-BRANCHED, AND FREE OF DISEASE, INSECTS, INSECT EGGS AND LARVAE, AND SHALL HAVE VIGOROUS ROOT SYSTEMS. MATCHED PLANTS OR TREES FOR PLANTING IN ROWS SHALL BE UNIFORM IN SIZE AND SHAPE. ALL MATERIALS SHALL BE SUBJECT TO APPROVAL BY THE LANDSCAPE DESIGNER. WHERE ANY REQUIREMENTS ARE OMITTED FROM THE PLANT LIST, THE PLANTS FURNISHED SHALL BE NORMAL FOR THE VARIETY.

ALL CONTAINER GROWN MATERIAL SHALL BE HEALTHY, VIGOROUS, WELL-ROOTED PLANTS AND ESTABLISHED IN THE CONTAINER. THE PLANTS SHALL HAVE FOLIAGE AND BRANCHES WHICH ARE GOOD QUALITY AND IN A HEALTHY GROWING CONDITION. ESTABLISHED CONTAINER GROWN PLANTS TRANSPLANTED INTO ANOTHER CONTAINER SHALL BE GROWN IN THE SECOND CONTAINER LONG ENOUGH FOR THE NEW FIBROUS ROOTS TO HAVE DEVELOPED ENOUGH TO HOLD THE ROOT MASS TOGETHER WHEN REMOVED FROM THE CONTAINER. ROOT-BOUND PLANTS WILL NOT BE ACCEPTED.

MEASUREMENTS:

CANOPY TREES: HEIGHT SHALL BE MEASURED FROM THE GROUND TO THE AVERAGE HEIGHT OF CANOPY. SPREAD SHALL BE MEASURED TO THE END OF BRANCHING EQUALLY AROUND THE CROWN ACROSS THE CENTER OF THE TRUNK.

SHRUBS: HEIGHT SHALL BE MEASURED FROM THE GROUND. SPREAD SHALL BE MEASURED TO THE END OF THE BRANCHING EQUALLY AROUND THE SHRUB MASS.

PALMS: GRAY WOOD (G.W.) SHALL BE MEASURED FROM THE GROUND TO THE POINT WHERE THE SMOOTH AGED TRUNK JOINS ANY REMAINING PETIOLES.

OVERALL HEIGHT (O.A.) SHALL BE MEASURED FROM THE GROUND TO THE TIP OF THE UNOPENED BUD.

CLEAR TRUNK (C.T.) SHALL BE MEASURED FROM THE GROUND TO THE BASE OF THE LOWEST GREEN FRONDS.

QUANTITIES, LOCATIONS, AND SUBSTITUTIONS:
NO SUBSTITUTIONS SHALL BE MADE WITHOUT APPROVAL FROM THE LANDSCAPE DESIGNER AND THE OWNER. THE LANDSCAPE DESIGNER RESERVES THE RIGHT TO ADJUST THE NUMBER AND LOCATIONS OF PLANTS. THE OWNER SHALL RECEIVE A CREDIT OR DEBIT BASED ON THE UNIT PRICE OF THE PLANT MATERIAL DELETED OR ADDED.

TRANSPLANTS:

ALL TRANSPLANTS WITH A 2" CALIPER TRUNK OR GREATER ARE TO BE ROOT-PRUNED A MINIMUM OF 6 WEEKS BEFORE MOVING.

FERTILIZER:

ALL TREES (EXCLUDING PALM TREES) SHRUBS AND GROUND COVERS TO BE FERTILIZED WITH "MILORGANITE" OR AN APPROVED COMPLETE FERTILIZER AT THE TIME OF PLANTING. ALL PALM TREES SHALL BE FERTILIZED WITH A 100% CONTROLLED RELEASE PALM SPECIAL FERTILIZER WITH MICRO NUTRIENTS MANUFACTURED BY LESCO, OSMOCOTE OR FLORIKAN OR APPROVED EQUAL APPLIED AT THE MANUFACTURERS RECOMMENDED RATES. UNIT PRICES OF PLANTS ARE TO INCLUDE THIS COST. APPLY "MILORGANITE" AT THE FOLLOWING RATES:

3.00 LBS. OR 8.10 CUPS PER 12'-16' PLANT
2.00 LBS. OR 5.80 CUPS PER 8'-12' PLANT
0.70 LBS. OR 2.00 CUPS PER 6'-8' PLANT
0.20 LBS. OR 1/2 CUP PER 3 GALLON PLANT
0.10 LBS. OR 1/4 CUP PER 1 GALLON PLANT

IRRIGATION:

ALL PLANT MATERIAL AND SOD WILL HAVE 100% AUTOMATIC IRRIGATION COVERAGE WITH A RAIN SENSOR.

STAKING AND GUYING:

THE LANDSCAPE DESIGNER RESERVES THE RIGHT TO REQUEST ANY OR ALL TREES AND PALMS TO BE STAKED.

ALL HIBISCUS TREES SHALL BE STAKED AT ALL TIMES. STAKE THEM WITH A MIN. OF 1 - #5 (5/8") STEEL REBAR, 1' LONG AND PLACED A MIN. 3' INTO THE GROUND. THE REBAR SHALL BE PLACED SNUGLY AGAINST THE TREE TRUNK AND TIED WITH 3 WRAPS OF 3/4" WIDE GREEN PLASTIC NURSERY TIE TAPE IN 3 - 4 LOCATIONS ALONG THE TRUNK.

TREES SHALL BE GUYED IN THREE DIRECTIONS WITH 2 TWISTED STRANDS OF NO. 12 GALVANIZED WIRE ATTACHED TO SECURE BELOW GRADE ANCHORS. WIRES IN CONTACT WITH THE TREE SHALL BE ENCASED IN RUBBER. LARGE TREES AND PALMS SHALL BE BANDED AND STAKED WITH CYPRESS POLES OR CLEAN LUMBER AND ANCHORED SECURELY. NO NAILS ARE TO BE DRIVEN INTO TREES OR PALMS. UNLESS DIRECTED, STAKING AND GUYING SHALL BE LEFT TO THE DISCRETION OF THE LANDSCAPE CONTRACTOR, HOWEVER THIS DOES NOT RELIEVE HIM OF THE RESPONSIBILITY OF RE-SETTING OR REPLACING TREES WHICH HAVE BLOWN OVER.

ESPALIER PLANTS:

ONLY LEAD OR PLASTIC ANCHORS WITH ROUND HEAD STAINLESS STEEL SCREWS OF APPROPRIATE SIZE SHALL BE USED BY THE LANDSCAPE CONTRACTOR TO ESPALIER PLANTS. PLANTS SHALL BE ATTACHED TO THE STAINLESS STEEL SCREWS WITH BLACK PLASTIC COATED, SOLID COPPER, #14 ELECTRICAL WIRE. THE LANDSCAPE DESIGNER WILL DIRECT THE SHAPE OF THE ESPALIERED PLANTS.

PLANTING SOIL:

ALL PLANTING PITS TO BE BACKFILLED WITH A PLANTING MIX OF 50% SAND, 25% HUMUS, AND 25% TOPSOIL

GARDENIAS AND AZALEAS SHALL HAVE A PLANT PIT 3 TIMES THE DIAMETER OF THE ROOT BALL AND SHALL BE BACKFILLED WITH A PLANTING MIX OF 50% SAND AND 50% HUMUS.

SOD:

SOD TO BE WEED-FREE ST. AUGUSTINE 'FLORITAM' SOLID SOD, UNLESS OTHERWISE SPECIFIED. LOOSEN SUBGRADE BY HAND RAKING TO A DEPTH OF 4" BEFORE LAYING SOD. SOD TO BE LAID WITH TIGHT JOINTS, NOT OVERLAPPING.

MULCH:

ALL PLANT BEDS TO BE MULCHED WITH A 2" LAYER OF FINE BARK, MIXED HARDWOOD, OR EUCALYPTUS MULCH UNLESS OTHERWISE SPECIFIED.

GUARANTEE:

ALL NEW PLANT MATERIALS SHALL BE GUARANTEED FROM THE TIME OF ACCEPTANCE AND SHALL BE ALIVE AND IN SATISFACTORY GROWTH FOR EACH SPECIFIC KIND OF PLANT AT THE END OF THE GUARANTEE PERIOD. PALMS ARE TO BE GUARANTEED FOR 6 MONTHS, OTHER PLANTS ARE TO BE GUARANTEED FOR 90 DAYS. REPLACEMENT SHALL OCCUR WITHIN TWO WEEKS OF REJECTION AND RE-GUARANTEED FROM DATE OF INSTALLATION. LANDSCAPE CONTRACTOR SHALL REPAIR DAMAGE TO PLANTS, LAWNS, UTILITIES, ETC., CAUSED BY PLANT REPLACEMENT WORK AT NO ADDITIONAL COST. THE LANDSCAPE CONTRACTOR SHALL NOT BE RESPONSIBLE FOR DAMAGE CAUSED BY VANDALISM, WIND STORMS, FLOODING, OR OTHER ACTS OF GOD BEYOND CONTROL.

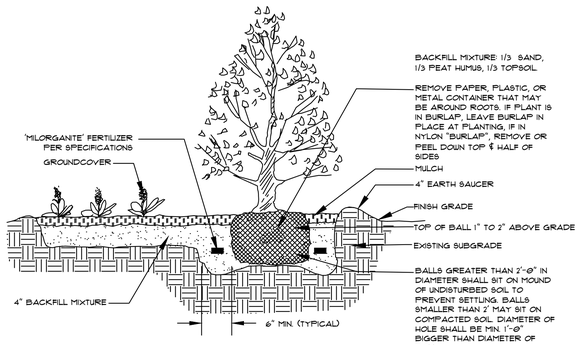
MAINTENANCE:

NEWLY INSTALLED PLANTS AND PLANT BEDS ARE TO BE KEPT WATERED, WEED FREE AND INSECT FREE UNTIL THE LANDSCAPE CONTRACT IS COMPLETE.

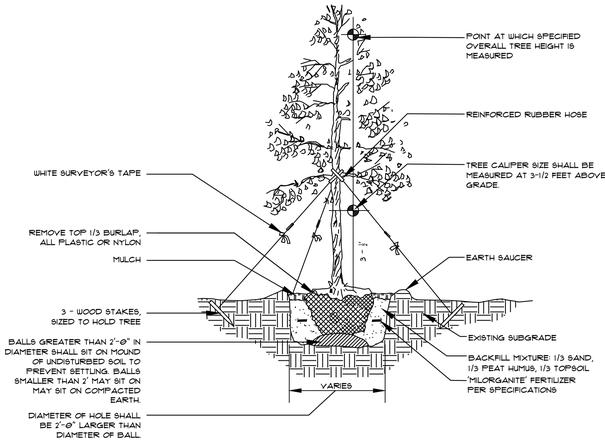
ALL SABAL PALMS WITH TIED HEADS ARE TO BE OPENED AND TRIMMED 6-8 WEEKS AFTER INSTALLATION AT NO ADDITIONAL COST.

CLEANUP:

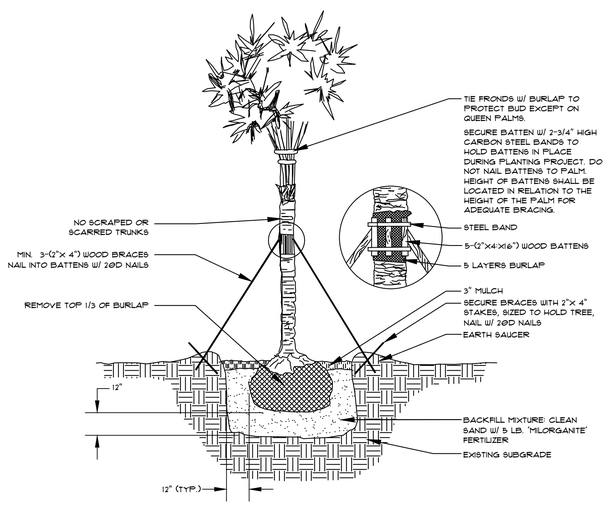
LANDSCAPE CONTRACTOR SHALL, AT ALL TIMES, KEEP JOB SITE CLEAN AND FREE FROM ACCUMULATION OF WASTE MATERIAL, DEBRIS, AND RUBBISH.



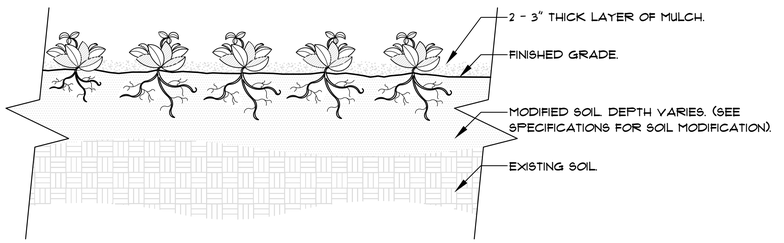
SHRUB & GROUNDCOVER PLANTING DETAIL



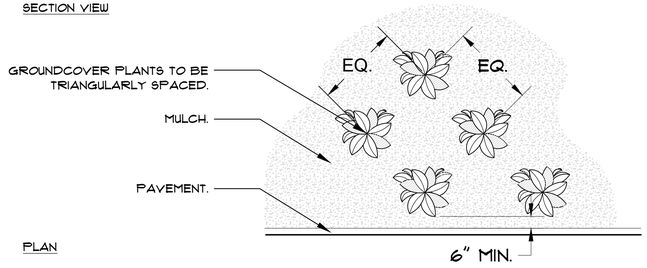
TREE PLANTING DETAIL



SABAL PALM PLANTING DETAIL



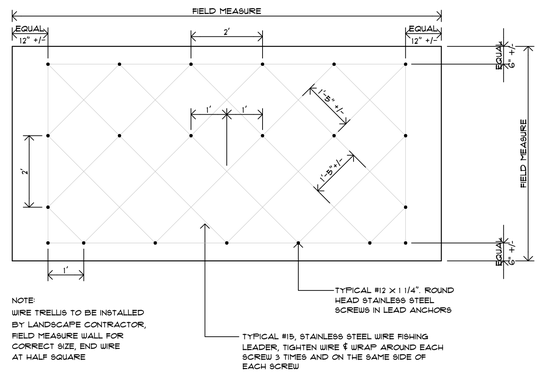
SECTION VIEW



PLAN

NOTES:
1- SEE PLANTING LEGEND FOR GROUNDCOVER SPECIES, SIZE, AND SPACING DIMENSION.
2- SMALL ROOTS 0¼" OR LESS) THAT GROW AROUND, UP, OR DOWN THE ROOT BALL PERIPHERY ARE CONSIDERED A NORMAL CONDITION IN CONTAINER PRODUCTION AND ARE ACCEPTABLE HOWEVER THEY SHOULD BE ELIMINATED AT THE TIME OF PLANTING. ROOTS ON THE PERIPERHY CAN BE REMOVED AT THE TIME OF PLANTING. (SEE ROOT BALL SHAVING CONTAINER DETAIL).
3- SETTLE SOIL AROUND ROOT BALL OF EACH GROUNDCOVER PRIOR TO MULCHING.

GROUNDCOVER DETAIL



WIRE TRELLIS DETAIL

Know what's below. Call before you dig.

Plantvet Studio
Landscape Design
2903 NE CHRISTOPHER CT.
JENSEN BEACH, FL 34957
(772)341-9481
RUSS@PLANTVET.COM

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LANDSCAPE PLANS

BENEDETTI OFFICE BUILDING

400 OSCEOLA STREET, STUART FL, 34994

DISCLAIMER:
CONTRACTOR SHOULD VERIFY ALL MEASUREMENTS AND QUANTITIES BEFORE WORK BEGINS. THIS PLAN WAS CONSTRUCTED USING MULTIPLE SOURCES OF INFORMATION AND SHOULD BE CONSIDERED APPROXIMATE BEFORE VERIFICATION. IT IS NOT UNCOMMON FOR FIELD ADJUSTMENTS TO BE NECESSARY DURING CONSTRUCTION. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO BE FAMILIAR WITH THE DESIGN AND TO BE PREPARED FOR NECESSARY CHANGES DURING CONSTRUCTION.

SHEET
L5.0
DETAILS & SPECIFICATIONS

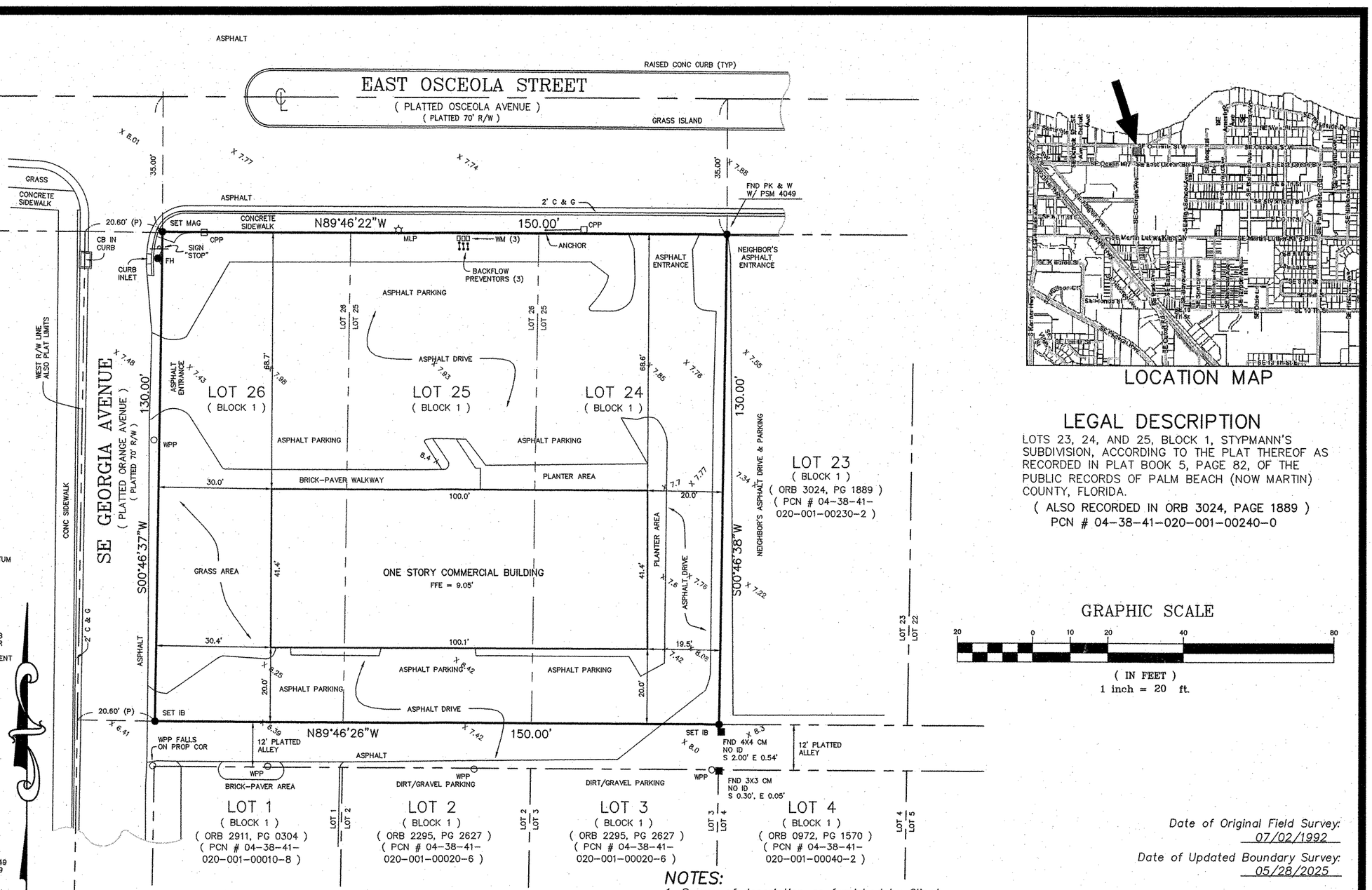
DRAWN BY: RJM
DESIGNED BY: RJM
CHECKED BY: RJM

DATE: 1.15.25
REVISED: 3.25.25

SCALE -

LEGEND:

AC	ACRE
A/C	AIR CONDITIONER
ALUM	ALUMINUM
ANC	ANCHOR
APPROX	APPROXIMATE
AVE	AVENUE
BRG	BEARING
BLK	BLOCK
BLVD	BOULEVARD
BLDG	BUILDING
BM	BENCHMARK
CATV	CABLE TELEVISION BOX
C	CALCULATED
CB	CATCH BASIN
△	CENTRAL ANGLE
CLF	CHAINLINK FENCE
CHD	CHORD
CONC	CONCRETE
CBS	CONC. BLOCK STRUCTURE
CM	CONCRETE MONUMENT
CNR	COULD NOT READ
CPP	CONCRETE POWER POLE
COR	CORNER
COV	COVERED
CMP	CORRUGATED METAL PIPE
CVG	CONCRETE VALLEY GUTTER
D	DEED
D/F	DRAINFIELD
DE	DRAINAGE EASEMENT
~~	DRAINAGE FLOW
ESMT	EASEMENT
EOC	EDGE OF CONCRETE
EOP	EDGE OF PAVEMENT
EOW	EDGE OF WATER
EM	ELECTRIC METER
ES	ELECTRIC SERVICE
ELEV	ELEVATION
EQUIP	EQUIPEMENT
X 17.00	EXISTING ELEVATION
FT	FEET
F	FIELD MEASUREMENT
FNC	FENCE
FFE	FINISHED FLOOR ELEVATION
FH	FIRE HYDRANT
FPL	FLORIDA POWER & LIGHT
FND	FOUND
GOVT	GOVERNMENT
HSE	HOUSE
I & E	INGRESS & EGRESS EASEMENT
INV	INVERT
IB	IRON BAR
IP	IRON PIPE
IB & C	IRON BAR & CAP
IP & C	IRON PIPE & CAP
L	ARC LENGTH
LE	LANDSCAPE EASEMENT
LB	LICENSED BUSINESS NUMBER
MLP	METAL LIGHT POLE
M & W	MAG NAIL & WASHER
MAG	MAG NAIL
ME	MAINTENANCE EASEMENT
MH	MANHOLE
MHWL	MEAN HIGH WATER LINE
M/F	METAL FENCE
N & TT	NAIL & TIN TAB
N & W	NAIL & WASHER
NAVD	NORTH AMERICAN VERTICAL DATUM
NO ID	NO IDENTIFICATION
NTS	NOT TO SCALE
NAD	NORTH AMERICAN DATUM
ORB	OFFICIAL RECORD BOOK
O/S	OFFSET
OH	OVERHANG
OHW	OVERHEAD WIRE
PG	PAGE
PK	PARKER-KALON NAIL
PK & TT	PARKER-KALON NAIL & TIN TAB
PK & W	PARKER-KALON NAIL & WASHER
PVMT	PAVEMENT
PRM	PERMANENT REFERENCE MONUMENT
P	PLAT
PB	PLATBOOK
PCN	PARCEL CONTROL NUMBER
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
POE	POINT OF ENCROACHMENT
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
PP	POWER POLE
PUE	PRIVATE UTILITY EASEMENT
PLS	PROFESSIONAL LAND SURVEYOR
℄	PROPERTY LINE
PROP	PROPOSED
• 17.00	PROPOSED ELEVATION
PRO	PRORATED
R	RADIUS
RAD	RADIAL
RRS	RAILROAD SPIKE
RNG	RANGE
RLS	REGISTERED LAND SURVEYOR
RCP	REINFORCED CONCRETE PIPE
R/W	RIGHT OF WAY
SS	SANITARY SEWER
SECT	SECTION
SET IB	SET 5/8 IRON BAR & CAP #4049
SET MAG	SET MAG NAIL & WASHER #4049
S/T	SEPTIC TANK
S/W	SIDEWALK
SBT	SOUTHERN BELL TELEPHONE BOX
S/F	SQUARE FEET
S/D	SUBDIVISION
T	TANGENT
TCE	TEMPORARY CONSTRUCTION EASEMENT
TOB	TOP OF BANK
TOE	TOE OF SLOPE
TWP	TOWNSHIP
TRANS	TRANSFORMER
TYP	TYPICAL
UDE	UTILITY & DRAINAGE EASEMENT
UE	UTILITY EASEMENT
V/F	VINYL FENCE
W/F	WOOD FENCE
WM	WATER METER
WV	WATER VALVE
WPP	WOOD POWER POLE
ø	DIAMETER
△	SURVEY WORK POINT



LOCATION MAP

LEGAL DESCRIPTION

LOTS 23, 24, AND 25, BLOCK 1, STYPMANN'S SUBDIVISION, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 5, PAGE 82, OF THE PUBLIC RECORDS OF PALM BEACH (NOW MARTIN) COUNTY, FLORIDA.

(ALSO RECORDED IN ORB 3024, PAGE 1889)
PCN # 04-38-41-020-001-00240-0

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

Date of Original Field Survey: 07/02/1992

Date of Updated Boundary Survey: 05/28/2025

NOTES:

1. *Survey of description as furnished by Client.*
2. *Lands shown hereon were not abstracted for easements and/or rights-of-way of record.*
3. *All Survey Measurements are in Accordance with The United States Standard, in Feet.*
4. *This is a Boundary & Topographic Survey as Defined in Chapter 5J-17, Florida Administrative Code.*
5. *There are no above ground encroachments, unless otherwise shown.*
6. *Bearings, Coordinates, and Distances as shown on this survey are referenced to Grid North, Based on State Plane Coordinates, U.S. Survey Feet, North American Datum of NAD 83/11, (2011 Adjustment), Florida East Zone, and The Elevations Shown Hereon Are Based on The North American Verticle Datum of 1988 and Are Referenced to The LENGEMANN of Florida's L-NET GPS Network Developed Which Meets or Exceeds The Federal Geodetic Control Comitee (FGCC) Guidelines For "Geometric Geodetic Accuracy Standards and Specifications For Using GPS Relative Positioning Techniques", As Well as The Standards of Practice Set Forth By The Florida Board of Land Surveyors in Chapter 5J-17, Florida Administrative Code, Pursuant to Chapter 472.027, Florida Statutes.*
7. *Elevations as Shown Hereon are in Feet and Decimals, and Reference the North American Vertical Datum of 1988, (NAVD 88), And Are Based On Benchmark, "OC-1", Having an Elevation = 6.16'. The "Site or Temporary Benchmarks" as Shown on this Survey are Based on a Closed Level Loop From Said Benchmark "OC-1" to "OC-1", With a Verticle Closure of 0.01'. Elevations as Shown Have Been Measured to an Estimated Verticle Positional Accuracy of +/- 0.05'.*
8. *The Expected Use of the Subject Property is for Future Construction and Engineering Design and Falls within the Commercial High Risk Category as Classified in Florida Administrative Code. All Field-Measured Control Measurements Exceeded 1:10,000 Feet Accuracy Requirements for This Classification, And, On This Particular Survey, The Scale Factor Was Measured at 1.000018633.*
9. *The National Flood Insurance Program designation as indicated on the F.E.M.A. Map No. 12085C0153H, dated 02/19/2020, locates the parcel in Zone X, base flood elevation N/A feet; subject to any scaling and interpolation factors associated with mapping of this accuracy. This data is an interpretation by the surveyor and is provided as a courtesy. The flood zone(s) should be verified by a determination agency.*
10. *Underground foundations & utilities not located unless shown.*
11. *Additions or deletions to survey maps or reports by other than the signing party or parties is prohibited without written consent of the signing party or parties.*

1. *PROPERTY ADDRESS:*
   -400 EAST OSCEOLA STREET
2. *CERTIFIED TO:*
   -MICHAEL BENEDETTI

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

STEPHEN J. BROWN, INC.

STEPHEN J. BROWN, PROFESSIONAL SURVEYOR AND MAPPER
REGISTRATION NO. 4049, STATE OF FLORIDA

REVISIONS	BY
CONVERT TO AUTOCAD 05/28/2025	S.J.B.
TOPO ADDED 09/22/2025	S.J.B.
CITY COMMENTS REVISION 10/13/2025	S.J.B.

BOUNDARY SURVEY PREPARED FOR: BENEDETTI

STEPHEN J. BROWN, INC.
LICENSED BUSINESS NUMBER: 6484
SURVEYORS • DESIGNERS • LANDPLANNERS • CONSULTANTS
619 EAST 5TH STREET; STUART, FLORIDA 34994 EMAIL: STEVE@SJBSTUART.COM PHONE: (772)-288-7176

DRAWN	S.J.B.
CHECKED	S.J.B.
DATE	07/17/1992
SCALE	1" = 20'
JOB NO.	1239-02-01A
SHEET	ONE
OF ONE	SHEETS

Uniform Signage Plan for CPUD 400 SE Osceola St.

Proposed signage Plan:

- Maintain Aesthetic attributes of City of Stuart Municode Sec. 6.11.05.
- Ground Signs (monument or freestanding)
    - Propose setback is adjusted from 10’ to 2’ from the sidewalk (right-of-way) along the North boundary due to the parking lot starting 8’ from the sidewalk.
    - Propose setback from the West (Georgia St) 6’ from right-of-way to not encroach upon landscape beauty.
- Wall signs:
    - Must be anchored to concrete block
    - On building face
    - For Suite 3:
        - 1 sign for the practice name not to exceed 8 sq. ft.
        - 1 sign per occupant not to exceed 4 sq. ft. each
    - For Suite 2:
        - 1 sign not to exceed 8 sq. ft.
    - For Suite 1:
        - Max 9 sq. ft. per occupant
        - Max 2 signs per occupant

400 SE OSCEOLA ST
DRAINAGE STATEMENT
STUART, FLORIDA

CAPTEC Engineering, Inc.
Civil Engineering Professionals

INTRODUCTION

The following drainage statement is for the existing office building at 400 SE Osceola St project located in the City of Stuart within Martin County, Florida. The intent of the proposed project is to re-purpose one of the three office spaces for a Hair Salon.

SITE LOCATION AND DESCRIPTION

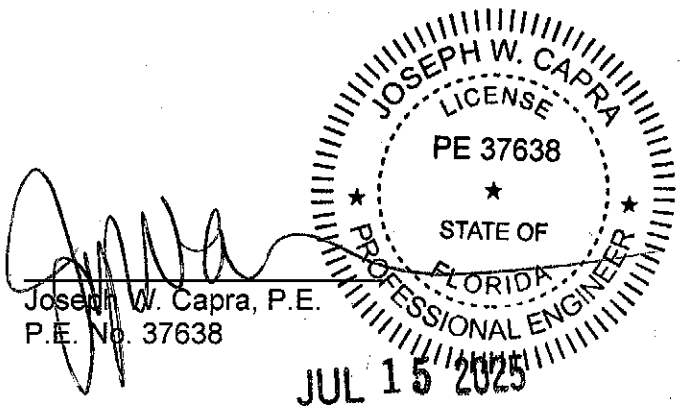
The project site is approximately 0.45 acres and is located on East Osceola St, at the intersection of SE Georgia Ave. The site is currently developed with an existing asphalt parking lot, office building, and green area.

DRAINAGE

Runoff from the existing site currently drains offsite to existing storm inlets located on SE Georgia Ave and SE Osceola St. There are no proposed exterior improvements as it relates to the pervious and impervious areas of the site, and therefore, no water quality improvements proposed with the site.

The existing finished floor elevation is 9.00 ft.-NAVD.

The Site lies within FEMA Flood Zone X as shown on FEMA Flood Map 12085C0151H on the attached Exhibit.



Joseph W. Capra, P.E.
P.E. No. 37638

400 SE OSCEOLA ST
DRAINAGE STATEMENT
STUART, FLORIDA

CAPTEC Engineering, Inc.
Civil Engineering Professionals

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The existing finished floor elevation is 9.00 ft.-NAVD.

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JOSEPH W. CAPRA
LICENSE
PE 37638
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

Joseph W. Capra, P.E.
P.E. No. 37638

JUL 15 2025

Traffic & Mobility CONSULTANTS
Formerly O'Rourke Engineering & Planning

MEMORANDUM

April 14, 2025

Re: 400 Osceola Street
Traffic Statement
Stuart, Florida
Project № 25055.00.03

Introduction

Traffic & Mobility Consultants was retained to provide a traffic analysis for 400 Osceola Street which is proposing interior building modifications to offer salon services; the City of Stuart is requiring a rezoning from R-3 to Commercial Planned Unit Development. **Attachment 1** provides the application narrative.

Existing Trip Generation Analysis

400 Osceola Street is an existing 4,100 square feet of medical/dental office space on approximately 0.45 acres; existing access to SE Georgia Avenue and SE Osceola Avenue will remain as is.

Medical-Dental Office Building rates from the ITE Trip Generation 11th Edition were applied; Tables 1a, 1b, and 1c summarize trip generation.

Table 1a- Daily

Description	Land Use Code	Intensity	Units	Daily Trip Generation	Directional Split		Gross Trips			Daily Net Trips		
					In	Out	In	Out	Total	In	Out	Total
Medical-Dental Office Building	720	4.10	KSF	T = 42.97(X) - 108.01	50%	50%	34	34	68	34	34	68

R^2=.92

Table 1b- Adjacent Street AM

Description	Land Use Code	Intensity	Units	AM Peak Hour Trip Generation	Directional Split		Gross Trips			AM Net Trips		
					In	Out	In	Out	Total	In	Out	Total
Medical-Dental Office Building	720	4.10	KSF	Ln(T) = 0.90 Ln(X) + 1.34	79%	21%	11	3	14	11	3	14

R^2=.80

Table 1c- Adjacent Street PM

Description	Land Use Code	Intensity	Units	PM Peak Hour Trip Generation	Directional Split		Gross Trips			PM Net Trips		
					In	Out	In	Out	Total	In	Out	Total
Medical-Dental Office Building	720	4.10	KSF	T = 4.07(X) - 3.17	30%	70%	4	10	14	4	10	14

Source: ITE Trip Generation 11th Edition *R^2=.77*

PUD Trip Generation Analysis

The change from R-3 to Commercial PUD increases the maximum dwelling units per acre from 10 units per acre to 30 units per acre when comparing *Sec.2.03.08 Tables 3a* to *3b*. On the 0.45 acre parcel, this equates to currently allowable 4 dwelling units to a potential 13 dwelling units; or an increase in 9 potential units.

Single-Family Detached Housing rates from the ITE Trip Generation 11th Edition were applied; Tables 2a, 2b, and 2c summarize trip generation.

Table 2a- Daily

Description	Land Use Code	Intensity	Units	Daily Trip Generation	Directional Split		Gross Trips			Daily Net Trips		
					In	Out	In	Out	Total	In	Out	Total
Single-Family Detached Housing	210	9	Dwelling	Ln(T) = 0.92 Ln(X) + 2.68	50%	50%	55	55	110	55	55	110

R^2=.95

Table 2b- Adjacent Street AM

Description	Land Use Code	Intensity	Units	AM Peak Hour Trip Generation	Directional Split		Gross Trips			AM Net Trips		
					In	Out	In	Out	Total	In	Out	Total
Single-Family Detached Housing	210	9	Dwelling	Ln(T) = 0.91 Ln(X) + 0.12	25%	75%	2	6	8	2	6	8

R^2=.90

Table 2c- Adjacent Street PM

Description	Land Use Code	Intensity	Units	PM Peak Hour Trip Generation	Directional Split		Gross Trips			PM Net Trips		
					In	Out	In	Out	Total	In	Out	Total
Single-Family Detached Housing	210	9	Dwelling	Ln(T) = 0.94 Ln(X) + 0.27	63%	37%	7	3	10	7	3	10

Source: ITE Trip Generation 11th Edition *R^2=.92*

Conclusion

Medical-Dental Office Building represents the worst-case trip generation scenario under the existing zoning district of R-3, as well as the proposed Commercial PUD zoning district. The worst case trip generation is demonstrated to result in no net change, and the change in allowable dwelling units is demonstrated to generate less than 20 net peak hour trips; the project does not require additional analysis and is deemed to be consistent with city transportation concurrency requirements.

I remain available should you have any questions or comments.

Respectfully submitted,
TRAFFIC & MOBILITY CONSULTANTS

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

TRAFFIC & MOBILITY CONSULTANTS LLC
3101 MAGUIRE BOULEVARD, SUITE 265
ORLANDO, FLORIDA 32803

CERTIFICATE OF AUTHORIZATION CA-30024
Ayman As-Saidi, P.E. № 56849

Kimley»Horn

To: Kristopher McCrain
Principal Planner
City of Stuart Development Department

From: Alex Memering, P.E.
Kimley-Horn and Associates, Inc. ARM .

Date: September 8, 2025

Re: 400 Osceola Street
Review of Rezoning Traffic Statement

Kimley-Horn has reviewed the traffic statement (dated April 14, 2025) prepared by Traffic & Mobility Consultants related to the above-mentioned project. The applicant is proposing to rezone a 0.45-acre parcel from its existing R-3 Residential – Multi-Family/Office (R-3) zoning designation to Commercial Planned Unit Development (CPUD). The property is located at the southeast corner of Osceola Street & Georgia Avenue in Stuart, Florida.

It is anticipated that the proposed trip generation potential for the CPUD zoning designation is as follows: 68 daily trips, 14 (4 entering/ 10 exiting) AM peak hour trips, and 14 (10 entering/ 4 exiting) PM peak hour trips. The existing trip generation potential for the R-3 zoning designation is as follows: 110 daily trips, 8 (2 entering/ 6 exiting) AM peak hour trips, and 10 (7 entering/ 3 exiting) PM peak hour trips. The proposed CPUD zoning designation shows a minimal increase in peak hour traffic generation compared to the existing R-3 zoning designation which will not adversely affect the surrounding transportation network.

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.

.

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
City Commission

Meeting Date: 2/23/2026 **Prepared by:** Jodi Nentwick

Title of Item:
AVONLEA COMMERCIAL CORNERS EAST MAJOR AMENDMENT TO THE NEW AVONLEA PUD FOR PARCEL D (LOT 11)

ORDINANCE No. 2550-2026; AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, PROVIDING FOR THE THIRD AMENDMENT OF THE "NEW AVONLEA PLANNED UNIT DEVELOPMENT" CONSISTING OF 12.40 ACRES ZONED RESIDENTIAL PLANNED UNIT DEVELOPMENT, 16.24 ACRES ZONED COMMERCIAL PLANNED UNIT DEVELOPMENT, AND 20.4 ACRES OF WETLAND/UPLAND PRESERVE ZONED RESIDENTIAL PLANNED UNIT DEVELOPMENT, BEING GENERALLY LOCATED BETWEEN NE DIXIE HIGHWAY TO THE SOUTH, LAND ON BOTH SIDES OF GREEN RIVER PARKWAY ON THE WEST, LAND ON BOTH SIDES OF CARDINAL AVENUE ON THE EAST AND THE CITY BOUNDARY TO THE NORTH, FOR PROPERTY LEGALLY DESCRIBED BY EXHIBIT "A" ATTACHED; AMENDING THE COMMERCIAL PLANNED UNIT DEVELOPMENT TO PROVIDE FOR THE APPROVAL OF THE MASTER PARCEL SITE PLAN FOR THE AVONLEA COMMERCIAL EAST PARCEL D (LOT 11) TO BE IDENTIFIED AS AVONLEA COMMERCIAL CORNERS EAST; PROVIDING FOR THE APPROVAL OF THE MASTER SITE OFF-SITE INFRASTRUCTURE PLAN FOR THE ENTIRE PLANNED UNIT DEVELOPMENT; PROVIDING FOR REVISED AND NEW DEVELOPMENT CONDITIONS APPROVAL FOR PARCEL D (LOT 11); PROVIDING FOR AMENDED AND NEW TIMETABLES FOR DEVELOPMENT; DECLARING THE PLAN TO BE CONSISTENT WITH THE CITY'S COMPREHENSIVE PLAN; PROVIDING DIRECTIONS TO THE CITY CLERK; PROVIDING FOR REPEAL OF ALL ORDINANCES IN CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

Summary Explanation/Background Information on Agenda Request:
On November 18, 2022, an application was submitted by Cotleur & Hearing ("Applicant") on behalf of Avonlea Commercial Corners LLC ("Property Owner") for a major amendment to New Avonlea PUD seeking authorization to develop the +/- 0.90 acre-parcel constructing a 6,827 square foot mixed-use, consisting of office, medical, personal services,and restaurants.

The 0.9 acre development area has been established as a development area by the Master PUD plan and is to be considered in conjunction with the over 20-acres of preserve area that has been established, restored and protected as a part of the PUD. It is important to note that the development acreage is "net" of wetland setbacks as memorialized by the Conservation Easement with South Florida Water Management District (SFWMD), the New Avonlea PUD Plat and the land use amendment of the preserve areas and setbacks to Conservation from PUD.

Project History:
Originally approved by Ordinance No. 2307-2015, the Avonlea Master plan has had several minor changes specifically for the residential areas of the development. The intent of the original New Avonlea PUD (2307-2015) was to amend the previous Avonlea PUD and provide platted boundaries for development, preserve and associated setbacks and reduce the intensity of the project to a more realistic and more appropriate for Stuart density. Presently, Parcels 2 and 12 are nearing build-out with 62 townhome units.

On Parcel 16 there are 69 units currently under construction and parcel 10 and 13 are proposed for the

development of 203 apartment units. In total, the PUD permits 40,000 square feet of development on the parcels subject to this application, and we are further reducing that density/intensity to 6,827 square feet, which is over a quarter of the permitted density. The specific project area is vacant and wooded and has not been developed previously. The most recent amendment to the Avonlea development was approved and adopted in April 2020 through Ordinance No. 2434-2020.

Funding Source:
N/A

Recommended Action:
Staff recommends the Board forwards a recommendation to the City Commission to approve the major amendment to the New Avonlea PUD to develop Parcel D (Lot 11) to be known as Avonlea Commercial Corners East.

ATTACHMENTS:
1. Ordinance 2550-2025 Avonlea Lot 11 Major Amendment CPUD
2. CC-PUD Amendment Application
3. CC- Avonlea Commercial Corners East Narrative
4. CC-Avonlea Master Site Plan Final
5. CC-Site Plan
6. CC-Boundary & Topographic Survey
7. CC-Color Elevations
8. CC-Floor Plan
9. CC-Preliminary Construction Plans
10. CC-Landscape Plan
11. CC-Irrigation Plan
12. CC-Tree Disposition Plan
13. CC-Applicant's Response to Tree Mitigation
14. CC-Traffic Impact Analysis
15. CC-City's Traffic Consultant Approval Letter

BEFORE THE CITY COMMISSION
CITY OF STUART, FLORIDA

ORDINANCE NUMBER 2550-2026

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, PROVIDING FOR THE THIRD AMENDMENT OF THE "NEW AVONLEA PLANNED UNIT DEVELOPMENT" CONSISTING OF 12.40 ACRES ZONED RESIDENTIAL PLANNED UNIT DEVELOPMENT, 16.24 ACRES ZONED COMMERCIAL PLANNED UNIT DEVELOPMENT, AND 20.4 ACRES OF WETLAND/UPLAND PRESERVE ZONED RESIDENTIAL PLANNED UNIT DEVELOPMENT,BEING GENERALLY LOCATED BETWEEN NE DIXIE HIGHWAY TO THE SOUTH, LAND ON BOTH SIDES OF GREEN RIVER PARKWAY ON THE WEST, LAND ON BOTH SIDES OF CARDINAL AVENUE ON THE EAST AND THE CITY BOUNDARY TO THE NORTH, FOR PROPERTY LEGALLY DESCRIBED BY EXHIBIT "A" ATTACHED; AMENDING THE COMMERCIAL PLANNED UNIT DEVELOPMENT TO PROVIDE FOR THE APPROVAL OF THE MASTER PARCEL SITE PLAN FOR THE AVONLEA COMMERCIAL EAST PARCEL D (LOT 11) TO BE IDENTIFIED AS AVONLEA COMMERCIAL CORNERS EAST; PROVIDING FOR THE APPROVAL OF THE MASTER SITE OFF-SITE INFRASTRUCTURE PLAN FOR THE ENTIRE PLANNED UNIT DEVELOPMENT; PROVIDING FOR REVISED AND NEW DEVELOPMENT CONDITIONS APPROVAL FOR PARCEL D (LOT 11); PROVIDING FOR AMENDED AND

NEW TIMETABLES FOR DEVELOPMENT; DECLARING THE PLAN TO BE CONSISTENT WITH THE CITY'S COMPREHENSIVE PLAN; PROVIDING FOR DIRECTIONS TO THE CITY CLERK; PROVIDING FOR REPEAL OF ALL ORDINANCES IN 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, amend, and enforce land development regulations that are consistent with and serve to 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 in order to enter into, amend or revoke a development agreement; and

WHEREAS, on June 8, 2015, the City Commission adopted Ordinance No. 2307-2015, whereby establishing the "New Avonlea PUD" which consists of a Master Parcel Plan and provides that any future development activities on any of the project's multiple parcels (with the exception of Phase II of an existing Avonlea Commerce Center Parcel) shall require a master site plan approval through a major Planned Unit Development (PUD) amendment, further requiring that an off-site infrastructure plan be added to the Master Parcel Plan at the time of first amendment.

WHEREAS, on June 11, 2018, the City Commission adopted Ordinance No. 2266-2018, amending the PUD for the approval of the Master parcel site plan for the Avonlea Preserve A (Parcel 2) and B (Parcel 12) Residential Planned Unit Development (RPUD) developments, including the New Avonlea Off-Site Infrastructure Plan are consistent with the PUD and anticipated development; and

WHEREAS, on December 9, 2019, the City Commission adopted Ordinance No. 2420-2019,

amending the PUD providing approval of the Master Parcel Site Plan for the Avonlea Crossing A (Parcel 1), to be known as Kindig Professional Offices, providing for a Master Off-Site Infrastructure Plan for the entire PUD, revised and additional development conditions of approval, and provided for amended and new timetables for development; and

WHEREAS, on June 8, 2020, the City Commission adopted Ordinance No. 2438-2020 approving a minor amendment to the "New Avonlea PUD" amending Exhibit Number 11 of the New Avonlea PUD, entitled the Off-Site Infrastructure Plan by HJA Design Studio, and amending Condition No. 25; and

WHEREAS, on April 13, 2020, the City Commission adopted Ordinance 2434-2020, amending the Commercial Planned Unit Development (CPUD) of the Master Parcel Site plan for the Avonlea Crossings Parcel B (Parcel 16) to rezone from CPUD to a RPUD, amending the Master Off-Site Infrastructure Plan for the entire PUD, revised and additional development conditions of approval, and amended timetables for development; and

WHEREAS, on November 18, 2022, an application was submitted by Cotleur & Hearing ("Applicant") on behalf of Avonlea Commercial Corners LLC ("Property Owner") for a major amendment to New Avonlea PUD seeking authorization to develop the +/- 0.90 acre-parcel constructing a 6,827 square foot mixed-use, consisting of office, medical, personal services; and

WHEREAS, the Community Redevelopment Board ("CRB") held a properly noticed hearing on February 3, 2026, to consider the Applicant's request and unanimously voted to recommend approval subject to certain conditions; and

WHEREAS, the City Commission held two properly noticed public hearings with the First Reading of the ordinance on February 23, 2026, and the Second Reading of the ordinance on XXXXX, 2026.

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

SECTION 1: The foregoing recitals shall be and are hereby incorporated as if fully set forth herein.

SECTION 2: The legal description of the subject property, reflecting the entire New Avonlea PUD parcels, is set forth on **Exhibit "A"** attached hereto and made a part hereof by reference. A map depicting the subject property is attached hereto as **Exhibit "B"** and made part of reference.

SECTION 3: In consideration of the CRB recommendation, all written and oral comments at the public hearing, the analysis by the City's Development Department and the evidence and testimony presented by the parties at the public hearing, the City Commission has determined that the Applicant/Property Owner showed substantial competent evidence that the application is consistent with the City's Comprehensive Plan and Land Development Code of the City along with being compliant with the procedural requirements of the law. The City Commission hereby approves the Major Amendment to the "New Avonlea PUD" subject to certain Conditions of Approval. The Conditions of Approval for the subject development are attached hereto attached as **Exhibit "C"** and made part hereof by reference.

SECTION 4: All ordinances or parts of ordinances and resolutions 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 Applicant, Property Owner, and/or successor in interest of the site, this ordinance shall prevail.

SECTION 5: Following the adoption of this ordinance and any 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, Property Owner or successor in interest 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) and Resolution(s) adopting the same, the City Commission may impose or do any or all the following:

a. Initiate the process to amend or repeal this or any other ordinance or resolution 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 Applicant, Property Owner or successor in interest shall be considered a zoning violation subject to any remedies provided herein, or as otherwise provided by law. In the event a violation continues from day to day, each day the violation is found to continue shall be deemed a separate violation.

SECTION 6: 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 7: This ordinance shall become effective immediately upon adoption by the City Commission.

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: The following documents (hereinafter **"Approved Development Documents"** are attached hereto attached as (**Exhibit "D"**) on file as public records of the City of Stuart, at the City Clerk's office in City Hall, shall be deemed as part of the conditions applicable to the subject development:

The following are General New Avonlea PUD Plans and Documents (reinstated by Ordinance 2420-2019:

1. The Master Parcel Plan, Sheet 1 of 1 by Lucido and Associates, dated 5.27.18 (existing)
2. South Florida Water Management District Permit #43-01387-P, issued 6.9.16. (existing)
3. Department of the Army Permit #SAJ-1998-03203. (existing)
4. Drainage Statement, by Grzelka Engineering, Inc. and as built plans for master drainage. (existing)
5. Master Drainage Plan, by DLS Environmental Services, Inc. dated March 2016 (revised)
6. Environmental Assessment Report, prepared by DLS Environmental Services, Inc. dated July 2014 (existing)
7. Preserve Area Management Plan, prepared by DLS Environmental Services, Inc., dated March 2017 (existing)
8. Traffic Impact Analysis prepared by MacKenzie Engineering and Planning, dated October 2014 (existing)
9. 2015 Pattern Book for Avonlea Commerce Center Phase II (existing)
10. PUD Boundary Survey prepared by Velcon Group, Inc., dated 01.08.14 (existing)
11. Avonlea PUD Off-Site Infrastructure Plan, by HJA Design Studio, Sheet 1 and 2 of 2, dated 1.11.16 (existing)
12. Avonlea Typical Cross Section, by Cotleur and Hearing, Inc., dated 4.19.18 (existing)
13. Amended and Restated Declaration of Covenants and Restrictions for the New Avonlea P.U.D., dated 11.30.16. (existing)

Master Parcel Plans for Avonlea Crossings Parcel A (Parcel 1)

14. Site Plan for Avonlea Crossing A, by Kuoppala & Associates, dated 9.30.19 (existing)

15. Landscape Plan for Avonlea Crossing A, by Litterick Landscape Architecture, dated 9.30.19 (existing)

16. Architectural Elevations and Floor Plans for Avonlea Crossing A, by Kuoppala & Associates, dated 9.30.19 (existing)

17. Boundary Survey for Avonlea Crossing A, by Velcon Engineering and Surveying, dated 4.30.19 (existing)

The following documents are established by Ordinance 2366-2018 and are not being replaced:

Master Parcel Plans for Avonlea Preserve Parcel A (Parcel 2) and B (Parcel 12)

18. Site Plan for Avonlea Preserve A, by Cotleur and Hearing, Inc, dated 11.20.17 (existing)

19. Site Plan for Avonlea Preserve B, by Cotleur and Hearing, Inc., dated 11.20.17 (existing)

20. Lot Plan for Avonlea Preserve A and B, by Cotleur and Hearing, Inc., dated 4.24.18 (existing)

21. Landscape Plan for Avonlea Preserve A, by Cotleur and Hearing, Inc., dated 5.25.18 (existing)

22. Landscape Plan for Avonlea Preserve B, by Cotleur and Hearing, Inc., dated 5.25.18 (existing)

23. Landscape Plan details for Avonlea Preserve A and B, by Cotleur and Hearing, Inc., dated 5.25.18 (existing)

24. Boundary Survey for Avonlea Preserve A, by Velcon Group, Inc., dated 1.27.17 (existing)

25. Boundary Survey for Avonlea Preserve B, by Velcon Group, Inc., dated 2.6.17 (existing)

26. Amenity Package, dated 2.2.18 (existing)

The following documents are established by Ordinance 2550-2026:

1. Project Narrative for New Avonlea PID Lot 11 dated January 30, 2026
2. Site Plan for Avonlea Commercial Corners – Lot 11 (Sheet 1 of 2), dated August 29, 2022, and revised through April 21, 2025, prepared by Cotleur & Hearing.

3. Boundary & Topographic Survey (1 Sheet) dated September 26, 2025, and prepared by Francis N. Guettler, PSM#7473, by Velcon Engineering & Surveying, LLC.
4. Floor Plans (A2) dated December 13, 2024, and prepared by Dominick Ranieri Architect.
5. Color Elevations (A-402) dated February 6, 2025, and prepared by Design Architecture Planning Interiors.
6. Preliminary Construction Plans (COV 01-08) dated November 30, 2021, and revised through May 20, 2025, prepared by Darren Guettler #74637, by Velcon Engineering & Surveying, LLC.
7. Landscape Plans (Sheet 1 of 2) dated September 14, 2022, and revised through November 7, 2025, prepared by Cotleur & Hearing.
8. Irrigation Plans (Sheet 1 of 3) dated November 19, 2025, and prepared by Cotleur & Hearing.
9. Tree Disposition Plan (Sheet 1 of 1) dated September 22, 2022, and revised through November 7, 2025.
10. Traffic Impact Analysis (197 pages) dated July 2023, and revised through June 2025, prepared by Shaun G. MacKenzie #61751, by MacKenzie Engineering & Planning, Inc.
11. City's Traffic Consultant Approval Letter (Page 1), dated August 22, 2025, prepared by Alex Memering, P.E. by Kimley-Horn.

SECTION 10: The complete execution and recording of this Ordinance by the City Clerk shall occur no later than 60 days from the date of this approval, failing which this Ordinance shall be void.

SECTION 11: Upon complete execution of this ordinance, the City Clerk is directed to record this ordinance in the Public Records of Martin County, Florida.

Ordinance No. 2550-2026 – New Avonlea PUD – Major PUD Amendment No. 4 and Master Site Plan Approval for Avonlea Commercial Corners East - Parcel D (Lot 11)

First read on the 23 day of August, 2026.

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
CHRISTOPHER COLLINS, MAYOR				
SEAN REED, VICE MAYOR				
EULA CLARKE, COMMISSIONER				
LAURA GIOBBI, COMMISSIONER				
CAMPBELL RICH, COMMISSIONER				

ADOPTED on second and final reading this day of _____, 2026.

ATTEST:

_____
MARY R. KINDEL
CITY CLERK

_____
CHRISTOPHER COLLINS
MAYOR

APPROVED AS TO FORM
AND CORRECTNESS:

_____
LEE J. BAGGETT, ESQ.
CITY ATTORNEY

EXHIBIT "A" Legal Description

AVONLEA PUD LEGAL DESCRIPTION:

BEGINNING ON THE SOUTH RIGHT-OF-WAY LINE OF BAKER ROAD 333 FEET EAST OF THE WEST LINE OF THE OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4, SECTION 29, TOWNSHIP 37 SOUTH, RANGE 41 EAST, THENCE RUN SOUTH 100 FEET TO THE POINT OF BEGINNING; THENCE RUN SOUTH 107 FEET; THENCE RUN EAST 177 FEET; THENCE RUN SOUTH 10 FEET; THENCE RUN EAST 330 FEET; THENCE RUN SOUTH 650 FEET; THENCE RUN EAST 500 FEET TO THE SOUTHEAST CORNER OF SECTION 29; THENCE RUN NORTH 1261 FEET, MORE OR LESS, TO THE SOUTHEASTERLY RIGHT-OF-WAY OF BAKER ROAD; THENCE RUN SOUTHWESTERLY TO THE SOUTH RIGHT-OF-WAY, THENCE RUN WEST 375 FEET; THENCE RUN SOUTH 100 FEET; THENCE RUN WEST 200 FEET; THENCE RUN NORTH 100 FEET; THENCE RUN WEST 100 FEET; THENCE RUN SOUTH 100 FEET AND WEST 100 FEET TO THE POINT OF BEGINNING (LESS THE WEST 50 FEET OF THE EAST 420 FEET OF THE NORTH 100 FEET OF THE SOUTH 133 FEET) AND (LESS ROAD RIGHT-OF-WAY). SECTION 29, TOWNSHIP 37 SOUTH, RANGE 41 EAST, MARTIN COUNTY, FLORIDA.

LESS, HOWEVER,
A STRIP OF LAND 50.00 FEET IN WIDTH IN THE SOUTHEAST ONE QUARTER OF THE SOUTHEAST ONE QUARTER OF SECTION 29, TOWNSHIP 37 SOUTH, RANGE 41 EAST, MARTIN COUNTY, FLORIDA, BEING MORE PARTICULARLY DECRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SAID SECTION 29, BEAR NORTH 88° 49' 00" WEST ALONG THE SOUTH LINE OF SAID SECTION A DISTANCE OF 272.50 FEET; THENCE NORTH 0° 15' 00" EAST ALONG A LINE PARALLEL TO THE EAST LINE OF SAID SECTION A DISTANCE OF 874.94 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF BAKER ROAD; THENCE NORTH 89° 04' 50" WEST ALONG SAID LINE A DISTANCE OF 282.26 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE NORTH 89° 04' 50" WEST A DISTANCE OF 50.00 FEET; THENCE SOUTH 0° 55' 10" WEST A DISTANCE OF 223.36 FEET; THENCE SOUTH 88° 49' 00" EAST A DISTANCE OF 50.00 FEET; THENCE NORTH 0° 55' 10" EAST A DISTANCE OF 223.59 FEET TO THE POINT OF BEGINNING.

ALSO LESS,

COMMENCE ON THE SOUTH RIGHT-OF-WAY LINE OF BAKER ROAD, 333 FEET FROM THE WEST LINE OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 37 SOUTH, RANGE 41 EAST; THENCE RUN SOUTH 100 FEET TO THE POINT OF BEGINNING; THENCE RUN SOUTH 107 FEET; THENCE RUN EAST 177 FEET; THENCE RUN SOUTH 10 FEET, THENCE RUN EAST 273 FEET; THENCE RUN NORTH 217 FEET TO A POINT IN THE SOUTH RIGHT-OF-WAY LINE OF BAKER ROAD (50 FEET WIDE); THENCE RUN WEST 50 FEET; THENCE RUN SOUTH 100 FEET; THENCE RUN WEST 200 FEET; THENCE RUN NORTH 100 FEET TO A POINT IN THE SOUTH RIGHT-OF-WAY LINE OF BAKER ROAD (50 FEET WIDE); THENCE RUN WEST 100 FEET; THENCE RUN SOUTH 100 FEET; THENCE RUN WEST 100 FEET TO THE POINT OF BEGINNING.

LESS, HOWEVER, THE WEST 50 FEET OF THE EAST 420 FEET OF THE NORTH 100 FEET OF THE SOUTH 133 FEET.

PARCEL 2:

THE SOUTH 1/2 OF THE SOUTHWEST 1/4 OF SECTION 28, TOWNSHIP 37 SOUTH, RANGE 41 EAST, MARTIN COUNTY, FLORIDA.

LESS, HOWEVER, BEGINNING AT THE SOUTHWESTERLY CORNER OF SAID SECTION 28, RUN NORTH ON SAID SECTION LINE 330 FEET; THENCE RUN EAST 396 FEET; THENCE RUN SOUTH 330 FEET; THENCE RUN WEST 396 FEET TO THE POINT OF BEGINNING LESS HIGHWAY RIGHT-OF-WAY (CONTAINING ACRES, MORE OR LESS).

AND LESS, HOWEVER, BEGINNING 396 FEET EAST OF THE SOUTHWESTERLY CORNER OF SAID SECTION 28 RUN NORTH ON SAID SECTION LINE 165 FEET; THENCE RUN EAST 792 FEET; THENCE RUN SOUTH 165 FEET TO STATE ROAD 707 AND WEST TO THE POINT OF BEGINNING LESS HIGHWAY RIGHT-OF-WAY AND LESS RAILROAD RIGHT-OF-WAY.

AND LESS, HOWEVER, THAT PART THAT LIES SOUTH OF THE SOUTHERLY RIGHT-OF-WAY OF STATE ROAD #707 AND NE SAVANNAH ROAD.

AND LESS, HOWEVER, THAT PART OF THE NE 1/4 OF THE SE 1/4 OF THE SW 1/4 IN SECTION 28, TOWNSHIP 37 SOUTH, RANGE 41 EAST LYING NORTH OF THE NORTHERLY RIGHT-OF-WAY OF NE SAVANNAH ROAD AND THE EXTENSION OF BAKER ROAD.

AND LESS, HOWEVER, THE EAST 202.00 FEET OF THE NORTHWEST ONE-QUARTER (NW 1/4) OF THE SOUTHEAST ONE-QUARTER (SE 1/4) OF THE SOUTHWEST ONE-QUARTER (SW 1/4) OF SECTION 28, TOWNSHIP 37 SOUTH, RANGE 41 EAST, MARTIN COUNTY, FLORIDA, LYING NORTH ON THE NORTH RIGHT-OF-WAY LINE OF NE BAKER ROAD ACCORDING TO THE PLANS FOR BAKER ROAD EXTENSION (MARTIN COUNTY PROJECT NO. SS-R-5). THE AREA OF THIS PARCEL IS 1.65 ACRES, MORE OR LESS.

SUBJECT TO EASEMENTS, RESTRICTIONS, RESERVATIONS AND RIGHT-OF-WAYS OF RECORD, IF ANY.

TOGETHER WITH

AVONLEA COMMECIAL CENTER
A PARCEL OF LAND LYING IN SECTION 28, T37S, R41E, MARTIN COUNTY, FLORIDA BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGIN AT THE POINT OF INTERSECTION OF THE WEST LINE OF THE EAST 202.00' OF THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 SAID SECTION 28, T37S, R41E OF PARCEL 6 AS DESCRIBED IN OFFICIAL RECORDS BOOK 895, PAGE 19, PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA AND THE NORTHERLY RIGHT OF WAY LINE OF BAKER ROAD EXTENTION AS DESCRIBED IN OFFICIAL RECORDS BOOK 726, PAGE 1921, PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA FOR THE POINT OF BEGINNING; THENCE N89°28'19"W ALONG SAID NORTHERLY RIGHT OF WAY LINE OF BAKER ROAD EXTENTION, 348.92' TO THE POINT OF INTERSECTION WITH THE EASTERLY RIGHT OF WAY LINE OF N.E.CARDINAL WAY BEING A 60.00' RIGHT OF WAY AS NOW LAID OUT AND IN USE; THENCE N10°56'26"W ALONG SAID EASTERLY RIGHT OF WAY LINE OF N.E.CARDINAL WAY, 381.26' TO THE POINT OF INTERSECTION WITH THE SOUTH LINE OF A PARCEL DESCRIBED IN OFFICIAL RECORDS BOOK 895, PAGE 25 AND 19, PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA AND PHYSICALLY DESCRIBED BY MONUMENTS AND OCCUPATION; THENCE S89°15'48"E ALONG SAID OCCUPIED LINE, 426.24' TO THE POINT OF INTERSECTION WITH THE AFORESAID PARCEL 6; THENCE S00°45'39"W ALONG SAID WEST LINE OF THE EAST 202.00' OF PARCEL 6 A DISTANCE OF 372.11' TO THE POINT OF BEGINNING.

TOGETHER WITH

JENSEN INDUSTRIAL PARK SITE

A PARCEL OF LAND LYING IN SECTION 28, TOWNSHIP 37 SOUTH, RANGE 41 EAST, MARTIN COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 28, THENCE, NORTH 00° 15' 38" EAST, ALONG THE WEST LINE OF SAID SECTION 28, A DISTANCE 861.35 FEET, MORE OR LESS, TO THE INTERSECTION THEREOF WITH SOUTHERLY RIGHT-OF-WAY LINE OF BAKER ROAD EXTENSION; THENCE SOUTH 89° 58' 55" EAST, ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, A DISTANCE 1545.39 FEET FOR A POINT OF BEGINNING (P.O.B.);

THENCE, SOUTH 89° 58' 55" EAST, CONTINUING ALONG SAID SOUTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 520.27 FEET; THENCE, SOUTH 20° 06' 54" EAST CONTINUING ALONG SAID RIGHT-OF-WAY LINE, A DISTANCE OF 142.51 FEET MORE OR LESS, TO THE INTERSECTION THEREOF WITH THE NORTHERLY RIGHT-OF-WAY LINE FOR SAVANNAH ROAD; THENCE, SOUTH 49° 53' 54" WEST, ALONG NORTHERLY RIGHT-OF-WAY LINE, A DISTANCE OF 412.74 FEET, MORE OR LESS, TO THE POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF CARDINAL AVENUE, SAID POINT BEING THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 75.00 FEET, THENCE, SOUTHERLY, WESTERLY, AND NORTHERLY ALONG SAID CURVE AND SAID EASTERLY RIGHT-OF-WAY LINE, THROUGH A CENTRAL ANGLE OF 78° 51' 33", A DISTANCE OF 103.23 FEET TO A POINT OF COMPOUND CURVATURE OF A CURVE CONCAVE EASTERLY HAVING A RADIUS OF 585.00 FEET AND WHOSE RADIUS POINT BEARS NORTH 38° 45' 27" EAST, THENCE, NORTHWESTERLY ALONG SAID CURVE AND CONTINUING ALONG SAID EASTERLY RIGHT-OF-WAY LINE, THROUGH A CENTRAL ANGLE OF 39° 47' 31", A DISTANCE OF 406.28 FEET TO THE POINT OF

TANGENCY, THENCE, NORTH 11° 27' 12" WEST, CONTINUING ALONG SAID EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 1.01 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT HAVING A RADIUS OF 50.00 FEET; THENCE, NORTHEASTERLY ALONG SAID CURVE AND CONTINUING ALONG SAID EASTERLY RIGHT-OF-WAY LINE, THROUGH A CENTRAL ANGLE OF 101° 28' 07", A DISTANCE OF 88.55 FEET TO THE POINT OF BEGINNING.

CONTAINING; 4.06 ACRES, MORE OR LESS.

SUBJECT TO EASEMENTS, RESERVATIONS, AND RIGHTS-OF-WAY OF RECORD.

THE BEARINGS AS STATED HEREIN ARE BASED ON AN ASSUMED BEARING OF NORTH 00° 15' 38" EAST ALONG THE WEST LINE OF SAID SECTION 28.

LESS, HOWEVER,

LEGAL DESCRIPTION OF A PORTION OF PROPOSED
GREEN RIVER PARKWAY RIGHT-OF-WAY

A PARCEL OF LAND LYING IN SECTION 28 AND SECTION 29, TOWNSHIP 37 SOUTH, RANGE 41 EAST, MARTIN COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID SECTION 29; THENCE, NORTH 88° 48' 22" WEST, ALONG THE SOUTH LINE OF SAID SECTION 29, A DISTANCE OF 500.00 FEET; THENCE, NORTH 00° 15' 52" EAST DEPARTING SAID SECTION LINE, A DISTANCE OF 55.02 FEET; THENCE, NORTH 33° 12' 44" EAST, A DISTANCE OF 172.02 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT, HAVING A RADIUS OF 2028.75 FEET; THENCE, NORTHERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 27° 30' 11", A DISTANCE OF 973.84 FEET, MORE OR LESS, TO THE INTERSECTION THEREOF WITH THE EASTERLY RIGHT-OF-WAY LINE OF BASELINE ROAD; THENCE, NORTH 30° 40' 07" EAST, ALONG SAID EASTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 238.43 FEET, MORE OR LESS, TO THE INTERSECTION THEREOF WITH THE SOUTH PLAT BOUNDARY LINE OF NORTHWOOD SUBDIVISION, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN THE PLAT BOOK 1, PAGE 55, PUBLIC RECORDS, MARTIN COUNTY, FLORIDA; THENCE , SOUTH 89° 58' 55" EAST, ALONG SAID SOUTH PLAT BOUNDARY LINE, A DISTANCE OF 10.00 FEET, MORE OR LESS, TO A POINT 40.00 FEET EASTERLY OF THE SOUTHWEST CORNER OF SAID PLAT OF NORTHWOOD SUBDIVISION, THENCE, SOUTH 00° 15' 15" WEST, DEPARTING SAID SOUTH PLAT BOUNDARY LINE, A DISTANCE OF 10.21 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 2148.75 FEET; THENCE, SOUTHERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 28° 34' 54", A DISTANCE OF 1071.89 FEET TO A POINT OF REVERSE CURVATURE OF A CURVE CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 180.00 FEET; THENCE, SOUTHEASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 117°38'31", A DISTANCE OF 307.99 FEET TO A POINT OF TANGENCY; THENCE, SOUTH 88° 48' 22" EAST, ALONG A LINE 60.00 FEET NORTH OF, AS MEASURED AT RIGHT ANGLES TO, THE SOUTH LINE OF SAID SECTION 29, A DISTANCE OF 92.47 FEET TO THE INTERSECTION THEREOF WITH THE EAST LINE OF SAID SECTION 29; THENCE, SOUTH 00° 15' 38" WEST ALONG SAID EAST SECTION LINE, A DISTANCE OF 60.00 FEET TO THE SOUTHEAST CORNER OF SAID SECTION 29 AND THE POINT OF BEGINNING.

EXCEPTING THE WEST 50 FEET OF THE EAST 420 FEET OF THE NORTH 100 FEET OF THE SOUTH 133 FEET OF SAID SECTION 29 AND EXCEPTING THE RIGHTS-OF-WAY FOR BAKER ROAD EXTENSION AND STATE ROAD NO. 707.

SUBJECT TO EASEMENTS, RESTRICTIONS, RESERVATIONS AND RIGHTS OF WAY OF RECORD

PARCEL I.D.: 28-37-41-013-000-00110-0

EXHIBIT "B"

EXHIBIT "C" – DEVELOPMENT CONDITIONS

1. Any modifications to the Master CPUD Site Plan that is less than 10% of the approved building footprint, building setbacks, gross square footage, building location, parking size, location and number of parking, drainage areas, and location of landscaping may be approved by the City's Development Director, provided however, the Development Director may refer the matter to the City Commission for approval via a public hearing.

2. Prior to certificate of occupancy of the last building, the applicant shall provide an engineer's written confirmation attesting that the CPUD's storm water system is in place and functioning in compliance with all approved plans and specifications.

3. 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.

4. All proposed dumpster enclosures must be constructed in accordance with the City of Stuarts Dumpster Enclosure Const. Details.

5. If any of the proposed sanitation receptacles per use/unit require more than twice a week pickup, the owner/developer will be required to install vert-i-pack(s) with 8-yard receptacle(s).

6. All Construction pertinent to the Utilities and Engineering Department shall be installed, inspected and tested in accordance with 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 afore-mentioned manuals, the most restrictive shall apply.

7. Approval by the Utilities and Engineering 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 City Code.

8. The Applicant, Property Owner or successor in interest must provide approval from Martin County for the proposed dumpster location within their easement prior to issuance of site permit (infrastructure).

9. The approval granted shall become null and void unless a Building and/or Site Permit is obtained within five (5) years of the Major Amendment to the CPUD approval, or an extension is granted in accordance with Section 8.05.08 of the City of Stuart Land Development Code.

10. Any changes to this approved site plan will require an application for amendment, in accordance with Section 11.01.00 of the Land Development Code.

11. Prior to final zoning inspection for the required site permit and issuance of the Building Certificate of Occupancy, the Applicant, Property Owner or successor in interest will be required to submit the following documentation to the City of Stuart Development Department:
    a. As-built landscape plan to confirm the landscaping was installed per the approval plan

    b. A signed and sealed letter from the landscape architect attesting to that all landscaping has been installed according to the approved plans.

    c. A one-year warranty certificate from the plant nursery

12. Construction activity shall be limited from 7:00am to 6:00 pm Monday – Saturday.

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 commencement of any development activities.

14. The Applicant, Property Owner or successor in interest shall construct the project's infrastructure in one phase and complete all site and infrastructure prior to the certificate of occupancy.

15. In the event of any conflict in the provisions of **Exhibit "D" Development Conditions** and attached exhibits, **Exhibit "D"** shall prevail.

16. All utility improvements constructed by the developer within Florida's Department of Transportation's right-of-way, shall be constructed in a manner and form acceptable to the FDOT. The developer shall grant any such utility easements necessary for this site as may be required by the FDOT.

17. Temporary or freestanding storage units are prohibited on the property once construction is complete.

Tree Mitigation

20. A Tree Removal permit is required prior to work commencing.

Signage

21. All signage within the CPUD must maintain consistency in quantity, placement, dimensions, height, illumination, and materials, reflecting a unified design theme throughout the Planned Unit Development.

EXHIBIT "D" - Approved Plans and Documents

The Avonlea Commercial Corners East – Parcel D (Lot 11) CPUD project and use thereof shall comply with the following drawings:

1. Project Narrative for New Avonlea PID Lot 11 dated January 30, 2026
2. Site Plan for Avonlea Commercial Corners – Lot 11 (Sheet 1 of 2), dated August 29, 2022, and revised through April 21, 2025, prepared by Cotleur & Hearing.
3. Boundary & Topographic Survey (1 Sheet) dated September 26, 2025, and prepared by Francis N. Guettler, PSM#7473, by Velcon Engineering & Surveying, LLC.
4. Floor Plans (A2) dated December 13, 2024, and prepared by Dominick Ranieri Architect.
5. Color Elevations (A-402) dated February 6, 2025, and prepared by Design Architecture Planning Interiors.
6. Preliminary Construction Plans (COV 01-08) dated November 30, 2021, and revised through May 20, 2025, prepared by Darren Guettler #74637, by Velcon Engineering & Surveying, LLC.
7. Landscape Plans (Sheet 1 of 2) dated September 14, 2022, and revised through November 7, 2025, prepared by Cotleur & Hearing.
8. Irrigation Plans (Sheet 1 of 3) dated November 19, 2025, and prepared by Cotleur & Hearing.
9. Tree Disposition Plan (Sheet 1 of 1) dated September 22, 2022, and revised through November 7, 2025.
10. Traffic Impact Analysis (197 pages) dated July 2023, and revised through June 2025, prepared by Shaun G. MacKenzie #61751, by MacKenzie Engineering & Planning, Inc.
11. City's Traffic Consultant Approval Letter (Page 1), dated August 22, 2025, prepared by Alex Memering, P.E. by Kimley-Horn,

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#_____
(Staff Entry)

Pre-App Conference Date: 1-27-2022	Application Date:

SITE INFORMATION

Project Name: Avonlea Commercial Corners	Parcel ID#: 283741013000001100
Site Address:	
Subdivision: Avonlea CPUD	Lot(s): 11
Site Acreage: 0.90	Flood Zone/Base Flood Elevation: X
Existing Zoning District / CRA Subdistrict (if applicable): CPUD	
Proposed Zoning District / CRA Subdistrict (if applicable): CPUD	
Current Comprehensive Plan Future Land Use Designation: Neighborhood/ Special District	
Proposed Comprehensive Plan Future Land Use Designation: Neighborhood/ Special District	
Existing Land Use: Vacant/Wooded	Proposed Land Use: Commercial
Proposed Square Footage (if applicable): 6,827 SF	Proposed Density (if applicable):

PETITIONER INFORMATION

Property Owner: Avonlea Commercial Croners LLC	Phone Number / Email Address: 772-286-6292/ nikschroth@naisouthcoast.com
Property Owner's Mailing Address: 100 SW Albany Avenue, Suite #200, Stuart, FL 34994	
Applicant (if not Owner):	Phone Number / Email Address:
Applicant's Mailing Address:	
Agent/Contact Person: George Missimer	Phone Number / Email Address: 561-747-6336 / gmissimer@coteur-hearing.com
Agent's Mailing Address: 1934 Commerce Lane, Suite 1, Jupiter, FL 34997	
Architect: Dominick Ranieri	Engineer: Darren Guettler, Velcon
Planner: George Missimer	Landscape Architect: Donaldson Hearing

Statement of Ownership and Designation of Authorized Agent

(Please Print or Type)

Before me, the undersigned authority, personally appeared Nikolaus M. Schroth

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

Name of Owner: Nikolaus M. Schroth, Avonlea Commercial Corners, LLC

Signature of Owner: By: Name/Title Manager / Registered Agent.

100 SW Albany Ave, 200 — Street Address

Stuart, FL. 34994 — City, State, Zip Code

P.O. Box

City, State, Zip Code

772-403-3752 — Telephone Number

Fax Number

NikSchroth@NAISouthCoast.com — Email Address:

STATE OF FLORIDA, COUNTY OF Martin

Sworn and subscribed before me by means of [X] physical presence or [ ] online notarization, this 20th day of September, 2022 By Nikolaus Schroth.

Personally Known OR Produced Identification

Type of Identification Produced:

Notary Public

My Commission expires:

Notary Public State of Florida
Deborah L Pappalardo
My Commission GG 357536
Expires 07/22/2023

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: Nikolaus M. Schroth	City/State/Zip Code: Stuart, FL, 34994
Title: Registered Agent	Telephone Number: 772-286-6292
Company: Avonlea Commercial Corners, LLC	Facsimile Number:
Company Address: 100 SW Albany Avenue, Suite #200,	Email Address (optional):

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

1. Signed this 20th 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)

Cotleur & Hearing
LC26000535
LAND PLANNING + LANDSCAPE ARCHITECTURE + TRANSPORTATION
WWW.COTLEURHEARING.COM
1934 COMMERCE LANE • SUITE 1
JUPITER, FLORIDA • 33458
561.747.6336 561.747.1377

Avonlea Commercial East

CPUD Site Plan

November 18, 2022

Introduction:

Avonlea Commercial Corners LLC, referred to here after as the "Property Owner", owns several parcels of land in the northern portion of the City of Stuart municipal boundaries. The subject parcel is part of the Avonlea Master Plan and has been planned as a commercial corner within the Avonlea development area. The property will bring new convenient commercial services to the area to support the new residential units currently under construction. The proposed commercial developments intend to provide a mixture of retail, office, medical, personal services, and restaurant uses. The proposed site plan complies with the approved master plan and offsite improvement plan for the Avonlea community and is an important part of the overall development success. The densities, intensities and boundaries of development have been established and it is our intention for them to remain; however, as required with all site plans within the Avonlea Master Plan, a Master Plan revision must be submitted and approved for site specific development review.

Project Contact:

Agent/Planner - Cotleur & Hearing
Donaldson Hearing / George Missimer
1934 Commerce Lane, Suite 1
Jupiter, FL 33458
Phone: (561) 747- 6336 ext. 110
Fax: (561) 747-1377
Email: dhearing@cotleur-hearing.com
gmissimer@cotleur-hearing.com

Developer/Builder
Nikolaus M. Schroth
100 SW Albany Ave, Suite 200
Stuart FL 34994
772-403-3752
Nikschroth@naisouthcoast.com

Location:

283741013000001100 (East)
The subject property lies North of Dixie Highway and West of Cardinal Avenue. The parcel totals approximately 0.90 acres and anchors a prominent intersection.

Surrounding Zoning:

	Zoning	Future Land Use
Subject Property	CPUD	NEIGHBORHOOD/ SPECIAL DISTRICT
North	CPUD	NEIGHBORHOOD/ SPECIAL DISTRICT
South	CPUD, UG	DOWNTOWN
East	CPUD, UG	NEIGHBORHOOD/ SPECIAL DISTRICT
West	CPUD	NEIGHBORHOOD/ SPECIAL DISTRICT

Project History:

Originally approved by Ordinance No. 2307-2015, the Avonlea Master plan has had several minor changes specifically for the residential areas of the development area. The intent of the original New Avonlea PUD (2307-2015) was to amend the previous Avonlea PUD and provide platted boundaries for development, preserve and associated preserve setbacks and reduce the intensity of the project to a more realistic and more appropriate for Stuart density. Presently, Parcels 2 and 12 are nearing build out with 62 townhome units, on Parcel 16 there are 69 units currently under construction and parcel 10 and 13 are proposed for the development of 203 apartment units. In total the PUD permits 40,000 square feet of development on the parcels subject to this application and we are further reducing that density/intensity to 6,827 square feet, which is over a quarter of the permitted density. The specific project area is vacant and wooded and has not been developed previously. The most recent amendment to the Avonlea development was approved and adopted in April of 2020 through Ordinance No. 2434-2020.

Project Description:

The property owner is proposing to construct a commercial building on the subject parcel of land totaling 0.90 acres. This one-story building is proposed to have several different uses, including but not limited to retail, office, medical, personal services, and restaurants. The Avonlea Commercial Corner east is vital to the new residential units being constructed within the RPUD. The proposed building on the subject property has been designed to engage the street and provide an anchor for the corner of the RPUD.

Beyond the benefits the proposed uses will bring to the area, the physical character of the proposed development enhances and reinforces the architectural styles of the area. The building, while engaging the street, provide a wide pedestrian plaza and outside gathering area. The concept of utilizing the outdoor spaces to enhance developments is an important feature of the proposed site plans.

The 0.9 acre development area has been established as development area by the Master PUD plan and is to be considered in conjunction with the over 20-acres of preserve area that has been established, restored and protected as a part of the PUD. It is important to note that the development acreage is “net” of wetland setbacks as memorialized by the Conservation Easement with SFWMD, the New Avonlea PUD Plat and the land use amendment of the preserve areas and setbacks to Conservation from PUD.

The site plan and building has been planned with these preserve areas in mind and are designed to highlight the unique setting within which Avonlea is being developed.

Site Plan:
Located to the east side of the Avonlea master plan, the site plan is located at the corner of NE Dixie Hwy and Cardinal Ave. One building of about 6,827 SF is proposed at the corner of the property with direct engagement of the street. An outdoor covered seating area is proposed on the rear of the building to take advantage of views of the neighboring wetland area. Similar to other commercial projects by the applicant, a mixture of uses is envisioned for the building. Parking is provided on site for the proposed building.

This parcel will fill a gap in services for the surrounding properties. Supporting the local community and providing convenience are hallmarks of successful commercial developments and is one example of how these two proposed site plans enhance the area and the Avonlea development.

Site Circulation:
As mentioned, the subject parcel is located at a prominent and existing street intersection. Where possible, internal connections to surrounding parcels have been identified on the site plans. Safe and efficient means of access are shown for the parcel. The parcel does present challenges to site plan due to odd configuration, but ultimately the site design overcomes these obstacles through the utilization of some urban principals and logical sustainable design.

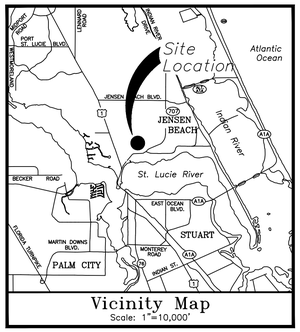
Parking:
The proposed site plans provide parking on site to support the proposed building and uses. The parking area is designed with a logical progression of traffic as vehicles enter the subject site. The site plan includes street parking consistent with the approved Avonlea Offsite Improvement plan. Parking dimensions are provided consistent with the City of Stuart design requirements.

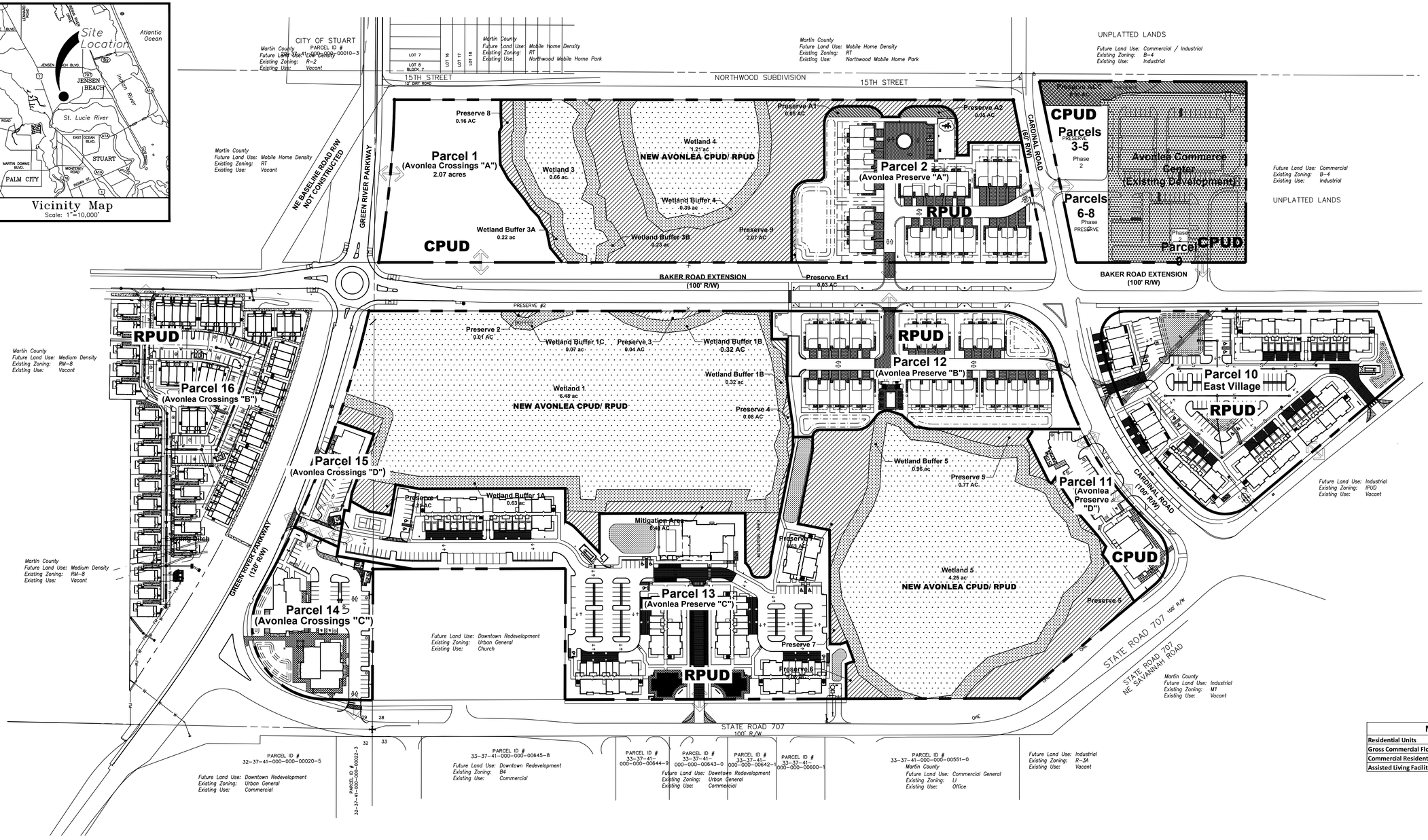
Landscaping:
The provided area for landscaping and open space exceeds the minimum requirements and provides the opportunity for the integration of landscape design with site design as well as with the building design. The integration of the natural environment is an important piece to the creation of a sustainable development and also for maximizing the success of the proposed development. When considering the open space of these development sites, staff and the city must consider the open spaces set aside by the New Avonlea PUD which totals over 20 acres more than 40% of the total project area.

Tree disposition plans have been created for both parcels of land. Consistent with the City of Stuart Policy the Applicant proposes to balance the mitigation requirements across the parcel. The existing trees on the subject parcel have a variety of failing conditions that will ultimately keep them from being relocated and significantly reduce their survival rating if attempted. Additionally, the aesthetics of the existing trees do not lend themselves to being good relocated trees. The Applicant proposes to provide onsite mitigation for the removed trees.

Architecture:
The architecture of the building pertains directly to the Florida vernacular and is consistent with the surrounding area and historical context of Stuart. However, it also brings improved building methods and understated elegance to complement the new residential developments.

Conclusion:
The property owner proposes to construct a building on a commercial corner within the Avonlea Master Plan. The parcels total approximately 0.90 acres, and the total building area is approximately 6,827 square feet. The building has been positioned to engage the street corner to provide anchors for the prominent street intersection. The building uses are intended to provide convenience to the residential units currently under construction in the way of personal services, restaurants, office, retail, and other uses. The proposed site plan centers around sustainable design principles and the utilization and respect of the outdoors. The timing of the project is predicated upon the completion and stabilization of the six residential projects surrounding these sites.





Preservation Data:	Acres	%
Total Site Area	49.04 ac	100.0%
Created Upland	5.28 ac	10.8%
Proposed Wetland Preserve	12.60 ac	25.7%
Existing Native Upland Habitat	31.16 ac	63.5%
Required Upland Preserve Area (25% of Existing Native Upland Habitat)	7.79 ac	
Proposed Upland Preserve	7.79 ac	
Total Preserve Area (Includes Wetland and Upland Preserves)	20.40 ac	41.6%
Total Development Area	28.64 ac	58.4%
Total Site Area:	49.04 ac	100%

Open Space Calculations:*	Acres
Total Site Area:	49.04 ac
(Less) Wetlands:	12.60 ac
Area Subject To Open Space Requirement:	36.44 ac
Minimum Open Space Required (30%):	10.93 ac
Open Space Provided By Upland Preserve:	7.79 ac
Open Space To Be Provided Within Development:	3.14 ac
Open Space To Be Provided In RPUD: 1.48 ac	
Open Space To Be Provided In CPUD: 1.66 ac	
Total Open Space Provided:	10.93 ac

*Open space shall be 30% of total site area less wetlands.

General Notes

-Sidewalks along Cardinal Road shall be a minimum of 8'
-Sidewalks along Baker Road shall be a minimum of 6' and have a minimum average width of 8' for Avonlea East Village. Street front plazas and divided sidewalks may count towards this requirement.

Legal Description

See Exhibit 'A' in PUD Agreement

Legend

- Existing Wetlands under South Florida Water Management Conservation Easement
- Existing Wetland Buffer under South Florida Water Management Conservation Easement
- Existing Upland Preserve under South Florida Water Management Conservation Easement
- Proposed Upland Preserve
- Existing Development
- Arrows represent conceptual driveway connections and interconnectivity between parcels.

Maximum Density per CPUD and RPUD	
Residential Units	325 units / 6.62 upa
Gross Commercial Floor Area	117,000
Commercial Residential Units/Live Work	19
Assisted Living Facility	200 units

RPUD	Parcel	Site Area	Maximum Building Coverage	Developable Area	Max. Impervious	Maxiumum Density	Maximum Units	Maximum ALF Units	Permitted Uses:
Avonlea Preserve A (Complete)	2	3.11 ac	30%	2.98 ac	75%	15 upa	30 units	200 Units Combined w/ CPUD	Multifamily, Attached, Single Family, ALF, Commercial Residential/ Live Work
Avonlea Preserve B (Complete)	12	3.07 ac	30%	3.07 ac	75%	15 upa	32 units		
Avonlea Preserve C	13	6.35 ac	30%	6.35 ac	75%	19.37 upa	123 units		
Avonlea Crossings B (Complete)	16	4.22 ac	30%	4.16 ac	75%	16.35 upa	69 units		
Total		16.75 ac		16.56 ac		15.16 upa	254 units		

Notes:
(1) The development mix in the CPUD and RPUD meet the minimum 10% commercial and 30% residential of the Neighborhood Special District land use.
(2) Maximum building coverage within the RPUD shall not exceed 30% of the total site area of the RPUD including a pro-rata share of the preserve area (43.3%)

CPUD	Parcel	Site Area	Developable Area	Maximum Gross Commercial Floor Area (2)	Max. Commercial Residential/Live Work Units	Maximum ALF Units
Avolnea Commerce Phase 1	N/A	2.20 ac	2.20 ac	23,700 sf (Completed)	5 units (completed)	200 Units Combined w/ RPUD
Avolnea Commerce Phase 2	3-9	0.79 ac	0.79 ac	33,300 sf	5 units	
Avonlea Crossings A	1	2.07 ac	2.07 ac	20,000 sf	Not Applicable	
Avonlea Crossings C	14	1.60 ac	1.60 ac	20,000 sf	Not Applicable	
Avonlea Crossings D	15	0.45 ac	0.45 ac	5,000 sf	Not Applicable	
Avonlea Preserve D	11	0.90 ac	0.90 ac	15,000 sf	Not Applicable	
East Village	10	4.07 ac	4.07 ac	0 sf	9 units	
Total		12.08 ac	12.08 ac	117,000 sf	19 units	

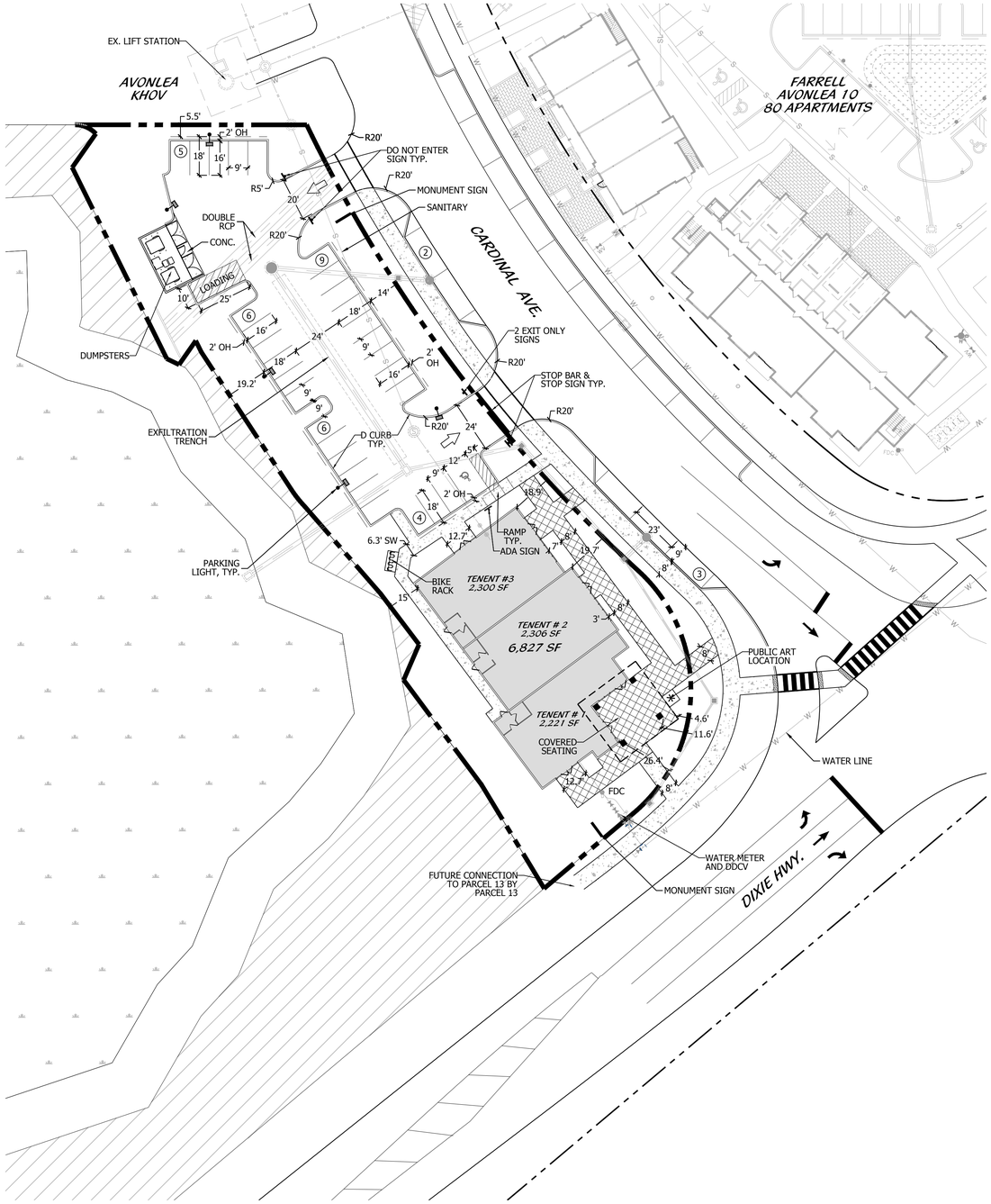
(1) The development mix in the CPUD and RPUD meet the minimum 10% commercial and 30% residential of the Neighborhood Special District land use.
(2) Allowable commerical uses listed in Avonlea PUD Agreement.

NORTH

SCALE
0 50' 100' 200'

New Avonlea PUD
Master Parcel Plan
City of Stuart, Martin County, Florida

Scale	1"= 100'	Revisions
Drawn by		
Checked By		
Computer File	13-571 Master Site Plan Final Re	Sheet
Computer Station	Server	1 of 1
Project Number	13-571	
Date	05-17-2024	



SITE DATA

NAME OF PROJECT	AVONLEA LOT 11
PROPERTY CONTROL NUMBER	28-37-41-013-000-00110-0
FEMA FLOOD ZONE	X
LAND USE DESIGNATION	NEIGHBORHOOD/SPECIAL
ZONING	COMMERCIAL PLANNED UNIT
OVERLAY DISTRICT	COMMUNITY REDEVELOPMENT AREA
MAXIMUM BUILDING HEIGHT	35'
NUMBER OF STORIES	1
NUMBER OF BUILDINGS	1
PROPOSED USES	RETAIL SALES AND SERVICE OFFICE (PROFESSIONAL,MEDICAL) RESTAURANT (GENERAL) 80 SEATS
TOTAL SITE AREA	**0.90 AC** **39,049.97 SF**

BUILDING DATA

OFFICE/RETAIL	4,500 SF
RESTAURANT	2,327 SF
GROSS SQUARE FOOTAGE	6,827 SF
TOTAL SQUARE FOOTAGE	**6,827 SF**
FAR	1.00

LAND USE

	SF	AC	%
BUILDING LOT COVERAGE	6,827	0.16	17.48%
VEHICULAR USE AREA	12,379	0.28	31.70%
OPEN SPACE	19,844	0.46	50.82%
TOTAL	**39,050**	**0.90**	**100.00%**

LOT COVERAGE

IMPERVIOUS AREA	SF	AC	%
BUILDING LOT COVERAGE	6,827	0.16	17.48%
VEHICULAR USE AREA	12,379	0.28	31.70%
SIDEWALKS & HARDSCAPE	3,894	0.09	9.97%
OUTDOOR SEATING (INCLUDED IN HARDSCAPE)	1,120		
TOTAL IMPERVIOUS AREA	**23,100**	**0.53**	**59.15%**
PERVIOUS AREA	**SF**	**AC**	**%**
GREEN SPACE	15,950	0.37	40.85%
TOTAL PERVIOUS AREA	**15,950**	**0.37**	**40.85%**
TOTAL SITE AREA	**39,050**	**0.90**	**100.00%**

PARKING DATA

	REQ	PROV
OFFICE/RETAIL (1/300 SF)	15	35
RETAURANT, GENERAL (1/4 SEATS)	20	
TOTAL	**35**	**35**
HANDICAP SPACES (INCLUDED IN TOTAL)	1	1

GENERAL NOTES

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

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

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

ON STREET PARKING IS UTILIZED IN THE CALCULATION FOR REQUIRED PARKING IN ACCORDANCE WITH THE PROVISIONS OF THE MXD CODE.

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

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

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

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

ALL SIGNAGE SHALL CONFORM TO THE REQUIREMENTS OF THE TOWN OF JUPITER LDR'S.

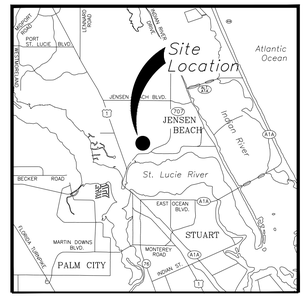
"PEDESTRIAN XING" SIGNS SHALL BE PROVIDED FOR ALL MID-BLOCK CROSSINGS.

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

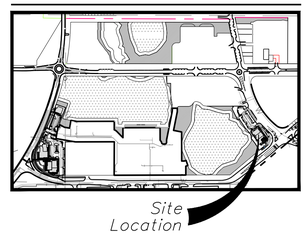
THE PHOTOMETRIC PLAN REFLECTS MAINTAINED LIGHTING VALUES IN ACCORDANCE WITH THE REQUIREMENTS OF THE TOWN OF JUPITER LDR'S.

STREET LIGHTS TO BE FPL COACH LIGHTS MOUNTED ON 12' TALL POLES. LIGHT LEVELS SHALL NOT EXCEED THE MAXIMUM TO MINIMUM ESTABLISHED IN TABLE 1 OF ORDINANCE NO. 66-98.

LOCATION MAP



KEY MAP



PROJECT TEAM

OWNER/CLIENT:
AVONLEA COMMERCIAL CORNERRS, LLC
100 SW ALBANY AVENUE, SUITE 200
STUART, FL 34994
772.286.6292
CONTACT: NIKOLAUS SCHROTH

CIVIL ENGINEER:
VELCON GROUP
702 SW PORT ST. LUCIE BOULEVARD
PORT ST. LUCIS, FL 34953
772.879.0477
CONTACT: BOB KEMMERSON, PE

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

SURVEYOR:
VELCON GROUP
702 SW PORT ST. LUCIE BOULEVARD
PORT ST. LUCIS, FL 34953
772.879.0477
CONTACT: DARREN GUETTLER

ARCHITECT:
TI ARCHITECTS
3000 HIGH RIDGE ROAD, BAY 4
BOYNTON BEACH, FL 33426
561.860.2905
CONTACT: HAROLD TUTTLE AIA

TRAFFIC CONSULTANT:
MACKENZIE ENGINERING AND PLANNING, INC.
1172 SW 30TH STREET, SUITE 500
PALM CITY, FL 34990
772.286.8030
CONTACT: SHAUN G. MACKENZIE, PE

LEGEND

ADA	AMERICANS WITH DISABILITIES ACT
LB	LANDSCAPE BUFFER
R	RADIUS
SB	SETBACK
SW	SIDEWALK
TYP	TYPICAL

HC SIGN
STOP SIGN
DO NOT ENTER
PARKING LIGHT

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

Avonlea Commercial Corners

Lot 11 Site Plan
Stuart, Florida

DESIGNED DEH
DRAWN RO
APPROVED DEH
JOB NUMBER 21-0401
DATE 08-29-22
REVISIONS 11-11-22
11-01-23
03-01-24
04-21-25

Scale: 1" = 30'
0' 15' 30' 60'

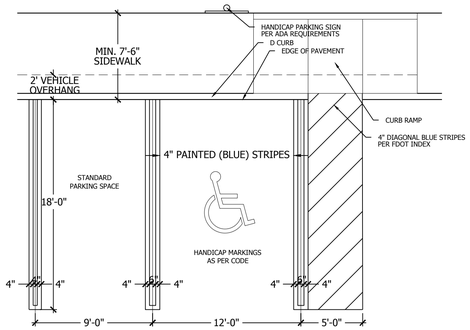
April 21, 2025 7:50:48 a.m.
Drawing: 21-0401 SP.DWG

SHEET 1 OF 2

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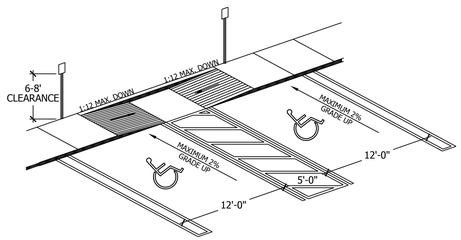
STANDARD AND HANDICAP PARKING DETAIL

NTS



HANDICAP RAMP DETAIL

NTS

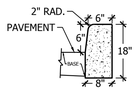


NOTE: IN THIS APPLICATION RAMPS CAN BE SEPARATED AND SIDEWALK CAN BE FLUSH ACROSS ALL HC SPACES

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

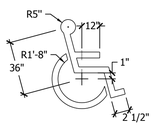
D CURB DETAIL

NTS



HANDICAP SYMBOL DETAIL

NTS



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

HANDICAP SIGN DETAIL

NTS

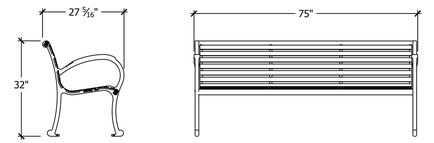


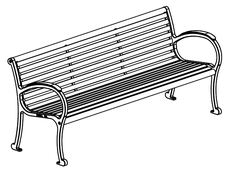
COLORS:
TOP SYMBOL & BORDER = WHITE
BOTTOM TEXT & BORDER = BLACK
TOP BACKGROUND = BLUE
BOTTOM BACKGROUND = WHITE

COLORS:
TEXT & BORDER = BLACK
BACKGROUND = WHITE

BENCH DETAIL

NTS





TYPE: DUMOR 160 SERIES BENCH
COLOR: GREEN
FINISH: ZINC RICH AND POLYESTER POWDER COAT

BIKE RACK DETAIL

NTS



LIGHTING DETAIL

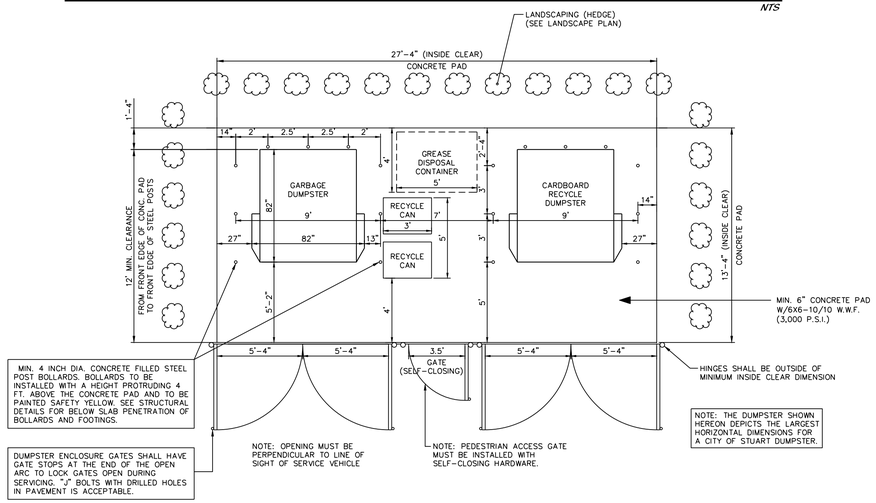
NTS



CREE LIGHTING
OSQ SERIES
DA MOUNT

DUMPSTER DETAIL

NTS



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

ILLUSTRATION #17

Site Details

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

Avonlea Commercial Corners
Lot 11 Site Plan
Stuart, Florida

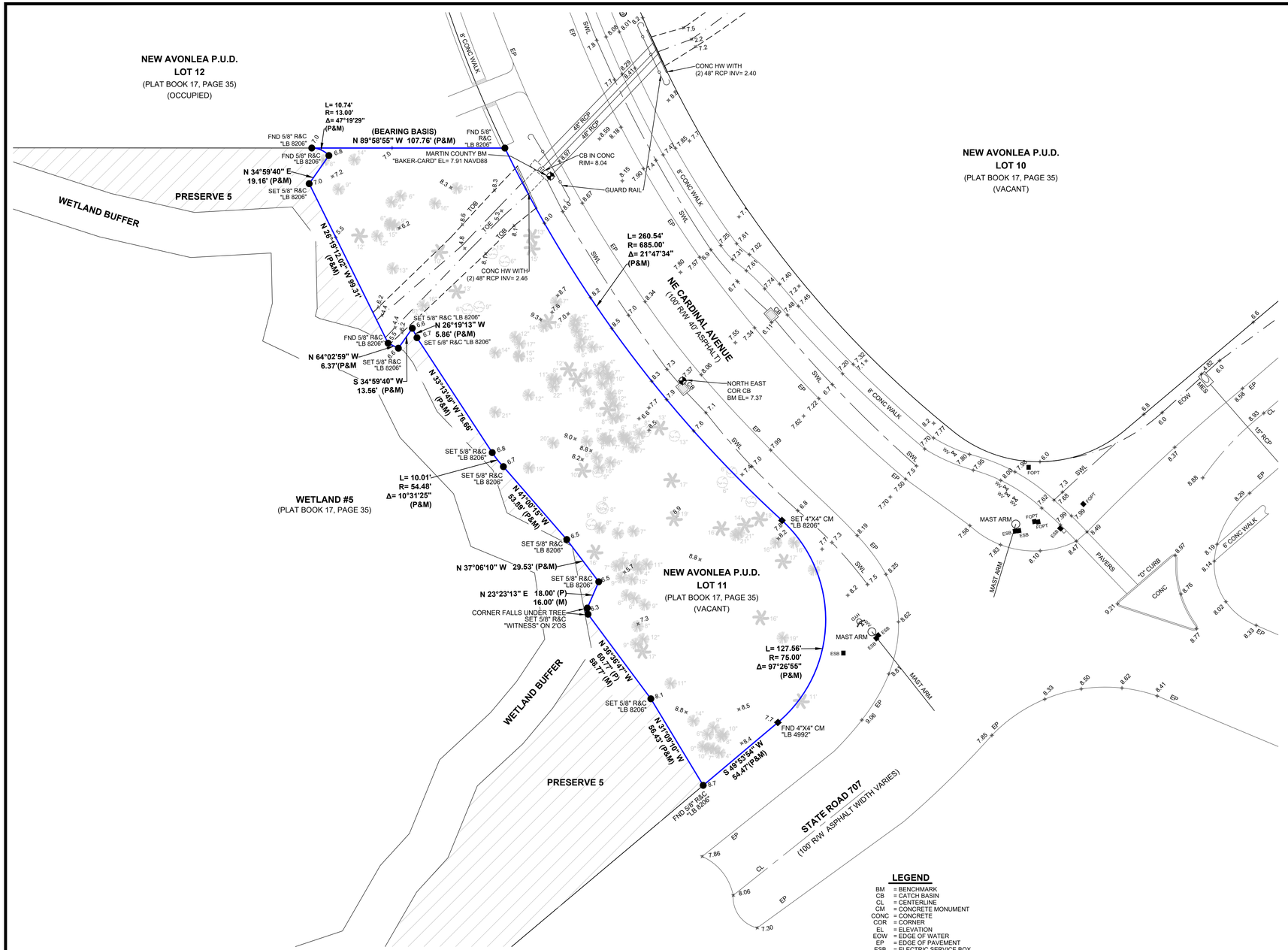
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DRAWN	RO
APPROVED	DEH
JOB NUMBER	21-0401
DATE	08-29-22
REVISIONS	11-11-22
	11-01-23
	03-01-24
	04-21-25

Scale: 1" = 30'
0' 15' 30' 60'

April 21, 2025 7:50:48 a.m.
Drawing: 21-0401 SP.DWG

SHEET 2 OF 2

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LEGAL DESCRIPTION:

LOT 11, NEW AVONLEA P.U.D. ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 17. PAGE 35, PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA.

ADDRESS: NE CARDINAL AVENUE & STATE ROAD 707
STUART, FLORIDA 34994

NOTES:

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

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

BEARINGS SHOWN HEREON ARE BASED UPON A PLATTED MERIDIAN, ALONG THE NORTHERLY PROPERTY LINE OF LOT 11, HAVING A PLATTED BEARING OF N 89°58'55" W. ALL OTHER BEARINGS ARE RELATIVE THERETO.

LEGAL DESCRIPTION FROM FLORIDA WARRANTY DEED RECORDED IN OFFICIAL RECORD BOOK 3146, PAGE 210, PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA.

ELEVATIONS ARE IN FEET AND RELATED TO THE MARTIN COUNTY BENCHMARK "BAKER-CARD" HAVING A PUBLISHED ELEVATION= 7.91 NAVD88 (NORTH AMERICAN VERTICAL DATUM,). ALL OTHER ELEVATIONS ARE RELATIVE THERETO.

ELEVATIONS SHOWN HEREON ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988. ELEVATIONS DEPICTED ON THIS SURVEY WERE OBTAINED USING REAL TIME KINEMATIC (RTK) GPS METHODS WITH AN EXPECTED ACCURACY OF PLUS OR MINUS 0.10 FEET.

PROPERTY LIES IN F.I.R.M. ZONE "X", AS PER MAP NUMBER 12085C0151H, DATED 02-19-20. FLOOD ZONES ARE APPROXIMATE AS SCALED FROM FLOOD INSURANCE RATE MAPS.

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

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

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

THIS SURVEY IS NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OR ELECTRONIC SIGNATURE OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

PUBLIC WATER & SEWER AVAILABLE.

THE EXPECTED USE OF THE SURVEY AND MAP IS COMMERCIAL.

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

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

LOT CONTAINS 39,050 SQUARE FEET OR 0.90 ACRES±.

TREES DEPICTED ON THIS SURVEY WERE FIELD LOCATED BY DREW GATEWOOD, ADVANCED RESTORATION ECOLOGY.

DATE OF FIELD DATA ACQUISITION: BOUNDARY & TOPOGRAPHIC SURVEY FIELD DATE: 01/12/22.

LAST DATE OF FIELD DATA ACQUISITION: UPDATE BOUNDARY & TOPOGRAPHIC SURVEY FIELD DATE: 09/25/25. FILE NUMBER: 20-2198, DATA COLLECTOR TSC-7 SERIAL NUMBER: DAD 233400484.

LEGEND

BM	= BENCHMARK
CB	= CATCH BASIN
CL	= CENTERLINE
CM	= CONCRETE MONUMENT
CONC	= CONCRETE
COR	= CORNER
EL	= ELEVATION
EOW	= EDGE OF WATER
EP	= EDGE OF PAVEMENT
ESB	= ELECTRIC SERVICE BOX
FND	= FOUND
FOPT	= FIBER OPTIC
HW	= HEAD WALL
HYD	= FIRE HYDRANT
INV	= INVERT
L	= LENGTH
"LB"	= LICENSE BUSINESS
(M)	= MEASURED
MES	= MITERED END SECTION
NAVD88	= NORTH AMERICAN VERTICAL DATUM 88
NO.	= NUMBER
OS	= OFFSET
(P)	= PLAT
PSM	= PROFESSIONAL SURVEYOR & MAPPER
P.U.D.	= PLANNED UNIT DEVELOPMENT
(M)	= MEASURED DISTANCE
R	= RADIUS
R&C	= IRON ROD & CAP
R/W	= RIGHT-OF-WAY
RCP	= REINFORCED CONCRETE PIPE
(P)	= PLAT DISTANCE
SWL	= SWALE
TOB	= TOP OF BANK
TOE	= TOE OF SLOPE
WV	= WATER VALVE
Δ	= DELTA OF CURVE
✖8.97	= SPOT ELEVATION
	= PROPERTY LINE
	= SITE BENCHMARK
	= PINE TREE
	= PALM TREE
	= OAK TREE

SURVEYOR CERTIFICATION:

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 MINIMUM TECHNICAL STANDARDS FOR SURVEYORS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027 FLORIDA STATE STATUTES.

FRANCIS N. GUETTLER License Number 7473 STATE OF FLORIDA Professional Surveyor and Mapper

Francis N Guettler
2025.10.08 14:51:37-04'00'

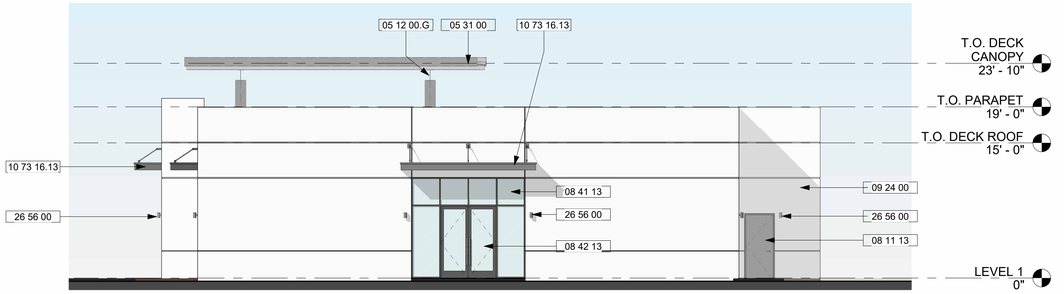
FRANCIS N. GUETTLER
PROFESSIONAL SURVEYOR AND MAPPER
STATE OF FLORIDA (PSM)#7473

VELCON
ENGINEERING & SURVEYING, LLC.
1449 NW COMMERCE CENTRE DR
PORT ST. LUCIE, FL 34986
PHONE: (772) 879-0477
CERTIFICATE OF AUTHORIZATION NO. LB 8206

BY	DATE	REVISIONS:
JAV	10/07/25	ADDED TREES

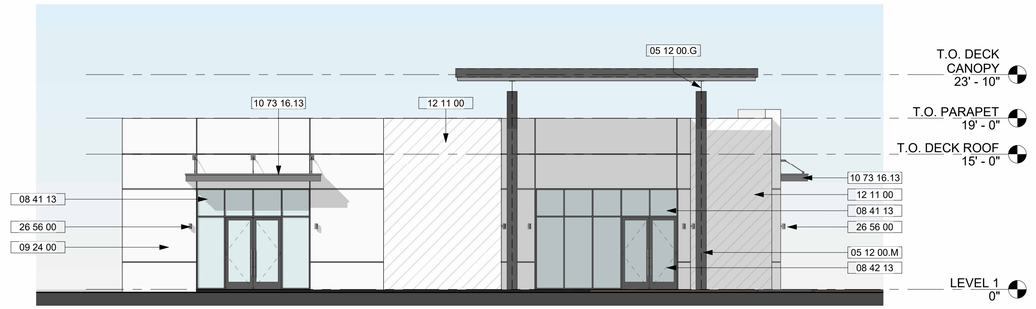
BOUNDARY & TOPOGRAPHICAL SURVEY
LOT 11, NEW AVONLEA P.U.D.
MARTIN COUNTY, FLORIDA

DRAWN BY:	GJS
APPROVED BY:	F. GUETTLER
SCALE:	1" = 30'
DATE:	09-26-25
FIELD BOOK/PAGES	SURVEY MAP
JOB NUMBER:	20-2198
SHEET:	1 OF 1



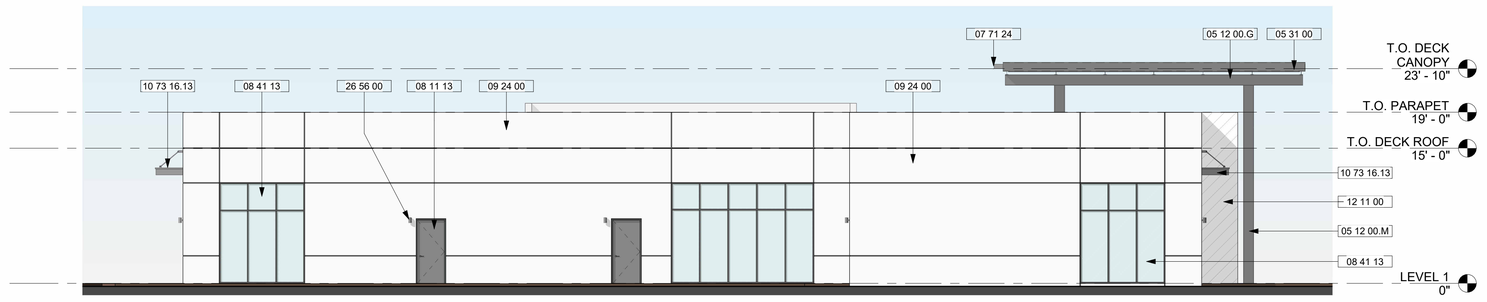
1 A-402 NORTH - COLOR ELEVATION

1/8" = 1'-0"



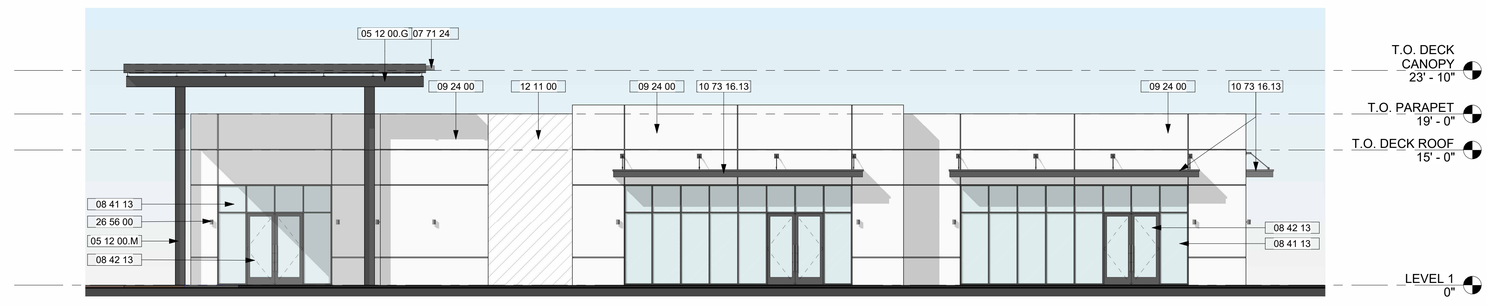
2 A-402 SOUTH - COLOR ELEVATION

1/8" = 1'-0"



3 A-402 WEST - COLOR ELEVATION

1/8" = 1'-0"



4 A-402 EAST - COLOR ELEVATION

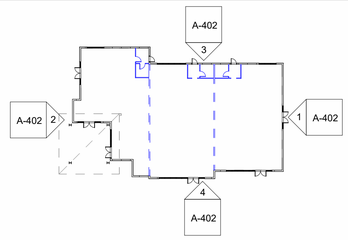
1/8" = 1'-0"

ELEVATION KEYNOTES

05 12 00.G	STEEL BEAM
05 12 00.M	STEEL COLUMN
05 31 00	Steel Decking
07 71 24	METAL SCUPPER
08 11 13	HOLLOW METAL DOOR AND FRAME
08 41 13	Aluminum-Framed Entrances and Storefronts
08 42 13	IMPACT RESISTANT ALUMINUM ENTRANCE DOOR LOW-E GLAZING
09 24 00	STUCCO FINISH WITH INTEGRALLY COLORED COATING AQUASOL BY PAREX
10 73 16.13	Metal Canopies
12 11 00	Murals
26 56 00	EXTERIOR LIGHTING

COLOR LEGEND

	SW - BENJAMIN MOORE 7005 - PURE WHITE
	ALUMINUM BLACK
	WALL MURAL T.B.D. BY OWNER
	LUMINAIRE SCOTT S9365-L12-40K



ELEVATIONS - KEYPLAN

ARC4 DESIGN
ARCHITECTURE
PLANNING
INTERIORS
2060 NW BOCA RATON BLVD.
SUITE 2
BOCA RATON, FL 33431
TEL: (561) 392-3848
WWW.ARC4.DESIGN.COM

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AVONLEA COMMERCIAL

TBD CARDINAL AVE.
STUART, FLORIDA

PROGRESS SET

REVISIONS		
#	DESCRIPTION	BY

DRAW: Author | CHECK: Checker

COLOR ELEVATIONS

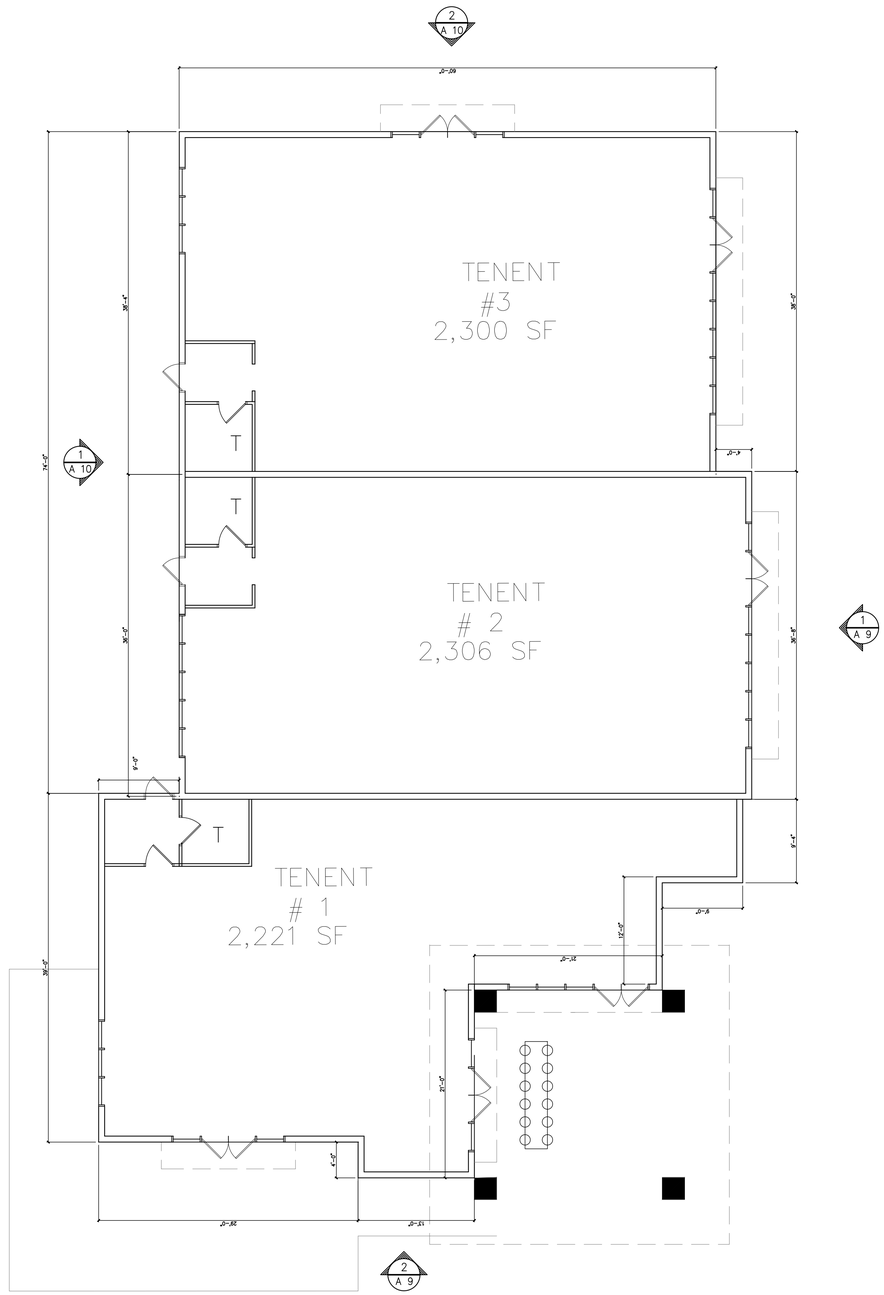
SHEET

A-402

JOB NO. 2025-07 | DATE: 02-04-2025

CD - PERMIT SET: 02-04-2025

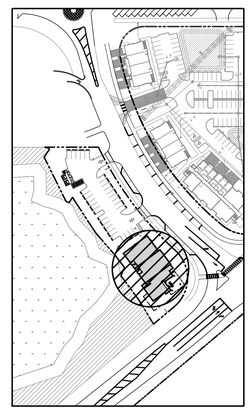
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1 EAST SITE - BUILDING PLAN

6,827 GROSS SF SCALE: 1/8" = 1'-0"

KEY PLAN



DOMINICK RANIERI ARCHITECT

301 W. ATLANTIC AVE.
SUITE 06
DELRAY BEACH, FLORIDA 33444
PHONE 518.376.6381
www.drany.com

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REVISIONS		
MARK	DESCRIPTION	DATE
DRN.BY: DR	CHKD.BY: DR	

PROGRESS SET
DECEMBER 13, 2024

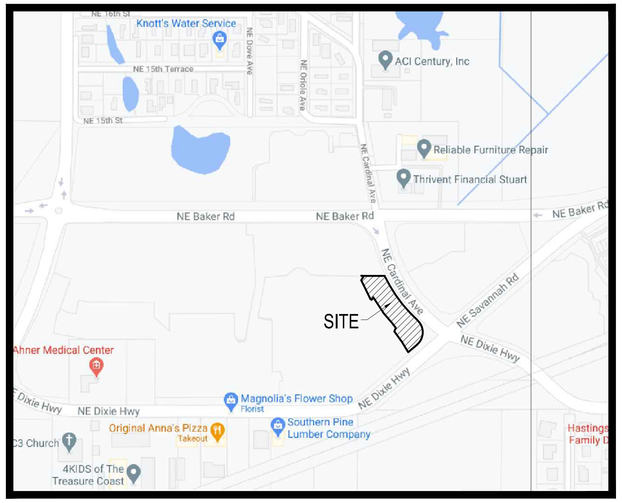
AVONLEA COMMERCIAL CORNERS
LOT 11 DIXIE HIGHWAY & GREEN RIVER PARKWAY CITY of STUART, FLORIDA

BUILDING PLANS EAST SITE

A2

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AVONLEA COMMERCIAL CORNERS
LOT 11
CIVIL CONSTRUCTION PLANS & SPECIFICATIONS
SECTION 28, TOWNSHIP 37 S, RANGE 41 E
CITY OF STUART, FLORIDA



LOCATION MAP
N.T.S.



VICINITY \ AERIAL MAP
N.T.S.

LEGAL DESCRIPTION:
LOT 11, NEW AVONLEA P.U.D. ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 17. PAGE 35, PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA.

INDEX OF DRAWINGS

SHEET NO.	DESCRIPTION
COV.	COVER SHEET
01	HORIZONTAL CONTROL PLAN
02	PAVING, GRADING & DRAINAGE PLAN
03	PAVING, GRADING & DRAINAGE DETAILS & SPECIFICATIONS
04	CROSS SECTIONS
05	WATER AND WASTEWATER PLAN
06	WATER AND WASTEWATER DETAILS & SPECIFICATIONS
07	CLEARING AND SEDIMENT & EROSION CONTROL PLAN
08	STORMWATER POLLUTION PREVENTION PLAN

PLAN FOR
STB OUTDOORS

ENGINEER & SURVEYOR

VELCON
ENGINEERING & SURVEYING, LLC.
1449 NW COMMERCE CENTRE DR
PORT ST. LUCIE, FL 34986
PHONE: (772) 879-0477

ENGINEER'S PROJECT NO. 21-1036

VELCON
ENGINEERING & SURVEYING, LLC.
1449 NW COMMERCE CENTRE DR
PORT ST. LUCIE, FL. 34986
PHONE: (772) 879-0477
FBPE C.O.A. # 32222

REVISIONS:

BY:	DATE:	COMMENT:
JM	06-13-24	REV. PLANS PER COS COMMENTS
JM	05-20-25	REV. PLANS PER COS COMMENTS

PROJECT: AVONLEA COMMERCIAL CORNERS LOT 11 CITY OF STUART, FLORIDA

CLIENT: STB OUTDOORS

DARREN GUETTLER, PE
FLORIDA LICENSE No. 74637
5/20/25

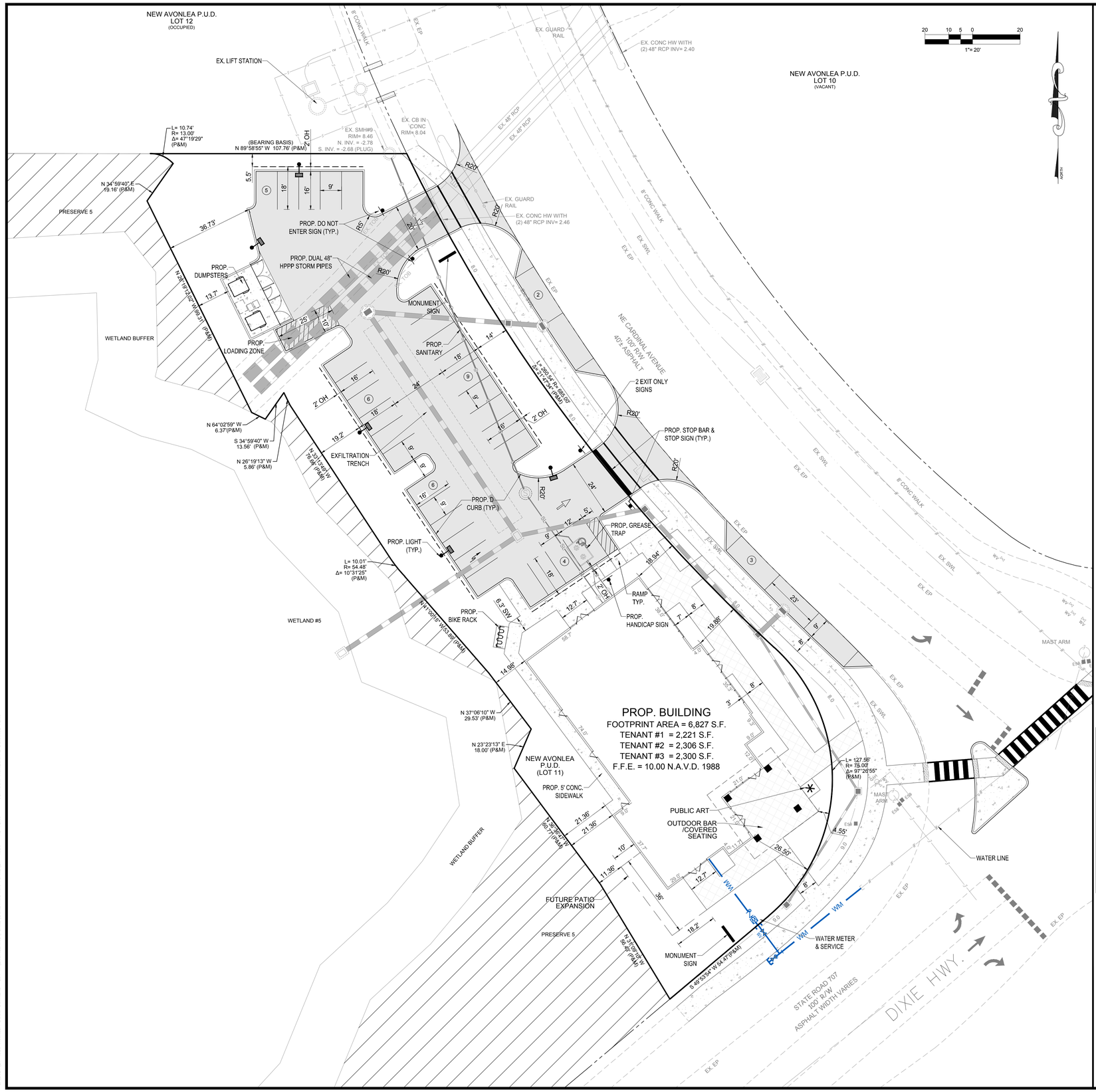
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DRAWN BY:	TG
CHECKED BY:	RR
DATE:	11/30/2021
CAD I.D.:	21-1036 - COVER

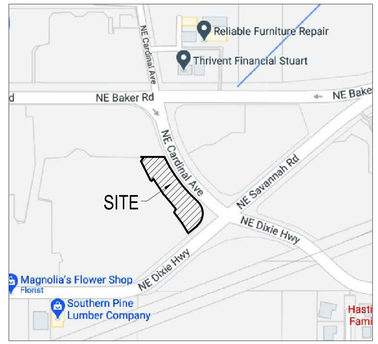
SHEET TITLE: COVER SHEET

SHEET NUMBER: COV.

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www.callsunshine.com

Printed on Tuesday, May 20, 2025, 5:09 PM by Jacob McClellan
J:\AVONLEA\CONSTRUCTION PLANS\21-1036 - COVER SHEET.dwg





LOCATION MAP

N.T.S.

SITE DATA

NAME OF PROJECT	AVONLEA LOT 11
PROPERTY CONTROL NUMBER	29-37-41-013-000-00110-0
FEMA FLOOD ZONE	X
LAND USE DESIGNATION	NEIGHBORHOOD/SPECIAL
ZONING	COMMERCIAL PLANNED UNIT
OVERLAY DISTRICT	COMMUNITY REDEVELOPMENT AREA
MAXIMUM BUILDING HEIGHT	35'
NUMBER OF STORIES	1
NUMBER OF BUILDINGS	1
PROPOSED USES	RETAIL SALES AND SERVICE OFFICE (PROFESSIONAL,MEDICAL) RESTAURANT (GENERAL) 60 SEATS
TOTAL SITE AREA	**0.90 AC** **39,049.97 SF**

BUILDING DATA

GROSS SQUARE FOOTAGE	6,827.00 SF
TOTAL SQUARE FOOTAGE	**6,827.00 SF**
FAR	1.00

LAND USE

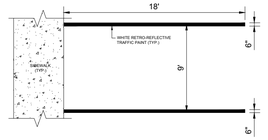
	SF	AC	%
BUILDING LOT COVERAGE	6,827	0.16	17.48%
VEHICULAR USE AREA	12,379	0.28	31.70%
OPEN SPACE	19,844	0.46	50.82%
TOTAL	**39,050**	**0.90**	**100.00%**

LOT COVERAGE

IMPERVIOUS AREA	SF	AC	%
BUILDING LOT COVERAGE	6,827	0.16	17.48%
VEHICULAR USE AREA	12,379	0.28	31.70%
SIDEWALKS & HARDSCAPE	3,894	0.09	9.97%
TOTAL IMPERVIOUS AREA	**23,100**	**0.58**	**59.15%**
PERVIOUS AREA	**SF**	**AC**	**%**
GREEN SPACE	15,950	0.37	40.85%
TOTAL PERVIOUS AREA	**15,950**	**0.37**	**40.85%**
TOTAL SITE AREA	**39,050**	**0.90**	**100.00%**

PARKING DATA

	REQ	PROV
OFFICE/RETAIL (1/300 SF)	15	35
RETAURANT, GENERAL (1/4 SEATS)	20	
TOTAL	**35**	**35**
HANDICAP SPACES (INCLUDED IN TOTAL)	1	1

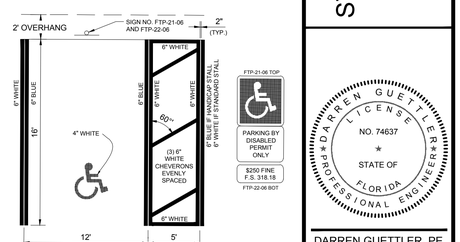


TYPICAL PARKING STALL

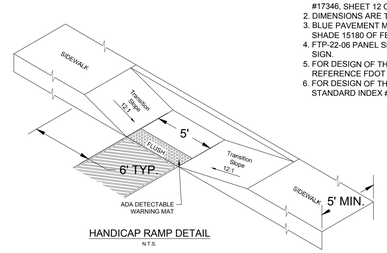
1" = 5'

LEGEND

	HANDICAP STALL	WM	EXISTING WATER MAIN
	TRAFFIC FLOW DIRECTION	FM	EXISTING FORCE MAIN
7	NUMBER OF PARKING SPACES	S	EXISTING GRAVITY SEWER MAIN
	PROPOSED ASPHALT PAVEMENT		EXISTING EDGE OF PAVEMENT
	DECORATIVE PAVERS OR CONCRETE	U.E.	UTILITY EASEMENT
	PROPOSED CONCRETE SIDEWALK	D.E.	DRAINAGE EASEMENT
	PROPOSED ADA DETECTABLE WARNING MAT		PROPOSED CLEAN OUT
	EXISTING LIGHT POLE		PROPOSED CATCH BASIN
	PROPOSED LIGHT FIXTURE		



NOTES:
1. HANDICAP STALL IS BASED FROM FDOT STANDARD INDEX #17346, SHEET 12 OF 14.
2. DIMENSIONS ARE TO THE CENTERLINE OF MARKINGS.
3. BLUE PAVEMENT MARKINGS SHALL BE TINTED TO MATCH SHADE 15180 OF FEDERAL STANDARDS 595a.
4. FTP-22-06 PANEL SHALL BE MOUNTED BELOW THE FTP-21-06 SIGN.
5. FOR DESIGN OF THE UNIVERSAL SYMBOL OF ACCESSIBILITY, REFERENCE FDOT STANDARD INDEX #17346, SHEET 12 OF 14.
6. FOR DESIGN OF THE ASSOCIATED SIGNS, REFERENCE FDOT STANDARD INDEX #17355, SHEET 4 OF 11.



HANDICAP RAMP DETAIL

N.T.S.

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ENGINEERING & SURVEYING, LLC.
1449 NW COMMERCE CENTRE DR
PORT ST. LUCIE, FL 34986
PHONE: (772) 879-0477
FBPE C.O.A. # 32222

REVISIONS:

BY:	DATE:	COMMENT:
JM	06-13-24	REV. PLANS PER COS COMMENTS
JM	05-20-25	REV. PLANS PER COS COMMENTS

PROJECT: AVONLEA COMMERCIAL CORNERS
LOT 11
CITY OF STUART, FLORIDA

CLIENT: STB OUTDOORS

DARREN GUETTLER LICENSE NO. 74637 STATE OF FLORIDA PROFESSIONAL ENGINEER

DARREN GUETTLER, PE
FLORIDA LICENSE No. 74637
5/21/25

PROJECT No.: 21-1036
DRAWN BY: TG
CHECKED BY: RR
DATE: 11/30/2021
CAD I.D.: 21- 1036 - HC PLAN

SHEET TITLE:
HORIZONTAL CONTROL PLAN

SHEET NUMBER:
01

Printed on Wednesday, May 21, 2025, 9:28 AM by Jacob McClellan
J:\VELCON\PROJECTS\2021\21-1036 - AVONLEA COMMERCIAL CORNERS\CONSTRUCTION PLANS\21- 1036 - HC PLAN - AVONLEA COMMERCIAL CORNERS - LOT 11.dwg

NEW AVONLEA P.U.D.
LOT 12
(OCCUPIED)

NEW AVONLEA P.U.D.
LOT 10
(VACANT)

PRESERVE 5

WETLAND BUFFER

WETLAND #5

WETLAND BUFFER

PRESERVE 5

NEW AVONLEA P.U.D. (LOT 11)

8' CONC WALK

EX. EP

EX. GUARD RAIL

EX. CONC HW WITH (2) 48" RCP INV= 2.40

EX. CB IN CONC RIM= 8.04

EX. SMH#9 RIM= 8.46 N. INV. = -2.76 S. INV. = -2.68 (PLUG)

EX. 48" RCP

MARTIN COUNTY BM "BAKER-CARD" EL 7.91 NAVD

EX. CONC HW WITH (2) 48" RCP INV= 2.46

EX. SWL

EX. TOP OF BANK

PROP. CONC. COLLARS (SEE FDOT INDEX 430-001)

PROP. SWALE

108 LF OF 48" HPPP @ 0.00%

106 LF OF 48" HPPP @ 0.00%

59 LF OF 18" HPPP @ 0.00%

113 LF OF 18" HPPP @ 0.00%

103 LF OF EXFIL TRENCH

55 LF OF 18" HPPP @ 0.00%

71 LF OF 18" HPPP @ 0.00%

89 LF OF 18" HPPP @ 0.00%

15 LF OF 18" HPPP @ 0.00%

56 LF OF 8" HPPP @ 0.00%

NOTE: ALL PROPOSED ON STREET PARKING, AND ALL PROPOSED ON/OFF SITE DRAINAGE WILL BE PRIVATELY OWNED/MAINTAINED

NOTE: ALL PROPOSED ON STREET PARKING, AND ALL PROPOSED ON/OFF SITE DRAINAGE WILL BE PRIVATELY OWNED/MAINTAINED

15 LF OF 18" HPPP @:0.00%

SD-03
TYPE C
CGI
RIM: 8.26'
INV: 2.00 (W)

SD-02
TYPE C
DBI
RIM: 8.70'
INV: 2.00 (SE)
INV: 2.00 (E)

SD-01
TYPE C
DBI
RIM: 8.70'
INV: 2.00 (NW)
INV: 2.00 (SW)
INV: 2.00 (E)

SD-04
TYPE C
CGI
RIM: 7.86'
INV: 2.00 (SW)

YD-5
CAST IRON
RIM: 8.00'
INV: 2.00 (W)
INV: 2.00 (E)

YD-4
CAST IRON
RIM: 8.00'
INV: 2.00 (W)
INV: 2.00 (SE)

YD-3
CAST IRON
RIM: 8.00'
INV: 2.00 (NW)
INV: 5.00 (SE)
INV: 2.00 (NE)

YD-2
CAST IRON
RIM: 9.00'
INV: 5.00 (NW)
INV: 5.00 (SW)

YD-1
12" CAST IRON
RIM: 9.00'
INV: 5.00 (NE)

CS-01
TYPE C
DBI
RIM: 7.00'
INV: 2.00 (NE)

NE CARDINAL AVENUE
100' R/W
40'± ASPHALT

NORTH EAST COR CB
BM EL= 7.37

MAST ARM

PROP. BUILDING
FOOTPRINT AREA = 6,827 S.F.
TENANT #1 = 2,221 S.F.
TENANT #2 = 2,306 S.F.
TENANT #3 = 2,300 S.F.
F.F.E. = 10.00 N.A.V.D. 1988

FUTURE PATIO EXPANSION

PROP. SWALE

STATE ROAD 707
100' R/W
ASPHALT WIDTH VARIES

20 10 5 0 20
1"= 20'

NORTH

SIDEWALK SLOPES PER ADA

LENGTH	MAX. SLOPE	LONGITUDINAL
L < 6'	1:12	NO HANDRAILS
6'< L < 30'	1:12	HANDRAILS BOTH SIDES
6'< L < 50'	1:20	NO HANDRAILS

LEGEND

17.4	EXISTING GRADE ELEVATION		PROPOSED ASPHALT PAVEMENT
T/CURB 21.50 21.00 B/CURB	PROPOSED ELEVATION (H.P. = HIGH POINT)		DECORATIVE PAVERS OR CONCRETE
			PROPOSED CONCRETE SIDEWALK
	RUNOFF FLOW DIRECTION		PROPOSED ADA DETECTABLE WARNING MAT
WM	EXISTING WATER MAIN		PROPOSED CLEAN OUT
FM	EXISTING FORCE MAIN	D.E.	DRAINAGE EASEMENT
S	EXISTING GRAVITY SEWER MAIN	U.E.	UTILITY EASEMENT
	EXISTING EDGE OF PAVEMENT	L.B.	LANDSCAPE BUFFER
	EXISTING LIGHT POLE	S	PROPOSED GRAVITY SEWER MAIN
	PROPOSED LIGHT FIXTURE	SL	PROPOSED BLDG. SEWER
	PROPOSED SQUARE CATCH BASIN	W	PROPOSED WATER SERVICE
	PROPOSED DRAINAGE MAN HOLE		PROPSED STORM SEWER
	PROPOSED ROUND CATCH BASIN		PROPOSED MITERED END SWALE

SPACING OR REQUIRED ROADWAY / PARKING AREA TESTS

ITEMS TO BE TESTED	F.B.V.		DENSITY		L.B.R.		
	MAX. SPACING		MAX. SPACING		MAX. SPACING		
	LIN.FT.	SQ.FT.	LIN.FT.	SQ.FT.	LIN.FT.	SQ.FT.	LIN.FT. SQ.FT.
COMPACTED OR STABILIZED SUBGRADE	300	10,000	300	10,000	___	___	
LIMEROCK BASE	___	___	300	10,000	___	___	
SHELLROCK BASE	___	___	300	10,000	___	___	
ASPHALT	___	___	___	___	___	___	PER INSP.

NOTE: ALL TESTING SHALL BE TAKEN IN A STAGGERED SAMPLING PATTERN FROM A POINT 12" INSIDE THE LEFT EDGE OF THE ITEM TESTED, TO THE CENTER, TO A POINT 12" INSIDE OF THE RIGHT EDGE.

1/2" CHAMFER
SEE SITE PLAN
3,000 PSI CONCRETE
6" PAVEMENT
18"
BASE
4"
SUBGRADE COMPACTED TO 98% MAX. DRY DENSITY PER AASHTO T-99 METHOD

SIDEWALK/PAVEMENT DETAIL
N.T.S.

NOTE:
ALL ELEVATIONS SHOWN OR REFERENCED WITHIN THESE PLANS ARE BASED UPON NORTH AMERICAN VERTICAL DATUM OF 1988 (N.A.V.D.). TO CONVERT FROM N.A.V.D. '88 TO N.G.V.D. '29, ADD 1.48' TO THE N.A.V.D. ELEVATIONS TO GET N.G.V.D. ELEVATIONS.

NOTE:
ALL DRAINAGE PIPE JOINTS, INCLUDING ROUND CONCRETE PIPES, SHALL HAVE A FILTER FABRIC JACKET IN ACCORDANCE WITH FDOT ROADWAY AND TRAFFIC DRAINAGE STANDARDS. ALL RCP PIPE USED FOR EXFILTRATION SHALL HAVE SLOTS, IN ACCORDANCE TO FDOT INDEX #443-001 OPTION 'B'.

NOTE:
PROPOSED UTILITY EASEMENTS FOR WATER AND WASTEWATER ARE NOT SHOWN ON THIS SHEET FOR CLARITY PURPOSES. THE PROPOSED UTILITY EASEMENTS FOR WATER AND WASTEWATER ARE SHOWN ON THE WATER & WASTEWATER PLAN SHEETS.

S.F.W.M.D. PERMIT NO. #43-01387-P
BASIN B

	NAVD 88	NGVD 29
CONTROL ELEV.	4.75	6.25
MIN. ROAD CROWN ELEV.	8.70	10.20
MIN. FINISH FLOOR ELEV.	9.00	10.50

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PROJECT:
COMMERCIAL CORNERS
LOT 11
CITY OF STUART, FLORIDA

CLIENT:
STB OUTDOORS
AVONLEA

DARREN GUETTLER LICENSE NO. 74637 STATE OF FLORIDA PROFESSIONAL ENGINEER

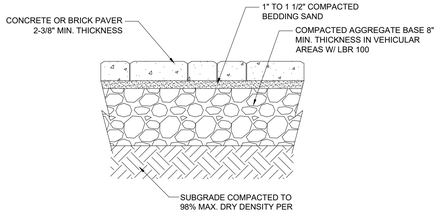
DARREN GUETTLER, PE
FLORIDA LICENSE No. 74637
5/21/25

PROJECT No.: 21-1036
DRAWN BY: TG
CHECKED BY: RR
DATE: 11/30/2021
CAD I.D.: 21- 1036 - PGD PLAN

SHEET TITLE:
PAVING, GRADING & DRAINAGE PLAN

SHEET NUMBER:
02

Printed on Wednesday, May 21, 2025, 9:59 AM by Jacob McClellon
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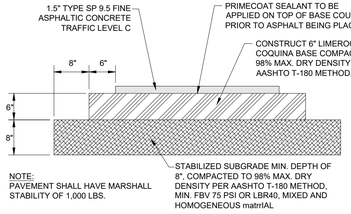


NOTES:

1. SCATTER SAND OR SCREENINGS OVER COMPLETED WORK AND SWEEP INTO CRACKS.
2. CONCRETE PAVERS SHOULD CONFORM TO THE REQUIREMENTS OF ASTM C-1319. BRICK PAVERS SHOULD CONFORM TO THE REQUIREMENTS OF ASTM C902-95.

CONCRETE OR BRICK PAVER DETAIL

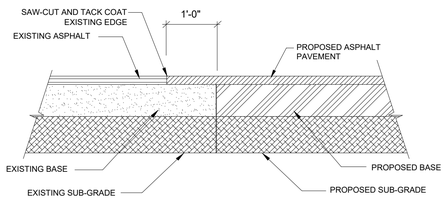
N.T.S.



NOTE:
PAVEMENT SHALL HAVE MARSHALL STABILITY OF 1,000 LBS.

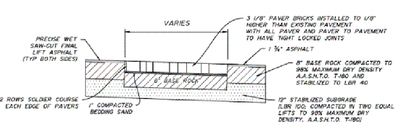
TYPICAL ONSITE ASPHALT PAVEMENT DETAILS

N.T.S.



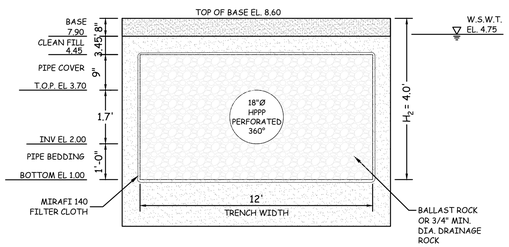
ASPHALT PAVEMENT SAWCUT & BUTTJOINT DETAIL

N.T.S.



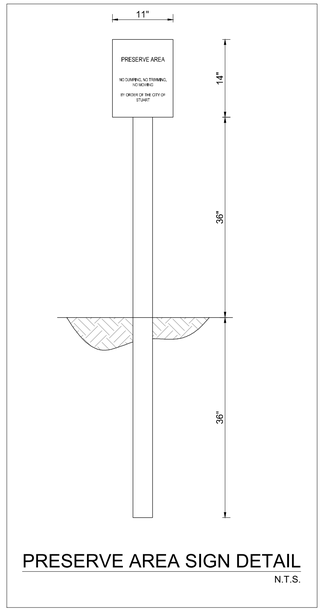
NOTE: 3M STA-MARK TAPE (OR EQUAL) IS TO BE INSTALLED ON THE BRICK PAVERS IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS, IN LIEU OF THERMOPLASTIC. THE TAPE IS TO BE CUT AT EACH BRICK JOINT FOLLOWING ITS APPLICATION.

PAVER BRICK DETAIL W/OUT CONC. BAND (OPTIONAL NO BAND)



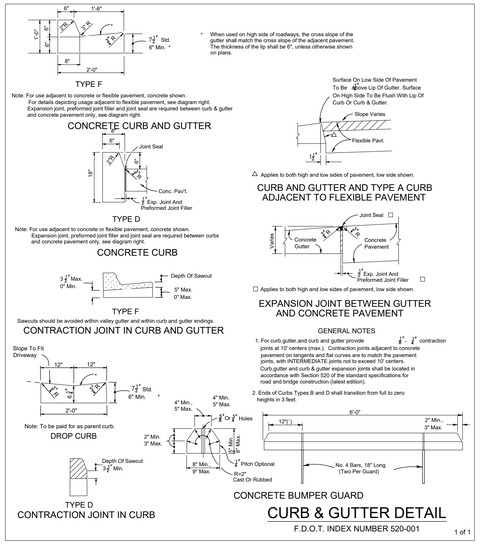
EXFILTRATION TRENCH DETAIL

SCALE: N.T.S.



PRESERVE AREA SIGN DETAIL

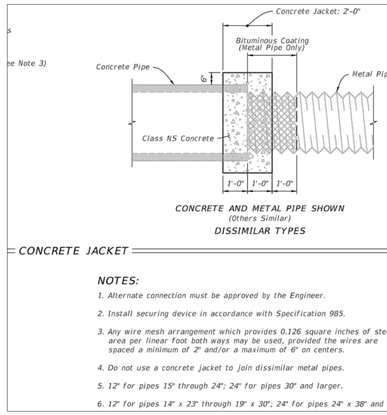
N.T.S.



CURB & GUTTER DETAIL

F.D.O.T. INDEX NUMBER 520-001

1 of 1

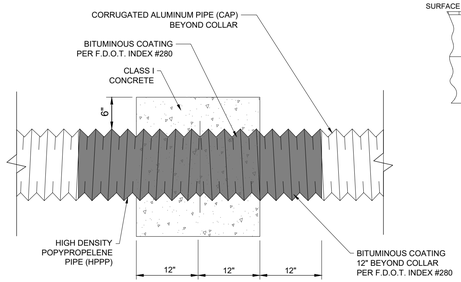


CONCRETE AND METAL PIPE SHOWN
(Others Similar)
DISSIMILAR TYPES

CONCRETE JACKET

NOTES:

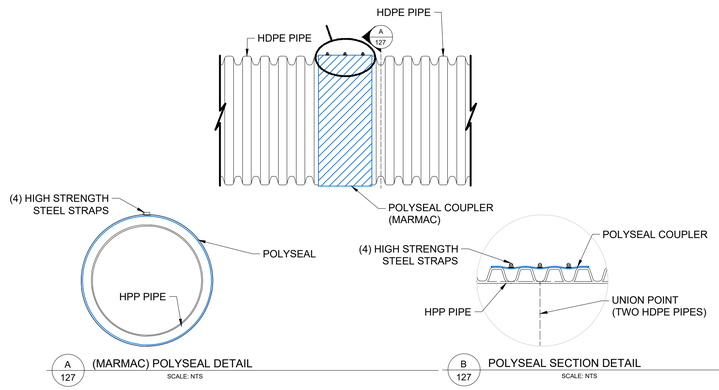
1. *Alternate connection must be approved by the Engineer.*
2. *Install securing device in accordance with Specification 985.*
3. *Any wire mesh arrangement which provides 0.126 square inches of steel area per linear foot both ways may be used, provided the wires are spaced a minimum of 2" and/or a maximum of 6" on centers.*
4. *Do not use a concrete jacket to join dissimilar metal pipes.*
5. *12" for pipes 15" through 24"; 24" for pipes 30" and larger.*
6. *12" for pipes 14" x 23" through 19" x 30"; 24" for pipes 24" x 38" and larger.*



NOTE:
THE CAP SECTION GOES INTO THE LAKE

CONCRETE COLLAR DETAIL

N.T.S.



A 127 (MARMAC) POLYSEAL DETAIL
SCALE: NTS

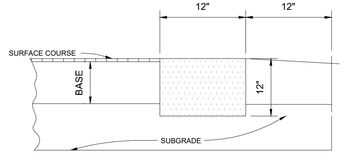
B 127 POLYSEAL SECTION DETAIL
SCALE: NTS

NOTES:

1. THE COUPLER SHALL BE PLACED AROUND THE PIPE, MASTIC SIDE TO THE PIPE, SPANNING THE JOINT. THE PROTECTIVE RELEASE FILM SHALL BE REMOVED AND THE COUPLER APPLIED WITH THE OVERLAP AT THE TOP OF THE PIPE. THE STRAPS SHALL BE SECURED (OUTSIDE STRAPS FIRST) ON THE LARGER OD PIPE WITH THE PROPER TOOLS, THE SECURING STRAPS ON THE OUTSIDE OF THE SMALL OD SHALL THEN BE SECURED, THE INSIDE STRAP SHALL BE TIGHTENED LAST. THE CLOSING FLAP SHALL COVER THE EXPOSED STRAP WORK AREA, COMPLETING THE JOINT.
2. ALL PIPE SHALL BE INSTALLED IN ACCORDANCE WITH ASTM D2321 - STANDARD PRACTICE FOR UNDERGROUND INSTALLATION OF FLEXIBLE THERMOPLASTIC SEWER PIPE, LATEST EDITION.
3. SEE MAR MAC INC., FOR SPECIFIC PRODUCT INFORMATION AND SELECTION.

MARMAC PIPE COUPLER DETAIL

N.T.S.



NOTE: 3,000 P.S.I. CONCRETE AT 28 DAYS.

FLUSH CURB DETAIL

CONSTRUCTION FIELD OBSERVATIONS

I. DRAINAGE
- A. LAYING OF PIPE (BEFORE BACKFILL)
- B. ALL DRAINAGE STRUCTURES AND PIPE LAYING COMPLETE.
- C. CONSTRUCTION AND STABILIZATION OF RETENTION AREAS AND SWALES.
- D. SEEDING, MULCH AND SODDING IN AREAS WHERE EROSION IS EVIDENT.

II. UTILITIES (PERMITS)
- A. PIPE LAYING IN RIGHTS-OF-WAYS .
- B. JACK AND BORING / DIRECTIONAL BORING.
- C. WET TAPS.
- D. ABOVE GROUND MANHOLE INSPECTIONS AND INSTALLATIONS.

III. CONCRETE
- A. CONSTRUCTION OF CURBING, SIDEWALK, NON-BUILDING SLABS, AND RETAINING WALLS BEFORE PLACEMENT OF CONCRETE.

IV. PAVEMENT
- A. LINE AND GRADE (CERTIFICATION).
- B. SUBBASE (PRIOR TO ADDING BASE MATERIAL)
- C. BASE (PRIOR TO PRIMING AND SAND SEAL)
- D. BASE (AFTER PRIMING, SAND SEAL AND BEFORE PLACING OF ASPHALT)
- E. ASPHALT OR CONCRETE (WHILE PAVING IS IN PROCESS).
- F. TURN OUT CONSTRUCTION ONTO CITY, COUNTY, OR STATE ROAD (ABOVE INSPECTIONS APPLY).
- G. TEST RESULTS ON SUBBASE, BASE AND ASPHALT.
- H. FINAL PROJECT OBSERVATION.

PROJECT CERTIFICATION REQUIREMENTS

I. PAVEMENT TESTING
- A. LIMEROCK BEARING RATIO (LBR) TEST RESULTS.
- B. COMPACTION TEST RESULTS.
- C. BASE MATERIAL TEST RESULTS.
- D. ASPHALT TEST RESULTS.

II. WATER AND SEWER
- A. DEPARTMENT OF ENVIRONMENTAL PROTECTION CERTIFICATION FOR BOTH WATER AND SEWER (OPERATION AND MAINTENANCE), IF APPLICABLE.
- B. HEALTH DEPARTMENT CERTIFICATION, IF APPLICABLE.
- C. BACTERIOLOGICAL AND PRESSURE TESTING FOR WATER MAINS.
- D. VIDEO AND EXFILTRATION TESTING FOR GRAVITY SEWER MAINS, IF APPLICABLE.
- E. PRESSURE TESTING FOR FORCE MAINS, IF APPLICABLE.
- F. UTILITY ACCEPTANCE FOR OPERATION AND MAINTENANCE, IF APPLICABLE.

III. CERTIFICATION AND RECORD DRAWINGS
- A. SEALED CERTIFICATION BY THE ENGINEER OF RECORD FOR COMPLIANCE WITH APPROVED PLANS AND SPECIFICATIONS ALONG WITH RECORD DRAWINGS FOR THE PROJECT.

GENERAL CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSPECTING THE SITE PRIOR TO BIDDING WORK AND SHALL TAKE INTO CONSIDERATION ANY OMISSIONS, UNDERGROUND UTILITIES, OR OTHER ITEMS AFFECTING THE INSTALLATION OF PAVING, DRAINAGE, AND UTILITIES. SHOULD UNCHARTED OR INCORRECTLY CHARTED UTILITIES OR OTHER ITEMS BE ENCOUNTERED DURING CONSTRUCTION, CONSULT ENGINEER OF RECORD IMMEDIATELY FOR DIRECTIONS. REPAIR DAMAGED UTILITIES OR OTHER ITEMS TO SATISFACTION OF UTILITY OWNER AND ENGINEER OF RECORD.
2. ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH ALL APPLICABLE CITY, COUNTY, STATE, AND FEDERAL REGULATIONS, CODES, AND ORDINANCES, INCLUDING OSHA AND FDOT SPECIFICAIONS, LASTEST EDITION UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER IN WRITING.
3. LOCATION AND SIZES OF ALL EX. UTILITIES ARE APPROXIMATE ONLY. CONTRACTOR IS RESPONSIBLE FOR EXACT FIELD LOCATION AND SIZES PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION TO ALLOW FOR PIPE RECONFIGURATION IF NEEDED. THE CONTRACTOR SHALL CONTACT ALL AFFECTED UTILITIES AT LEAST 48 HOURS IN ADVANCE OF CONSTRUCTION OPERATIONS.
4. ANY DISCREPANCIES ON THE DRAWINGS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO COMMENCING WORK.
5. NO FIELD CHANGES OR DEVIATIONS FROM DESIGN SHALL BE MADE WITHOUT PRIOR WRITTEN APPROVAL OF THE ENGINEER OF RECORD.
6. CONTRACTOR SHALL OBTAIN ALL REQUIRED PERMITS / LICENSES PRIOR TO COMMENCING WORK.
7. THE CONTRACTOR SHALL KEEP COPIES OF ALL PERMITS, PLANS, AND SPECIFICATIONS ON SITE DURING CONSTRUCTION.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL REQUIRED TESTING TO BE PERFORMED BY AN INDEPENDENT TESTING LABORATORY APPROVED BY THE ENGINEER OF RECORD. THE CONTRACTOR SHALL SUPPLY DENSITY TESTS TO ENGINEER OF RECORD ON ALL SUB GRADE AND BASE. TESTS SHALL BE PREPARED IN ACCORDANCE WITH AASHTO T-180 METHOD AT ALL AREAS OF DISTURBED ASPHALT & PIPE TRENCHING.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECTING ANY DAMAGE RESULTING FROM HIS OPERATIONS, TO EXISTING PAVEMENT, SWALES, ETC.
10. THE CONTRACTOR SHALL GUARANTEE ALL WORK AND MATERIALS FOR A PERIOD OF ONE YEAR FROM THE DATE THAT PROJECT HAS BEEN ACCEPTED. ALL FAULTY CONSTRUCTION AND/OR MATERIALS THAT OCCUR DURING AFORESAID PERIOD SHALL BE CORRECTED AT THE CONTRACTORS'S EXPENSE AND IN A TIMELY MANNER.
11. THE CONTRACTOR SHALL COMPLY WITH ALL RULES AND REGULATIONS OF THE STATE, COUNTY AND CITY AUTHORITIES REGARDING CLOSING OR RESTRICTING THE USE OF PUBLIC STREETS OR HIGHWAYS.
12. THE CONTRACTOR SHALL GIVE ADEQUATE NOTIFICATION TO ALL AFFECTED UTILITY OWNERS FOR REMOVAL, RELOCATION AND ALTERATION OF THEIR EXISTING FACILITIES.
13. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST 48 HOURS PRIOR TO ANY REQUIRED INSPECTIONS AND SHALL SUPPLY ALL EQUIPMENT NECESSARY FOR INSPECTIONS AND/OR TESTING.
14. THE CONTRACTOR SHALL PROVIDE THE ENGINEER AS-BUILT SURVEYS CERTIFIED BY A LICENSED SURVEYOR UPON COMPLETION OF CONSTRUCTION AND SCHEDULE A FINAL INSPECTION WITH THE ENGINEER OF RECORD.
15. ANY PUBLIC LAND CORNER WITHIN THE LIMITS OF CONSTRUCTION SHALL BE PROTECTED. IF A CORNER MONUMENT IS IN DANGER OF BEING DESTROYED AND HAS NOT BEEN PROPERLY REFERENCED, THE CONTRACTOR SHOULD NOTIFY THE COUNTY SURVEYOR WITHOUT DELAY BY TELEPHONE.
16. IF HARDPAN IS ENCOUNTERED WITHIN RETENTION AREA OR SWALES, IT SHALL BE REMOVED AND REPLACED WITH A GRANULAR MATERIAL.
17. IF MUCK OR ANY OTHER UNSUITABLE MATERIAL IS ENCOUNTERED, THE MATERIAL SHALL BE COMPLETELY REMOVED AND BACK FILLED WITH A GRANULAR MATERIAL AND COMPACTED TO DENSITIES SUFFICIENT TO ACCOMMODATE THE INTENDED USE.
18. LOCATION OF STRUCTURES SHALL GOVERN AND PIPE LENGTHS MAY HAVE TO BE ADJUSTED TO ACCOMPLISH CONSTRUCTION AS SHOWN ON THESE PLANS.
19. RCP INDICATES REINFORCED CONCRETE PIPE. CMP INDICATES GALVANIZED CORRUGATED METAL PIPE. BCCMP INDICATES BITUMINOUS COATED CORRUGATED METAL PIPE. CAP INDICATES CORRUGATED ALUMINUM PIPE. CPP INDICATES CORRUGATED POLYETHYLENE PIPE (N12) MANUFACTURED BY ADVANCED DRAINAGE SYSTEMS, INC. (ADS). HPPP INDICATES HIGH-PERFORMANCE POLYPROPYLENE PIPE.
20. MITERED END SECTIONS SPECIFIED ON THE PLANS SHALL BE IN ACCORDANCE WITH FDOT STANDARD INDEX NO. 430-021.
21. COMPACTION REQUIREMENTS FOR PIPE BEDS SHALL BE 90% OF MAXIMUM DRY DENSITY.
22. TEMPORARY DRAINAGE SHALL BE PROVIDED DURING CONSTRUCTION TO ELIMINATE ANY FLOODING OF PRIVATE PROPERTY.
23. ALL STORM SEWER LINES AND DRAINAGE STRUCTURES SHALL BE CLEANED OF DEBRIS AND ERODED MATERIALS DURING THE FINAL STAGES OF CONSTRUCTION.
24. ANY DRAINAGE PROBLEMS CREATED BY CONSTRUCTION, OR EXISTING BEFORE CONSTRUCTION AND NOT ALLEVIATED AS PART OF THE PROPOSED IMPROVEMENTS, SHOULD BE BROUGHT TO THE ATTENTION OF THE GOVERNING AUTHORITY AND THE ENGINEER OF RECORD.
25. THE CONTRACTOR SHALL TAKE PRECAUTIONS TO PROTECT EXISTING TREES SHOWN TO REMAIN. IF ANY TREES MARKED TO BE REMOVED CAN BE SAVED, THE CONTRACTOR SHALL SAVE SAID TREES. SHOULD ADDITIONAL TREES NEED TO BE REMOVED, THE CONTRACTOR SHALL NOTIFY THE OWNER AND THE ENGINEER OF RECORD FOR APPROVAL PRIOR TO REMOVING SAID TREES.
26. IF EXCAVATED FILL MATERIAL IS REUSABLE, STOCKPILE EXCESS FOR USE IN LANDSCAPED AREAS.
27. UNUSABLE CLEARED MATERIAL SHALL BE REMOVED FROM SITE AND HAULED TO AN APPROVED DISPOSAL SITE. AS AN ALTERNATIVE, BURNING ON SITE WILL BE ALLOWED WITH PROPER PERMITS. LOCATION OF BURN SITE SHALL BE APPROVED BY OWNER.
28. ALL AREAS DISTURBED BY CONSTRUCTION SHALL BE RESTORED TO PRE-CONSTRUCTION CONDITIONS OR BETTER. ALL EXISTING SIGNAGE, PAVEMENT MARKINGS, ABOVE GROUND APPURTENANCES, ETC. SHALL BE RESTORED IN KIND.
29. WHEN PAVEMENT IS SHOWN NEXT TO A CURB OR SIDEWALK, THE ELEVATION OF THE TOP OF CURB OR SIDEWALK IS 6" ABOVE THE PAVEMENT, UNLESS INDICATED AS FLUSH. IN SOME CASES, BOTH ELEVATIONS ARE SHOWN FOR ADDITIONAL CLARITY.
30. ALL CONCRETE SHALL DEVELOP A 28-DAY COMPRESSIVE STRENGTH OF 3,000 PSI UNLESS OTHERWISE NOTED.
31. ALL REINFORCING STEEL SHALL CONFORM TO ASTM A-615 AND HAVE A TENSILE STRENGTH OF 60,000 PSI UNLESS OTHERWISE NOTED.
32. ALL WATER FLUSHED FROM MAINS SHALL BE DIRECTED AS APPROVED BY THE ENGINEER OF RECORD.
33. NO WATER OR SEWER SERVICE IS TO BE SUPPLIED, UNTIL A LETTER OF CLEARANCE IS RECEIVED FROM FDEP, IF APPLICABLE.
34. MAINTENANCE OF TRAFFIC SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", AND THE FDOT "ROADWAY AND TRAFFIC DESIGN STANDARDS INDEX #600", LATEST EDITIONS.
35. EROSION AND SEDIMENT CONTROL - CONTRACTOR IS RESPONSIBLE FOR PROVIDING EROSION AND SEDIMENT CONTROL USING THE LATEST F.D.O.T. STANDARDS. BALED HAY, STRAW, AND SILTATION BARRIERS WILL BE INSTALLED WHERE NEEDED TO PREVENT SILTATION OF ADJACENT PROPERTY, PUBLIC RIGHT-OF-WAY, WETLANDS AND WATERWAYS. THESE WILL REMAIN IN PLACE UNTIL GRASSING OR SODDING HAS BEEN COMPLETED OR UNTIL SILTATION AND EROSION ARE NO LONGER A THREAT TO ADJACENT PROPERTY AND WATERWAYS.
36. ALL BERMS AND GRASSED AREAS SHALL BE SEEDED AND MULCHED IN ACCORDANCE WITH THE APPROPRIATE SECTIONS OF THE ABOVE REFERENCED SPECIFICATIONS UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER OF RECORD.
37. BOUNDARY AND TOPOGRAPHIC INFORMATION PREPARED BY VELCON ENGINEERING & SURVEYING, LLC. ALL ELEVATIONS PER BENCHMARKS REFERENCED ON SURVEY N.A.V.D..

VELCON
ENGINEERING & SURVEYING, LLC.
1449 NW COMMERCE CENTRE DR
PORT ST. LUCIE, FL 34986
PHONE: (772) 879-0477
FBPE C.O.A. # 32222

REVISIONS:

BY:	DATE:	COMMENT:
JM	06-13-24	REV. PLANS PER COS COMMENTS
JM	05-20-25	REV. PLANS PER COS COMMENTS

PROJECT: AVONLEA COMMERCIAL CORNERS
LOT 11
CITY OF STUART, FLORIDA

CLIENT: STB OUTDOORS

DARREN GUETTLER, PE
FLORIDA LICENSE No. 74637
5/20/25

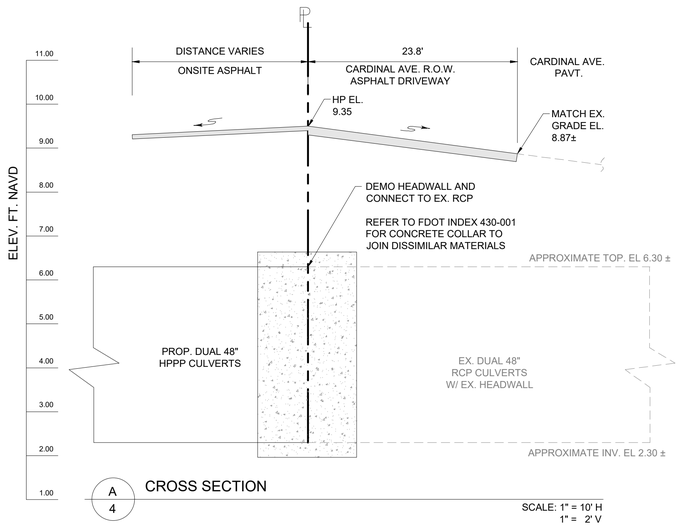
PROJECT No.: 21-1036
DRAWN BY: TG
CHECKED BY: RR
DATE: 11/30/2021
CAD I.D.: 21- 1036 - PGD DETAILS

SHEET TITLE:
PAVING, GRADING & DRAINAGE DETAILS AND SPECIFICATIONS

SHEET NUMBER:
03

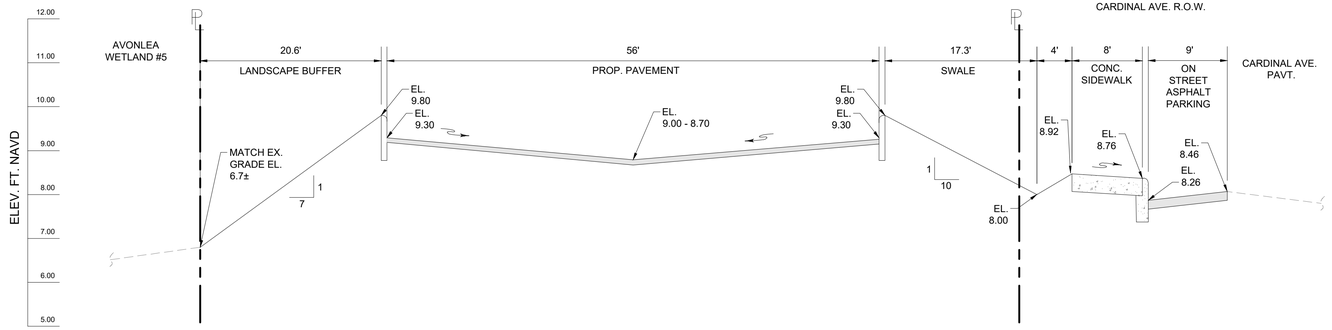
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A/4 CROSS SECTION

SCALE: 1" = 10' H
1" = 2' V



B/4 CROSS SECTION

SCALE: 1" = 10' H
1" = 2' V

C/4 CROSS SECTION

SCALE: 1" = 10' H
1" = 2' V

D/4 CROSS SECTION

SCALE: 1" = 10' H
1" = 2' V

E/4 CROSS SECTION

SCALE: 1" = 10' H
1" = 2' V

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JM	06-13-24	REV. PLANS PER COS COMMENTS
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PROJECT:
AVONLEA COMMERCIAL CORNERS
LOT 11
CITY OF STUART, FLORIDA

CLIENT:
STB OUTDOORS

DARREN GUETTLER, PE
FLORIDA LICENSE No. 74637
5/20/25

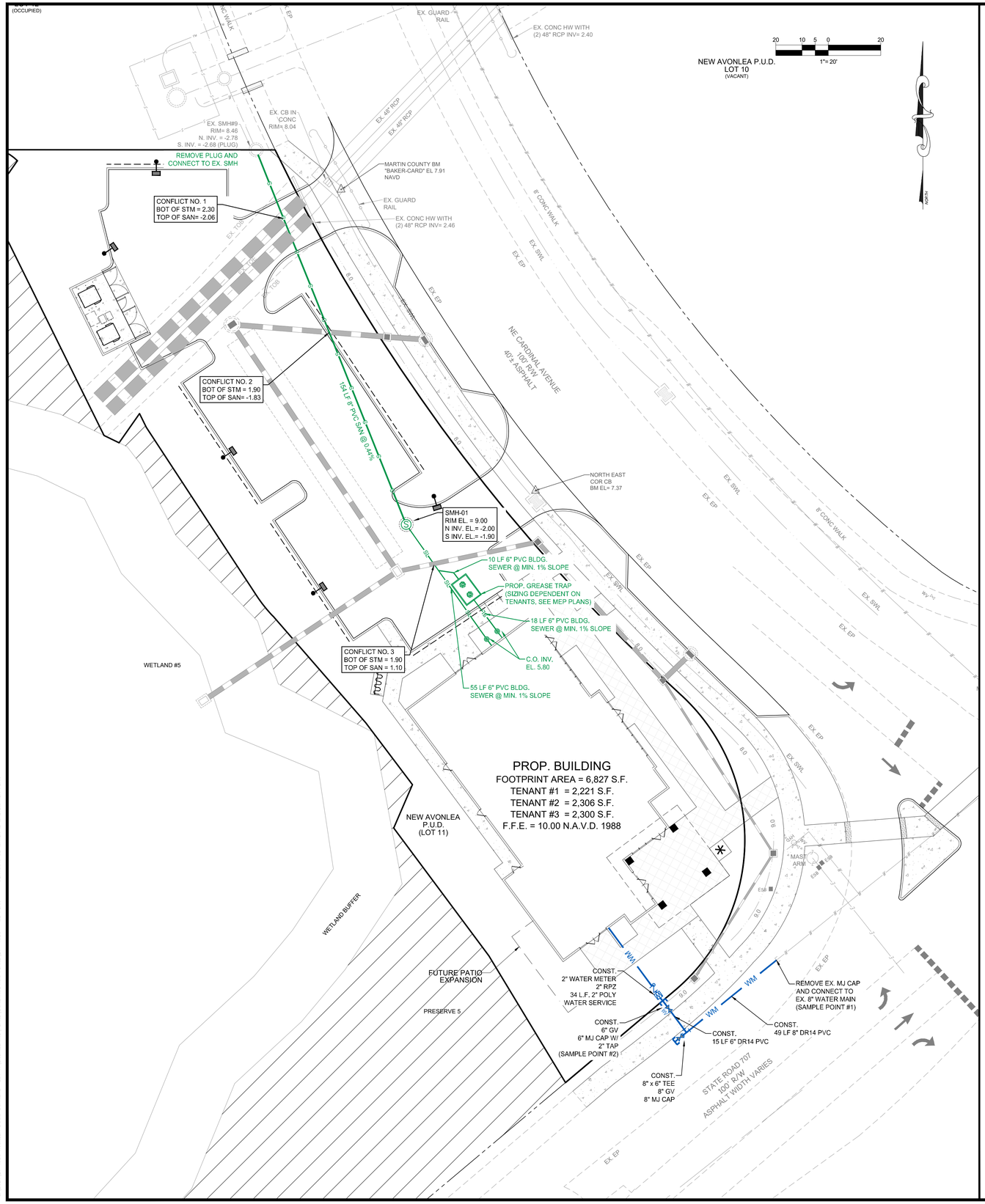
PROJECT No.: 21-1036
DRAWN BY: TG
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DATE: 11/30/2021
CAD I.D.: 21- 1036 - PGD DETAILS

SHEET TITLE:
CROSS SECTIONS

SHEET NUMBER:
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J:\2021\21-1036 - AVONLEA COMMERCIAL CORNERS\CONSTRUCTION PLANS\21-1036 - WS PLAN-----XXARTIC 05 WATER & WASTEWATER PLAN

WATER DISTRIBUTION NOTES:

1. ALL CONSTRUCTION MATERIAL, INSTALLATION AND TESTING SHALL CONFORM TO THE STANDARD SPECIFICATIONS OF THE MCU.
2. WATER MAIN WHERE SPECIFIED AS POLYVINYL CHLORIDE (PVC), SHALL CONFORM TO AWWA C-900 OR C-905, PRESSURE CLASS 150, DR (18). WATER MAIN WHERE SPECIFIED AS POLYETHYLENE (PE), SHALL CONFORM TO AWWA C-901 OR C-906, STANDARD CODE DESIGNATION PE3408, PIPE CLASS 200, DIMENSION RATIO, DR (9).
3. POLYVINYL CHLORIDE WATER MAIN SHALL BE BLUE IN COLOR.
4. FITTINGS SHALL BE CAST OR DUCTILE IRON, CONFORMING TO AWWA C-110 AND ANSI A21.11, CLASS 250 MINIMUM, CEMENT LINED, AND SEAL COATED.
5. GATE VALVES SHALL BE RESILIENT SEAT TYPE BY AN APPROVED MANUFACTURER AS DETERMINED BY THE MCU. VALVES SHALL CONFORM TO AWWA C-509.
6. WATER LINES SHALL BE BACKFILLED AND COMPACTED IN ACCORDANCE WITH MCU DESIGN AND CONSTRUCTION STANDARDS. THE CONTRACTOR SHALL SUBMIT CERTIFIED DENSITY TESTS AS REQUIRED BY THE MCU, AS APPLICABLE. IN CASES WHERE PAVED AREAS FALL WITHIN THE JURISDICTION OF LOCAL OR STATE AGENCIES, THE COMPACTION REQUIREMENTS SHALL NOT BE LESS THAN THE MINIMUM REQUIRED BY THE APPROPRIATE RESPONSIBLE AGENCY.
7. NO FIELD CHANGES OR DEVIATIONS FROM THE DESIGN SHALL BE MADE WITHOUT PRIOR APPROVAL OF THE MCU AND THE ENGINEER OF RECORD.
8. THE CONTRACTOR SHALL NOTIFY THE MCU AND CITY ENGINEERING 48 HOURS PRIOR TO COMMENCING CONSTRUCTION AND PRIOR TO ALL INSPECTIONS.
9. A PRE-CONSTRUCTION CONFERENCE BETWEEN THE ENGINEER, THE CONTRACTOR, AND MCU REPRESENTATIVES SHALL BE MANDATORY PRIOR TO COMMENCEMENT OF CONSTRUCTION.
10. MINIMUM COVER SHALL BE 36 INCHES EXCEPT AS APPROVED BY THE UTILITIES ENGINEER AND MCU.
11. DISTURBED AREAS SHALL BE RESTORED IN CONFORMANCE WITH THE APPLICABLE GOVERNING AGENCY REQUIREMENTS.
12. EXISTING UTILITIES AND DRAINAGE SHALL BE FIELD VERIFIED PRIOR TO CONSTRUCTION AND PROTECTED BY THE CONTRACTOR.
13. WATER MAINS SHALL BE TESTED AND DISINFECTED IN ACCORDANCE WITH THE APPLICABLE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION AND AWWA C-651 FOR DISINFECTION.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING EXISTING UTILITIES AND DRAINAGE.
15. THE CONTRACTOR SHALL FURNISH RECORD DRAWING INFORMATION TO THE ENGINEER INCLUDING LOCATIONS OF VALVES, FITTINGS, SERVICE CONNECTIONS, BLOWOFFS, AIR RELEASE VALVES, AND ANY OTHER PERTINENT INFORMATION NECESSARY TO LOCATE ITEMS CONSTRUCTED UNDER THIS PROJECT, AS REQUIRED BY THE ENGINEER AND MCU STANDARDS.
16. THE CONTRACTOR SHALL TAP EXISTING LINES UNDER THE SUPERVISION OF THE MCU ONLY AFTER TESTING AND DISINFECTION HAS BEEN COMPLETED AND APPROVED ON THE TAPPING VALVE AND SLEEVE.
17. WATER MAIN SHALL BE MARKED BY THE USE OF CONTINUOUS 14 GAUGE INSULATED SOLID COPPER WIRE (BLUE IN COLOR) AND IDENTIFICATION TAPE WITH "WATER" MARKED ON TAPE, PERMANENTLY ATTACHED TO THE TOP OF THE WATER MAIN IN ACCORDANCE WITH THE MCU SPECIFICATIONS.
18. MECHANICAL RESTRAINTS TO BE USED ON ALL FITTINGS AND PLACED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND MCU REQUIREMENTS.
19. ALL WATER MAINS SHALL BE TESTED AT A MINIMUM OF 150 PSI. TESTING METHODS SHALL CONFORM TO AWWA C-600. - 2 HR MINIMUM TEST
20. PRIOR TO ANY TESTING, ALL MAINS 6" IN DIA. AND LARGER SHALL HAVE A LINE SIZE SWAB PASSED THRU THE ENTIRE LENGTH OF THE LINE. NOTE: SWAB SHOULD BE PLACED IN 1ST JOINT OF NEW LINE. END OF MAIN SHOULD BE "TURNED UP" AT 45% AND EXTENDED SO THAT SWABBING AND A FULL BORE FLUSH CAN BE ACCOMPLISHED. BLOW-OFF ASSEMBLY CAN THEN BE PLACED. WHERE LINES BRANCH, SWABS WILL BE PLACED IN BRANCH LINES AND SEQUENTIALLY SWABBED AND FLUSHED.
21. CONTRACTOR SHALL COMPLY WITH FLORIDA TRENCH SAFETY ACT REQUIREMENTS.

STANDARD POTABLE WATER SEPARATION STATEMENT:

1. SANITARY SEWERS (INCLUDING LATERALS), FORCE MAINS, GAS MAINS ,AND STORM SEWERS SHOULD CROSS UNDER WATER MAINS. SANITARY SEWERS, FORCE MAINS, GAS MAINS, AND STORM SEWERS CROSSING WATER MAINS SHALL BE LAID TO PROVIDE A MINIMUM VERTICAL DISTANCE OF 18 INCHES BETWEEN THE INVERT OF THE UPPER PIPE AND THE CROWN OF THE LOWER PIPE.

ALL CROSSINGS SHALL BE ARRANGED SO THAT THE SEWER PIPE JOINTS AND THE WATER MAIN PIPE JOINTS ARE EQUIDISTANT FROM THE POINT OF CROSSING (PIPES CENTERED ON THE CROSSING).

2. A MINIMUM 10 FOOT HORIZONTAL SEPARATION SHALL BE MAINTAINED BETWEEN ANY TYPE OF SEWER AND WATER MAIN IN PARALLEL INSTALLATIONS.

3. MAXIMUM OBTAINABLE SEPARATION OF RECLAIMED WATER LINES AND DOMESTIC WATER LINES SHALL BE PRACTICED. A MINIMUM HORIZONTAL SEPARATION OF FIVE FEET (CENTER TO CENTER) OR THREE FEET (OUTSIDE TO OUTSIDE), SHALL BE MAINTAINED BETWEEN RECLAIMED WATER LINES AND EITHER POTABLE WATER MAINS OR SEWAGE COLLECTION LINES. A MINIMUM VERTICAL CLEARANCE OF 18 INCHES MUST BE MAINTAINED BETWEEN RECLAIMED WATER LINES AND POTABLE WATER MAINS OR SEWAGE COLLECTION LINES. AT CROSSINGS, PROVISIONS OF FAC RULE 62- 604 AND "RECOMMENDED STANDARDS FOR WASTEWATER FACILITIES" (10 STATES STANDARDS) LATEST EDITION SHALL APPLY.

5. HORIZONTAL SEPARATION OF 15 FEET TO BUILDING, TOP OF BANKS OF LAKES AND CANALS AND OTHER STRUCTURES SHALL BE MAINTAINED. IF POSSIBLE, AN ABSOLUTE MINIMUM OF 10 FEET MAY BE ALLOWED ONLY WHEN UNADVOIDABLE.

6. ALL UTILITY SEPARATIONS & CLEARANCES SHALL BE IN ACCORDANCE WITH MCU STANDARD TECHNICAL SPECIFICATIONS, LASTEST EDITION.

HYDROSTATIC AND LEAKAGE TESTING

A. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY EQUIPMENT SUCH AS PUMPS, GAUGES AND WATER MEASURING TANKS AND SHALL PERFORM ALL WORK REQUIRED FOR PIPE PRESSURE AND LEAKAGE TEST. HYDROSTATIC AND LEAKAGE TESTS SHALL BE MADE BETWEEN VALVES AND/OR CONNECTORS FOR EACH SECTION TESTED USING THE PROCEDURE OUTLINE IN ANSI/AWWA C600.

B. HYDROSTATIC TESTING SHALL BE PERFORMED AT 150 AND 100 POUNDS PER SQUARE INCH PRESSURE, FOR A PERIOD OF NOT LESS THAN TWO HOURS FOR WATER/FORCE MAINS AND LOW PRESSURE MAINS RESPECTIVELY. THE ALLOWABLE RATE OF LEAKAGE SHALL BE LESS THAN THE NUMBER OF GALLONS PER HOUR DETERMINED BY THE FOLLOWING FORMULA:

$$L = \frac{SD(P)^{\frac{1}{2}}}{148{,}000}$$

L = ALLOWABLE LEAKAGE IN GALLONS PER HOUR.
S = LENGTH OF PIPE TESTED, FEET.
D = NOMINAL DIAMETER OF THE PIPE IN INCHES.
P = AVERAGE TEST PRESSURE MAINTAINED DURING THE LEAKAGE TEST IN POUNDS PER SQUARE INCH GAUGE.

C. THE TESTING PROCEDURE SHALL INCLUDE THE CONTINUED APPLICATION OF THE SPECIFIED PRESSURE TO THE TEST SYSTEM FOR THE TWO-HOUR PERIOD BY WAY OF A PUMP TAKING SUPPLY FROM A CONTAINER SUITABLE FOR MEASURING WATER LOSS. THE AMOUNT OF LOSS SHALL BE DETERMINED BY MEASURING THE VOLUME DISPLACED FROM SAID CONTAINER. ANY EXPOSED PIPE, FITTINGS, VALVES, HYDRANTS, AND JOINTS SHALL BE EXAMINED DURING THE TEST. ANY DAMAGED OR DEFECTIVE PIPE FITTINGS, VALVES, OR HYDRANTS THAT ARE DISCOVERED FOLLOWING THE PRESSURE TEST SHALL BE REPAIRED OR REPLACED WITH SOUND MATERIAL, AND ALL TESTS SHALL BE REPEATED.

D. THE PRESSURE SHALL NOT VARY BY MORE THAN ±5 PSI FROM THE REQUIRED PRESSURE FOR THE DURATION OF THE TEST. IF AT ANY POINT DURING THE TEST THE PRESSURE LOSS EXCEEDS 5 PSI, THE TEST IS CONSIDERED FAILED. SHOULD THE TEST FAIL, NECESSARY REPAIRS SHALL BE ACCOMPLISHED BY THE CONTRACTOR AND THE TEST REPEATED UNTIL WITHIN THE ESTABLISHED LIMITS.

LEGEND

17.4	EXISTING GRADE ELEVATION		PROPOSED ASPHALT PAVEMENT
T/CURB 21.50 21.00 B/CURB	PROPOSED ELEVATION (H.P. = HIGH POINT)		DECORATIVE PAVERS OR CONCRETE
			PROPOSED CONCRETE SIDEWALK
	RUNOFF FLOW DIRECTION		PROPOSED ADA DETECTABLE WARNING MAT
WM	EXISTING WATER MAIN		PROPOSED CLEAN OUT
FM	EXISTING FORCE MAIN	D.E.	DRAINAGE EASEMENT
S	EXISTING GRAVITY SEWER MAIN	U.E.	UTILITY EASEMENT
	EXISTING EDGE OF PAVEMENT	L.B.	LANDSCAPE BUFFER
	EXISTING LIGHT POLE	S	PROPOSED GRAVITY SEWER MAIN
	PROPOSED LIGHT FIXTURE	SL	PROPOSED BLDG. SEWER
	PROPOSED SQUARE CATCH BASIN	W	PROPOSED WATER SERVICE
	PROPOSED DRAINAGE MAN HOLE		PROPSED STORM SEWER
	PROPOSED ROUND CATCH BASIN		PROPOSED MITERED END SWALE

GENERAL UTILITY CONSTRUCTION NOTES:

1.) LOCATION OF ALL UTILITIES AND SERVICE POINTS ARE APPROXIMATE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY LOCATION, SIZE, AND DEPTH OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.

2.) WATER MAIN PRESSURE TESTING SHALL BE @ 150 PSI.

3.) HYDROSTATIC TESTS CONSISTING OF PRESSURES TEST AND LEAKAGE TEST SHALL BE CONDUCTED ON ALL NEWLY INSTALLED WATER DISTRIBUTION SYSTEM PRESSURE PIPES AND APPURTENANCES. THE TESTS SHALL BE IN ACCORDANCE WITH AWWA C-600 OR M-23 AS APPLICABLE.

4.) DISINFECTION OF THE WATER DISTRIBUTION SYSTEM SHALL BE PERFORMED IN ACCORDANCE WITH AWWA C-651, DISINFECTING WATER MAINS.

5.) BACKFLOW PREVENTER SHALL BE REDUCED PRESSURE ZONE UNIT IN ACCORDANCE WITH DEPARTMENT OF ENVIRONMENTAL PROTECTION AND CITY OF STUART UTILITIES & SOLID WASTE STANDARDS.

6.) PRIOR TO ANY TESTING, ALL FORCE MAINS 3" AND GREATER SHALL HAVE A LINE SIZE SWAB PASSED THROUGH THE ENTIRE LENGTH OF THE LINE.

7.) ALL MATERIALS AND WORKMANSHIP SHALL COMPLY WITH THE REQUIREMENTS OF THE CITY OF STUART UTILITIES & SOLID WASTE STANDARDS.

8.) FOR ITEMS NOT ADDRESSED IN CITY OF STUART UTILITIES & SOLID WASTE UTILITY SPECIFICATIONS, FOLLOW FDEP STANDARD SPECIFICATIONS, LATEST EDITION.

9.) SLOPES FOR 4" SEWER SERVICES TO BE MINIMUM 2% AND SLOPES FOR 6" SEWER SERVICES TO BE MINIMUM 1%, UNLESS OTHERWISE SHOWN ON PLAN.

10.) SPACE CLEANOUTS NOT MORE THAN 75' APART.

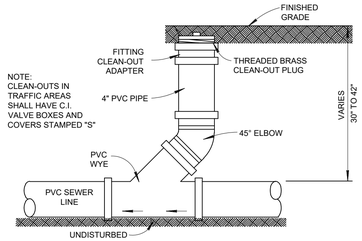
11.) CONSTRUCTION CLEANOUTS AT EACH BUILDING WASTE LINE ±2' OUTSIDE BUILDING WALL AND COORDINATE WITH MECHANICAL, ELECTRICAL, AND PLUMBING PLANS.

12.) SEE GENERAL CONSTRUCTION NOTES FOR ADDITIONAL SPECIFICATIONS.

NOTE: MARTIN COUNTY UTILITY DEPARTMENT'S MINIMUM DESIGN AND CONSTRUCTION STANDARDS (LATEST EDITION), ARE TO BE ADHERED TO AND WILL BE ENFORCED TO AT LEAST THESE MINIMUM STANDARDS.

NOTE:
ALL ELEVATIONS SHOWN OR REFERENCED WITHIN THESE PLANS ARE BASED UPON NORTH AMERICAN VERTICAL DATUM OF 1988 (N.A.V.D.). TO CONVERT FROM N.A.V.D. '88 TO N.G.V.D. '29, ADD 1.48' TO THE N.A.V.D. ELEVATIONS TO GET N.G.V.D. ELEVATIONS.

NOTES:
1. ALL WATER INFRASTRUCTURE BEYOND THE METER ASSEMBLY WILL REMAIN PRIVATELY OWNED & MAINTAINED.



1/4 CLEANOUT DETAIL

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REVISIONS:

BY:	DATE:	COMMENT:
JM	06-13-24	REV. PLANS PER COS COMMENTS
JM	05-20-25	REV. PLANS PER COS COMMENTS

PROJECT: AVONLEA COMMERCIAL CORNERS
LOT 11
CITY OF STUART, FLORIDA

CLIENT: STB OUTDOORS

DARREN GUETTLER LICENSE NO. 74637 STATE OF FLORIDA PROFESSIONAL ENGINEER

DARREN GUETTLER, PE
FLORIDA LICENSE No. 74637
5/20/25

PROJECT No.:	21-1036
DRAWN BY:	TG
CHECKED BY:	RR
DATE:	11/30/2021
CAD I.D.:	21- 1036 - WS PLAN

SHEET TITLE:
WATER & WASTEWATER PLAN

SHEET NUMBER:
05

GENERAL NOTES:

FOR THE PURPOSE OF THE GENERAL NOTES BELOW, THE TERM DEPARTMENT SHALL MEAN "MARTIN COUNTY UTILITIES & SOLID WASTE DEPARTMENT."

1. ALL CONNECTIONS TO EXISTING MAINS SHALL BE OBSERVED BY THE DEPARTMENT. VALVES ON EXISTING MAINS SHALL BE OPERATED BY DEPARTMENT PERSONNEL OR UNDER THEIR DIRECT SUPERVISION. TAPPING SLEEVE AND VALVE SHALL BE PRESSURE TESTED PRIOR TO TAPPING. IF SERVICE MUST BE CUT OFF TO EXISTING CUSTOMERS, THE DEPARTMENT MUST HAVE THREE DAYS NOTICE TO MAKE NECESSARY NOTIFICATIONS. THE CONTRACTOR MAY BE REQUIRED TO ASSIST IN NOTIFICATIONS. IN THIS EVENT, CONSTRUCTION SHALL BE READY TO PROCEED AT THE TERMINAL POINT AND MATERIALS AVAILABLE AT THE SITE TO MINIMIZE THE AMOUNT OF SERVICE INTERRUPTION. THE DEPARTMENT WILL EXERCISE NO OPTION AS TO SERVICE CUT OFF IF THE CONTRACTOR IS NOT READY TO PROCEED ON SCHEDULE. SUCH CONNECTIONS SHALL BE MADE AT NIGHT TO MINIMIZE EFFECTS UNLESS OTHERWISE AUTHORIZED BY THE DEPARTMENT. NO CUSTOMER SHOULD BE WITHOUT SERVICE FOR MORE THAN FOUR HOURS.

LOCAL CHLORINATION WILL BE REQUIRED FOR ALL PIPE AND FITTINGS USED TO COMPLETE CONNECTIONS WITH POTABLE WATER.

2. THE CONTRACTOR SHALL HAVE AVAILABLE AT THE JOB SITE AT ALL TIMES ONE COPY OF MARTIN COUNTY UTILITIES MINIMUM DESIGN AND CONSTRUCTION STANDARDS, ONE COPY OF THE CONTRACT DOCUMENTS, INCLUDING PLANS, SPECIFICATIONS AND SPECIAL PROVISIONS, AND COPIES OF ANY REQUIRED CONSTRUCTION PERMITS.

3. THE CONTRACTOR SHALL CONTACT ALL CONCERNED UTILITIES AT LEAST 48 HOURS IN ADVANCE OF CONSTRUCTION OPERATIONS.

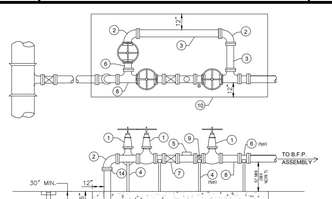
4. THE LOCATION AND SIZE OF ALL EXISTING UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND ARE BASED ON THE BEST AVAILABLE INFORMATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY ALL UTILITIES BY ELECTRONIC METHOD AND BY HAND EXCAVATION IN COORDINATION WITH ALL UTILITY COMPANIES PRIOR TO BEGINNING ANY CONSTRUCTION OPERATIONS. ANY AND ALL CONFLICTS OF EXISTING UTILITIES WITH PROPOSED IMPROVEMENTS SHALL BE RESOLVED BY THE ENGINEER AND DEPARTMENT PRIOR TO BEGINNING ANY CONSTRUCTION OPERATIONS. THIS WORK BY THE CONTRACTOR SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED.

5. LOCATION OF PROPOSED FACILITIES WILL BE STAKED BY CONTRACTOR. CONTRACTOR MUST GIVE 48 HOURS NOTICE TO THE DEPARTMENT IN ADVANCE OF LAYOUT.

6. PROJECT SUPERINTENDENT: THE CONTRACTOR SHALL PROVIDE A QUALIFIED SUPERINTENDENT TO REMAIN ON THE JOB SITE AT ALL TIMES WHEN WORK IS BEING PERFORMED. THE SUPERINTENDENT SHALL BE PRESENT AT THE PRE-CONSTRUCTION MEETINGS. THE CONTRACTOR SHALL NOTIFY THE DEPARTMENT BY LETTER PRIOR TO THE PRE-CONSTRUCTION MEETING APPOINTING THE SUPERINTENDENT FOR THIS PROJECT INCLUDING A FORMAL RESUME SHOWING QUALIFICATIONS. IN THE EVENT THE SUPERINTENDENT WILL NOT BE PRESENT FOR ANY PERIOD OF TIME DURING CONTRACT WORK THE CONTRACTOR SHALL PROVIDE 48 HOURS NOTICE IN WRITING TO THE DEPARTMENT, INCLUDING THE APPOINTMENT OF A QUALIFIED REPLACEMENT SUPERINTENDENT WHO WILL BE PRESENT DURING THE CONSTRUCTION. WORK SHALL NOT BE ALLOWED TO PROCEED UNLESS THE ASSIGNED SUPERINTENDENT IS PRESENT.

7. IT IS THE CONTRACTORS RESPONSIBILITY TO ENSURE HIS COMPLETE FAMILIARITY WITH THE PROJECT SITE AND COMPONENTS TO INCLUDE SUBSURFACE CONDITIONS OF SOIL AND GROUNDWATER TABLE.

WARNING: EXACT LOCATION OF UNDERGROUND UTILITIES IS NOT KNOWN NOR IS THIS DRAWING TO BE CONSTRUED AS DEPICTING THE LOCATION OF ALL UNDERGROUND UTILITIES OR STRUCTURES. THE CONTRACTOR IS RESPONSIBLE FOR DETERMINATION OF LOCATION PRIOR TO COMMENCEMENT OF WORK. THE CONTRACTOR IS RESPONSIBLE, THEREFORE, FOR ALL DAMAGE AND REPAIR COSTS.



MATERIAL

ITEM	QUANT.	DESCRIPTION
1	3	4"-6",8" VALVE, GATE, C.I., (FLANGE - FLANGE) OS&Y
2	3	4"-6",8" BEND - 90°, (FLANGE - FLANGE)
3	VARIES	4"-6",8" PIPE, DUCTILE IRON, (FLANGE - FLANGE)
4	4	ADJUSTABLE PIPE SUPPORTS (316 SS)
5	1	3"-4",6",8" METER, (FLANGE - FLANGE)
6	4	4",6",8" D.I. SPOOL PIECE, 12" MIN. LENGTH, F - F
7	1	3"-4",6",8" WATER METER STRAINER, (FLANGE - FLANGE)
8	2	D.I. BYPASS TEE, (FLANGE - FLANGE), (SIZE VARIES)
9	1	2" TAP WITH LOCKING BALL VALVE
10	*	CONC. SLAB, 2500# PSI
11	1	4",6",8" VALVE, GATE, MJ
12	VARIES	4",6",8" PIPE
13	1	4",6",8" BEND-90°, (MJ-MJ) W/ RETAINER GLANDS
14	1	4",6",8" ADAPTER, FLANGE, DIP

NOTES:

1. ALL ABOVE GRADE PIPING SHALL BE DUCTILE IRON WITH FLANGED ENDS
2. FOR 3" METER AND STRAINER, USE 4" D.I. PIPE WITH 4"x3" REDUCER WITH FLANGED ENDS ON BOTH SIDES OF THE METER/STRAINER ASSEMBLY
3. FIELD ADJUST AND CUT D.I. PIPE TO THE PROPER LENGTH AS REQUIRED.
4. METER BYPASS SHALL BE A MIN. OF 4" DIA. AND SIZED TO MEET REQUIRED FLOWS
5. ALL EXPOSED DUCTILE IRON PIPING AND FITTINGS SHALL BE PAINTED "BLUE". PAINT SPECIFICATIONS MUST BE SUBMITTED TO MARTIN COUNTY UTILITIES PRIOR TO APPLICATION.
6. METER SHALL BE BADGER COMPOUND METER, BRONZE BODY, POLYMER BOTTOM PLATE WITH INTEGRAL MOUNT ITRON 100W FN ENDPOINT
7. HEIGHT SHALL ALLOW A MINIMUM OF 12" FROM TOP OF SLAB TO THE BOTTOM OF THE BLOWDOWN OF THE B.F.P.

GENERAL NOTES (Cont.):

8. DENSITY TESTS OF TRENCH BACKFILL MATERIAL SHALL BE REQUIRED AT INTERVALS OF NOT MORE THAN 500 FEET. DENSITY TESTS OF PAVEMENT OPEN-CUT AREAS INCLUDING ROADS, TURN LANES, AND DRIVES SHALL BE REQUIRED AT EACH OPEN-CUT AT INTERVALS OF NOT MORE THAN 50 FEET. ALL TESTS SHALL COMMENCE AT THE TOP OF CONDUIT AND EVERY 12 INCHES TO THE FINISH GRADE. COMPACTION SHALL BE IN ACCORDANCE WITH MARTIN COUNTY UTILITIES CONSTRUCTION STANDARDS' "TYPICAL TRENCH DETAIL" AND "FLEXIBLE PAVEMENT REPLACEMENT DETAIL". FLORIDA BEARING TESTS FOR THE STABILITY OF EXISTING SUBSOIL SHALL BE TAKEN AT INTERVALS OF NOT MORE THAN 500 FEET, AND CLOSER AS MIGHT BE NECESSARY IN THE EVENT OF VARIATIONS IN THE STRATA. A CERTIFIED COPY OF THE TESTS SHALL BE PROVIDED TO THE DEPARTMENT AND THE FLORIDA DEPARTMENT OF TRANSPORTATION OR MARTIN COUNTY ENGINEERING DEPARTMENT DEPENDING ON JURISDICTION. CONTRACTORS BID PRICE SHALL INCLUDE PAYMENT FOR ALL TESTS CONDUCTED BY AN INDEPENDENT TESTING LAB.

9. ANY LANDSCAPING DISTURBED, UNLESS OTHERWISE SHOWN ON THE PLANS, SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE DEPARTMENT AT THE CONTRACTORS EXPENSE.

10. ANY SIDEWALK, CURB AND GUTTER OR PAVEMENT DISTURBED, UNLESS OTHERWISE SHOWN ON PLANS, SHALL BE REPLACED BY THE CONTRACTOR AT THE CONTRACTORS EXPENSE. UNLESS OTHERWISE SPECIFIED OR INDICATED, ALL CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3000 psi AT 28 DAYS AND ALL CONCRETE WORK SHALL COMPLY WITH THE CURRENT EDITION OF THE AMERICAN CONCRETE INSTITUTE (ACI) BUILDING CODE AND THE APPLICABLE BUILDING CODES HAVING JURISDICTION IN THE AREA. ALL CONSTRUCTION SHALL MEET ADA REQUIREMENTS. THIS INCLUDES, BUT IS NOT LIMITED TO, DETECTABLE WARNING SURFACES.

11. ALL SOD IS TO BE PLACED FOR THE FULL WIDTH DISTURBED AT THE PER LINEAR FOOT UNIT PRICE FOR SOD. SOD SHALL BE REPLACED TO MATCH EXISTING KIND UNLESS OTHERWISE SHOWN ON PLANS.

12. CONTRACTOR SHALL PROVIDE PROPER BENDS TO MAINTAIN REQUIRED DEPTH AND ALIGNMENT OF PIPE, COST OF BENDS NOT DESIGNATED ON PLANS SHALL BE INCLUDED WITH THE UNIT PRICE FOR PIPE.

13. ANY TREES AND/OR SCRUB OR OTHER VEGETATION NOT TO BE REPLACED SHALL BE REMOVED FROM THE PROJECT AT THE CONTRACTOR'S EXPENSE.

14. ALL RUBBLE AND UNSUITABLE MATERIAL MUST BE REMOVED FROM THE PROJECT AND DISPOSED OF PROPERLY BY THE CONTRACTOR AT THE CONTRACTORS EXPENSE.

15. MAILBOXES MUST BE CAPABLE OF RECEIVING MAIL AT ALL TIMES.

16. DEFLECT PIPE AS NECESSARY TO OBTAIN THE REQUIRED ALIGNMENT. USE APPROPRIATE FITTINGS WHEN DEFLECTION EXCEEDS 75% OF MANUFACTURER'S RECOMMENDED MAXIMUM DEFLECTION.

17. ALL FITTINGS SHALL BE MECHANICALLY RESTRAINED. REFER TO MARTIN COUNTY UTILITIES DEPARTMENT MINIMUM DESIGN & CONSTRUCTION STANDARDS (LATEST EDITION).

18. ALL CONSTRUCTION DEWATERING (WELL POINTS, SUMPS, ETC.) WILL REQUIRE A DEWATERING PERMIT FROM SOUTH FLORIDA WATER MANAGEMENT DISTRICT. THIS SHALL BE OBTAINED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE PRIOR TO BEGINNING OF CONSTRUCTION.

19. THE "TRENCH SAFETY ACT" SHALL BE INCORPORATED INTO THIS CONTRACT AS ENACTED BY THE LEGISLATURE OF THE STATE OF FLORIDA TO BE IN EFFECT AS OF OCTOBER 1, 1990.

20. A U.D PERMIT IS REQUIRED FOR ALL WORK WITHIN COUNTY RIGHT-OF-WAY. THIS PERMIT MUST BE OBTAINED BY THE CONTRACTOR FROM THE MARTIN COUNTY ENGINEERING DEPARTMENT. ALL COSTS PAYABLE BY THE CONTRACTOR. A COPY OF THIS PERMIT MUST BE MAINTAINED ON THE PROJECT SITE AT ALL TIMES DURING CONSTRUCTION.

21. ALL CONCRETE AND ASPHALT DRIVES MUST BE REPLACED FROM SAW CUT TO EDGE OF PAVEMENT.

GENERAL NOTES (Cont.):

22. LOCATIONS OF FIRE HYDRANTS AND AIR RELEASE VALVES ARE APPROXIMATE ONLY. FINAL LOCATIONS WILL BE DETERMINED BY DEPARTMENT PERSONNEL IN FIELD.

23. MAXIMUM LENGTH OF WATER MAIN AND FORCE MAIN PRESSURE TEST SHALL BE 1500 FEET. WATER SOURCE FOR FLUSHING, FILLING AND PRESSURE TESTING THE WATER MAIN SHALL BE FROM A TREATED SOURCE APPROVED BY THE DEPARTMENT.

24. THE CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION AND RESTORATION (IF DAMAGED) OF ALL EXISTING STRUCTURES WITHIN THE CONSTRUCTION LIMITS OF THE PROJECT, INCLUDING BUT NOT LIMITED TO WALLS, FENCES, POWER POLES, MAIL BOXES, DRAINAGE PIPES AND STRUCTURES, ETC.

25. THE CONTRACTOR SHALL VERIFY THE LOCATION OF EXISTING WATER SERVICES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL PROTECT THE EXISTING WATER SERVICES FROM DAMAGE AND REPAIR ANY BREAKS IMMEDIATELY.

26. "RECORD DRAWINGS" SHALL INCLUDE FURNISHING MARTIN COUNTY UTILITIES DEPARTMENT WITH ALL INFORMATION NECESSARY FOR A COMPLETE SET OF RECORD DRAWINGS AS STIPULATED IN THE MARTIN COUNTY UTILITIES CONSTRUCTION STANDARDS AND CONSTRUCTION STANDARDS (LATEST EDITION).

27. MECHANICALLY RESTRAIN LENGTHS, AS INDICATED ON DRAWING No. 20, ON EACH SIDE OF ALL BENDS AND AS INSTRUCTED IN MARTIN COUNTY UTILITIES DEPARTMENT SPECIFICATIONS. MECHANICAL RESTRAINTS SHALL BE EITHER MEGA-LUG, TYLER-UNI, SUNFLANGE, THE CONTRACTORS BID PRICE FOR PIPE, GATE VALVES AND FITTINGS SHALL INCLUDE MECHANICAL RESTRAINT.

28. THE CONTRACTOR SHALL PROTECT EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL SUNSHINE UTILITIES AND SHORE TRENCH AS REQUIRED TO PROTECT AND MAINTAIN EXISTING UTILITIES. THE CONTRACTOR SHALL NOTIFY EACH UTILITY PRIOR TO ATTEMPTING TO SUPPORT THEIR FACILITIES. IF THE UTILITY REQUIRES THAT ONLY THEIR CREWS SHALL BE INVOLVED TO SUPPORT THEIR FACILITIES, THEN IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO COORDINATE WORK AND PAY THE UTILITY FOR THEIR EXPENSES IF REQUIRED. ALL COSTS FOR THIS WORK SHALL BE AT THE CONTRACTORS EXPENSE AND INCLUDED IN THE CONTRACTORS BID PRICE.

29. ALL PRESSURE TESTS SHALL BE IN ACCORDANCE WITH AWWA STANDARDS.

30. AIR RELEASE VALVE VAULT COVERS SHALL BE CONSTRUCTED PER DETAIL AS SHOWN IN THE DEPARTMENTS MINIMUM DESIGN AND CONSTRUCTION STANDARDS.

31. ALL WATER SERVICES SHALL BE DIRECTIONALLY DRILLED UNDER EXISTING PAVEMENT.

32. VALVE STEM RISER SHALL BE REQUIRED WHERE OPERATING NUT DEPTH EXCEEDS 4 FEET. THE RISER SHALL BE BOLTED TO THE VALVE BONNET AND SHALL BE APPROVED BY THE UTILITIES DEPARTMENT. COST FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACTORS BID UNIT PRICE FOR GATE VALVES.

33. THE CONTRACTOR SHALL CLEAN MAINS USING APPROVED POLYURETHANE PIG(S). TEMPORARY CLEANING STATIONS SHALL BE CONSTRUCTED BY THE CONTRACTOR. THE CONTRACTOR SHALL PROVIDE A CLEANING PLAN SHOWING METHOD OF FILLING AND CLEANING MAINS PRIOR TO START OF CONSTRUCTION. THE CLEANING PLAN SHALL BE APPROVED BY THE DEPARTMENT PRIOR TO CONSTRUCTION. ALL COSTS FOR FILLING AND CLEANING SHALL BE AT THE CONTRACTORS EXPENSE.

34. A FLORIDA DEPARTMENT OF TRANSPORTATION PERMIT IS REQUIRED FOR ALL WORK, EXCEPT PERPENDICULAR CONNECTIONS, WITHIN THE STATE RIGHT-OF-WAY. A COPY OF THIS PERMIT MUST BE MAINTAINED ON THE PROJECT SITE AT ALL TIMES DURING CONSTRUCTION.

35. THE CONTRACTOR SHALL INSTALL TESTING POINTS FOR PRESSURE & BACTERIOLOGICAL TESTING OF WATER MAINS. THE CONTRACTOR SHALL INSTALL AND REMOVE MAGNA-LOG CORP STOPS PER MARTIN COUNTY UTILITIES STANDARDS "SAMPLE POINT DETAIL". THE LOCATION OF TEST POINTS SHALL BE APPROVED BY THE DEPARTMENT.

GENERAL NOTES (Cont.):

36. WATER MAIN DISINFECTION SHALL BE IN ACCORDANCE WITH CURRENT AWWA, BULLETIN C-651.

37. WATER MAINS AND APPURTENANCES SHALL BE IN ACCORDANCE WITH CURRENT AWWA, FDEP AND NSF STANDARDS.

38. MINIMUM COVER TO FINISHED GRADE OVER WATER MAINS SHALL BE 30 INCHES UP TO 8" DIAMETER; 10" OR LARGER SHALL HAVE 36" COVER OR GREATER TO PROVIDE A MINIMUM 18" COVER OVER OPERATING NUT OF GATE VALVES.

39. ALL MAINS SHALL BE TESTED FOR LEAKAGE. WATER SHALL BE SUPPLIED TO THE MAIN AND PUMPED TO THE REQUIRED 150 PSI PRESSURE. THE MAIN TESTED SHALL EITHER BE ISOLATED FROM PRESENTLY POTABLE LINES OR PROTECTED FROM LEAKAGE BY A DOUBLE VALVE ARRANGEMENT.

40. NEWLY CONSTRUCTED FIRE HYDRANTS THROUGHOUT THE PROJECT SHALL HAVE A RED "OUT OF SERVICE" DISK (JOSEPH G. POLLARD CO. OR EQUAL) ATTACHED TO 4" PUMPER NOZZLE CAP. DISK TO BE REMOVED AFTER WATER SYSTEM HAS BEEN APPROVED FOR SERVICE BY THE DEPARTMENT.

THE DEPARTMENT SHALL BE NOTIFIED AT LEAST 48 HOURS IN ADVANCE OF ANY TESTING PROCEDURES. AFTER FLUSHING IS COMPLETED, LINE PRESSURE SHALL BE APPLIED TO THE WATER SYSTEM TO DETERMINE IF ANY MAJOR DEFECTS ARE PRESENT. THE COMPLETE WATER SYSTEM SHALL THEN BE TESTED AT A PRESSURE OF 150 PSI FOR A PERIOD OF NOT LESS THAN TWO HOURS. THE DEPARTMENT MAY, AT ITS DISCRETION, INCREASE THE PERIOD TO FOUR HOURS. MAXIMUM LENGTH OF LINE TO BE TESTED AT ONE TIME SHALL NOT EXCEED 1500 LINEAR FEET. AN OIL FILLED PRESSURE GAUGE UP TO 200 PSI AT 2 POUND INCREMENTS SHALL BE USED FOR ALL PRESSURE TESTS. NO VISIBLE MOVEMENT OF THE SYSTEM SHALL OCCUR AND LEAKAGE SHALL NOT EXCEED:

$$\frac{L \times ND \times \sqrt{P}}{7400} \text{ PER HOUR}$$

WHERE: L= LEAKAGE IN GALLONS
N= NUMBER OF JOINTS IN TEST SECTION
P= TEST PRESSURE IN PSI
D= DIAMETER OF PIPE IN INCHES

NOTE: MARTIN COUNTY UTILITIES DEPARTMENT'S MINIMUM DESIGN AND CONSTRUCTION STANDARDS (LATEST EDITION), ARE TO BE ADHERED TO AND WILL BE ENFORCED TO AT LEAST THESE MINIMUM STANDARDS.

48 HOURS BEFORE DIGGING
CALL TOLL-FREE
1-800-432-4770
SUNSHINE STATE ONE CALL OF FLORIDA, INC
UNDERGROUND UTILITIES NOTIFICATION CENTER

STANDARD WATER/SEWER SEPARATION STATEMENT

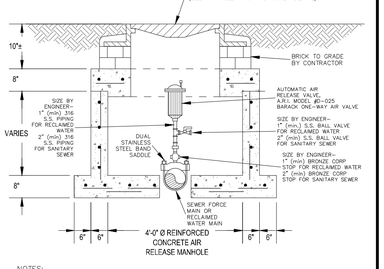
62-555.314 Location of Public Water System Mains.
For the purpose of this section, the phrase "water mains" shall mean mains, including treatment plant process piping, conveying either raw, partially treated, or finished drinking water. The phrase "sewers" shall mean pipelines conveying domestic wastewater or industrial wastewater or any mixtures of the two.
(1) Horizontal Separation Between Underground Water Mains and Sanitary or Storm Sewers, Wastewater or Storm water Force Mains, Reclaimed Water Pipelines, and On-Site Sewage Treatment and Disposal Systems.
(a) New or relocated, underground water mains shall be laid to provide a horizontal distance of at least three feet between the outside of the water main and the outside of any existing or proposed storm sewer. Storm water force main, or pipeline conveying reclaimed water regulated under Part III of Chapter 62-610, F.A.C.
(b) New or relocated, underground water mains shall be laid to provide a horizontal distance of at least three feet, and preferably ten feet, between the outside of the water main and the outside of any existing or proposed vacuum-type sanitary sewer.
(c) New or relocated, underground water mains shall be laid to provide a horizontal distance of at least six feet, and preferably ten feet, between the outside of the water main and the outside of any existing or proposed gravity or pressure-type sanitary sewer, wastewater force main, or pipeline conveying reclaimed water not regulated under Part III of Chapter 62-610, F.A.C. The minimum horizontal separation distance between water mains and gravity-type sanitary sewers shall be reduced to three feet where the bottom of the water main is laid at least six inches above the top of the sewer.
(d) New or relocated, underground water mains shall be laid to provide a horizontal distance of at least ten feet between the outside of the water main and all parts of any existing or proposed on-site sewage treatment and disposal system" as defined in Section 381.0065(2), F.S., and Rule 64E-6.002, F.A.C.
(2) Vertical Separation Between Underground Water Mains and Sanitary or Storm Sewers, Wastewater or Storm water Force Mains, and Reclaimed Water Pipelines.
(a) New or relocated, underground water mains crossing any gravity-type sanitary sewer, storm sewer, wastewater force main, or pipeline conveying reclaimed water regulated under Part III of Chapter 62-610, F.A.C., shall be laid so that the outside of the water main is at least 12 inches above or below the outside of the other pipeline. However, it is preferable to lay the water main above the other pipeline.
(b) At the utility crossings described in paragraphs (a) and (b) above, one full length of water main pipe shall be centered above or below the other pipeline so the water main joints will be as far as possible from the other pipeline. Alternatively, at such crossings, the pipes shall be arranged so that all water main joints are at least three feet, and preferably ten feet, horizontally from any joint in the sewer pipe, force main, or pipeline conveying reclaimed water not regulated under Part III of Chapter 62-610, F.A.C., and at least six feet from all joints in gravity or pressure-type sanitary sewers, wastewater force mains, or pipelines conveying reclaimed water not regulated under Part III of Chapter 62-610, F.A.C.
(3) Special Conditions for Water Mains and Sanitary or Storm Sewer Manholes.
(a) No water main shall pass through, or come into contact with, any part of a sanitary sewer manhole.
(b) Effective August 28, 2003, water mains shall not be constructed or altered to pass through, or come into contact with, any part of a storm sewer manhole or inlet structure. This subparagraph does not prohibit construction of water mains in sanitary or storm sewer easements where the water main is separated from the storm sewer and where alternative routing of the water main or the storm sewer is not technically feasible or is not economically sensible, the Department shall allow exceptions to this requirement (i.e., the Department shall allow construction of conflict manholes), but suppliers of water or persons proposing to construct conflict manholes must first obtain a specific permit from the Department in accordance with Part V of this chapter and must provide in the preliminary design report or drawings, specifications, and design data accompanying their permit application the following information:
1. A justification for the proposed conflict manhole;
2. A statement identifying the party responsible for maintaining each conflict manhole;
3. Assurance of compliance with the design and construction requirements in sub-subparagraphs a. through d. below.
a. The sewer pipe openings and joints through a conflict manhole shall have a flexible, watertight joint so that either side of the manhole to accommodate differential settling between the main and the manhole.
b. Within each conflict manhole, the water main passing through the manhole shall be installed in a watertight casing pipe having high impact strength (i.e., having an impact strength at least equal to that of 0.25-inch-thick ductile iron pipe).
c. Each conflict manhole shall have an access opening, and shall be sized, to allow for easy cleaning of the manhole.
d. Gratings shall be installed at all storm sewer inlets upstream of each conflict manhole to prevent large objects from entering the manhole.
(4) Separation Between On-Site Sewage Treatment and Disposal Systems, Storm water Force Mains, and Reclaimed Water Pipelines.
Reclaimed Water Pipelines, and On-Site Sewage Treatment and Disposal Systems. New or relocated fire hydrants and underground water mains shall be located so that the distance between the fire hydrant or water main and any existing or proposed storm water force main, or pipeline conveying reclaimed water not regulated under Part III of Chapter 62-610, F.A.C., at least three feet, and preferably ten feet, from any existing or proposed vacuum-type sanitary sewer; at least six feet, and preferably ten feet, from any existing or proposed gravity- or pressure-type sanitary sewer, wastewater force main, or pipeline conveying reclaimed water not regulated under Part III of Chapter 62-610, F.A.C., and at least ten feet from any existing or proposed "on-site sewage treatment and disposal system" as defined in Section 381.0065(2), F.S., and Rule 64E-6.002, F.A.C.
(5) Exceptions. Where it is not technically feasible or economically sensible to comply with the requirements in subsection (1) or (2) above, the Department shall allow exceptions to the requirements in subsection (1) or (2) above provided that alternative construction features that afford a similar level of reliability and public health protection. Acceptable alternative construction features include the following:
(a) Where an underground water main is being laid less than the required minimum horizontal distance from another pipeline and where an underground water main is crossing another pipeline and joints in the water main are being located less than the required minimum distance from joints in the other pipeline:
1. Use of pressure-rated pipe conforming to the American Water Works Association standards incorporated into Rule 62-555.330, F.A.C., for the other pipeline if it is a gravity- or vacuum-type pipeline.
2. Use of welded steel pipe to encase reclaimed pipelines for either the water main or the other pipeline; or
3. Use of a concrete casing pipe or concrete encasement at least four inches thick for either the water main or the other pipeline.
(b) Where an underground water main is being laid less than three feet horizontally from another pipeline and where an underground water main is crossing another pipeline and is being laid less than the required minimum vertical distance from the other pipeline:
1. Use of a water main casing pipe for the water main, and use of pipe (i.e., having an impact strength at least equal to that of 0.25-inch-thick ductile iron pipe) or concrete encasement at least four inches thick for the water main; and
2. Use of pipe, or casing pipe, having high impact strength (i.e., having an impact strength at least equal to that of 0.25-inch-thick ductile iron pipe) or concrete encasement at least four inches thick for the other pipeline if it is new and is conveying wastewater or reclaimed water.

MARTIN COUNTY CONSTRUCTION STANDARDS & DETAILS

REVISION	GENERAL NOTES, SEPCIFICATIONS AND SEPARATION STATEMENT	DWG No.
AUGUST 2016		1A
AUGUST 2016		1B
AUGUST 2016		1C
AUGUST 2016		1D
AUGUST 2016		1E

MARTIN COUNTY CONSTRUCTION STANDARDS & DETAILS

REVISION	TYPICAL ABOVE GROUND METER (3" OR LARGER)	DWG No.



NOTES:

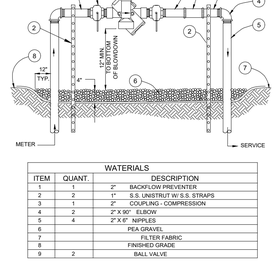
1. AIR RELEASE VALVE SHALL BE A.R.I. MODEL #D-025 WITH BARACK ONE-WAY AIR VALVE, SIZED APPROPRIATELY FOR SERVICE INTENDED.
2. ALL PIPING TO BE 316 STAINLESS STEEL.
3. TYPE II CEMENT; CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSI AT 28 DAYS.
4. CONCRETE STRUCTURE REINFORCEMENT SHALL MEET ASTM C478 SPECS.
5. CONCRETE STRUCTURE AND D.I. COVER SHALL MEET H-20 LOADING REQUIREMENTS.
6. FOR MINIMUM PIPING AND AIR RELEASE VALVE SIZES, REFER TO M.C.U. APPROVED PRODUCT LIST. ENGINEER OF RECORD SHALL BE RESPONSIBLE FOR SIZING.

MARTIN COUNTY CONSTRUCTION STANDARDS & DETAILS

REVISION	UNDERGROUND AIR RELEASE VALVE AND BOX	DWG No.

MARTIN COUNTY CONSTRUCTION STANDARDS & DETAILS

REVISION	FIRE HYDRANT INSTALLATION DETAIL AND NOTES	DWG No.



NOTES:

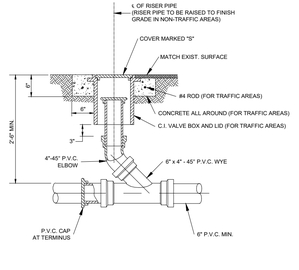
1. HYDRANTS SHALL BE INSTALLED PLUMB AND TRUE.
2. VALVES SHALL BE PLACED ADJACENT TO MAIN, AND TIED TO TEE.
3. ANCHOR TEES ARE REQUIRED.
4. ALL HYDRANTS SHALL BE TEE'D OFF OF MAIN.
5. HYDRANTS SHALL NOT BE PLACED IN SIDEWALK, ROADWAYS OR BIKEPATHS.
6. PIPE FROM VALVE TO HYDRANT SHALL BE RESTRAINED.
7. HYDRANT BARREL AND BONNET COLOR TO BE OSHA YELLOW.
8. THE CONNECTOR PIPE SHALL BE CEMENT LINED DUCTILE IRON, CLASS 350 AND POSITIONED BETWEEN THE FIRE HYDRANT AND GATE VALVE.
9. THE CONNECTOR PIPE SHALL HAVE AN ANCHORING FEATURE AT BOTH ENDS SO THAT WHEN USED WITH M.J. SPLIT GLANDS A RESTRAINED JOINT IS PROVIDED.
10. HYDRANT EXTENSIONS SHALL NOT BE ALLOWED.
11. NEWLY CONSTRUCTED FIRE HYDRANTS THROUGHOUT THE PROJECT SHALL HAVE A RED "OUT OF SERVICE" DISK (JOSEPH G. POLLARD CO. OR EQUAL) ATTACHED TO 4" PUMPER NOZZLE CAP. DISK TO BE REMOVED AFTER WATER SYSTEM HAS BEEN APPROVED FOR SERVICE BY THE DEPARTMENT.
12. A MAXIMUM OF 20 FEET OF HORIZONTAL PIPE SHALL TYPICALLY BE INSTALLED BETWEEN THE 6" GATE VALVE AT THE WATER MAIN AND THE HYDRANT. IF IT IS NECESSARY TO INSTALL MORE THAN 20 FEET OF HORIZONTAL PIPE, AN ADDITIONAL 6" GATE VALVE WILL BE REQUIRED AT THE HYDRANT LOCATION.

MARTIN COUNTY CONSTRUCTION STANDARDS & DETAILS

REVISION	REDUCED PRESSURE BACKFLOW PREVENTER SINGLE SERVICE 3/4", 1", 1-1/2" AND 2"	DWG No.
AUGUST 2016		13

MARTIN COUNTY CONSTRUCTION STANDARDS & DETAILS

REVISION	DOUBLE VALVE DETAIL AND FILLING AND FLUSHING CONNECTION	DWG No.

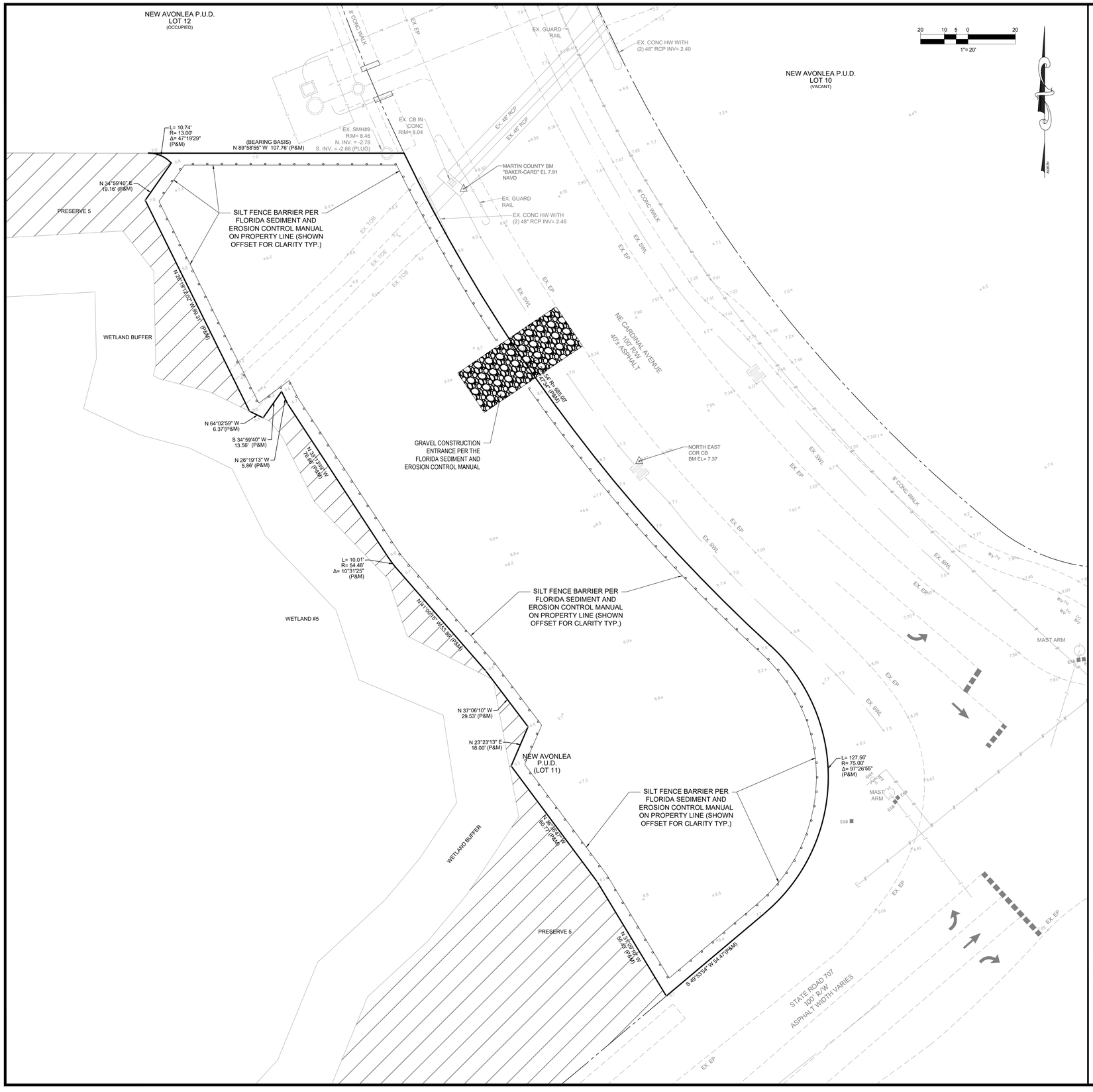


NOTES:

1. BOTH VALVES SHALL BE KEPT CLOSED EXCEPT FOR FILLING, FLUSHING AND BACTERIOLOGICAL TESTING PURPOSES.
2. DEPARTMENT SHALL BE NOTIFIED BEFORE FILLING AND FLUSHING.
3. PRESSURE TEST PUMP CONNECTS TO SERVICE LINE OR BLOWOFF. NO EXTRA TAPS ARE PERMITTED UNLESS PRECEEDING ARE NOT PRESENT IN TEST SECTION.
4. PRESSURE GAUGE TO BE LOCATED IN VICINITY OF TEST PUMP CONNECTION.
5. GAUGE AND RISER TO BE REMOVED AFTER PRESSURE TEST.
6. REMOVE TEMPORARY CONNECTION AT CORPORATION STOPS AFTER FILLING AND FLUSHING HAS BEEN COMPLETED.
7. INJECT CHLORINE ON PROJECT SIDE OF BACKFLOW PREVENTER.
8. CONTRACTOR TO PROVIDE AN RPZ CERTIFICATION (LESS THAN 1 YEAR) PRIOR TO INSTALLATION.

MARTIN COUNTY CONSTRUCTION STANDARDS & DETAILS

REVISION	SEWER SERVICE CLEANOUT (FOR TRAFFIC AREAS)	DWG No.
AUGUST 2016		32



LEGEND	
WM	EXISTING WATER MAIN
FM	EXISTING FORCE MAIN
S	EXISTING GRAVITY SEWER MAIN
	EXISTING EDGE OF PAVEMENT TO REMAIN
	EXISTING EDGE OF PAVEMENT TO BE REMOVED
	CONCRETE TO BE REMOVED
	EXISTING LIGHT POLE TO BE REMOVED
	6" VEGETATIVE STRIP OR SILT FENCE
	CONSTRUCTION ENTRANCE

NOTE:
EROSION AND SEDIMENT CONTROL - CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND MAINTAINING EROSION AND SEDIMENT CONTROL USING THE LATEST F.D.O.T. STANDARDS. BALED HAY, STRAW, AND SILTATION BARRIERS WILL BE INSTALLED WHERE NEEDED TO PREVENT SILTATION OF ADJACENT PROPERTY, PUBLIC RIGHT-OF-WAY, WETLANDS AND WATERWAYS. THESE WILL REMAIN IN PLACE UNTIL GRASSING OR SODDING HAS BEEN COMPLETED OR UNTIL SILTATION AND EROSION ARE NO LONGER A THREAT TO ADJACENT PROPERTIES AND WATERWAYS. STREET SWEEPING SHALL BE PERFORMED ANYTIME SEDIMENT HAS BEEN TRACKED ONTO THE ADJACENT ROADWAYS FROM THE SITE OR THE SITE DRIVEWAYS. SHOULD DUST BECOME AN ISSUE, ALL UNSTABILIZED AREAS SHALL BE WETTED DOWN SUFFICIENTLY IN ORDER TO PREVENT DUST.

SILT FENCE SHALL BE IN PLACE PRIOR TO CLEARING

PROJECT AREA:	39,050 S.F. (0.90 AC)
AREA TO BE CLEARED:	39,050 S.F. (0.90 AC)

NOTE:
THE PROPERTY OWNER, CONTRACTOR, AND AUTHORIZED REPRESENTATIVES SHALL PROVIDE PICKUP, REMOVAL, AND DISPOSAL OF LITTER WITHIN THE PROJECT LIMITS AND SHALL BE RESPONSIBLE FOR MAINTENANCE OF THE AREA FROM THE EDGE OF PAVEMENT TO THE PROPERTY LINE WITHIN THE CITY'S RIGHT-OF-WAY IN ACCORDANCE WITH CITY CODE, SECTION 41.08(g).

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ENGINEERING & SURVEYING, LLC.
1449 NW COMMERCE CENTRE DR
PORT ST. LUCIE, FL 34986
PHONE: (772) 879-0477
FBPE C.O.A. # 32222

REVISIONS:

BY:	DATE:	COMMENT:
JM	06-13-24	REV. PLANS PER COS COMMENTS
JM	05-20-25	REV. PLANS PER COS COMMENTS

PROJECT: AVONLEA COMMERCIAL CORNERS
LOT 11
CITY OF STUART, FLORIDA

CLIENT: STB OUTDOORS

DARREN GUETTLER LICENSE NO. 74637 STATE OF FLORIDA PROFESSIONAL ENGINEER

DARREN GUETTLER, PE
FLORIDA LICENSE No. 74637
5/20/25

PROJECT No.:	21-1036
DRAWN BY:	TG
CHECKED BY:	RR
DATE:	11/30/2021
CAD I.D.:	21- 1036 - STORMWATER POLLUTION PREVENTION PLAN

SHEET TITLE:
CLEARING AND SEDIMENT & EROSION CONTROL PLAN

SHEET NUMBER:
07

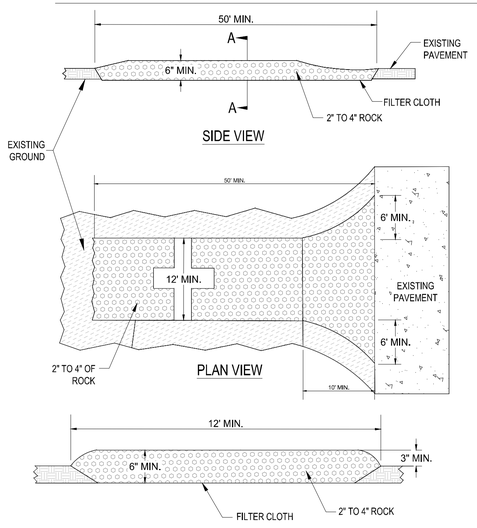
Printed on Tuesday, May 20, 2025, 5:10 PM by Jacob McClellon
J:\AVONLEA\CONSTRUCTION PLANS\21- 1036 - STORMWATER POLLUTION PREVENTION PLAN - J\AVON_07 CLEARING AND SEDIMENT & EROSION CONTROL PLAN

Section 1	Project Name and location information:	Avonlea Commercial Corners, Lot 11 City of Stuart, Florida
Section 2	Describe the nature of the construction activity:	Construction activities consist of the construction of a new commercial plaza with associated paved parking that will serve the project site in the City of Stuart, Martin County, Florida
Section 3	Describe the intended sequence of major soil disturbing activities: The following sequence of major activities shall be followed unless the contractor can propose an alternative that is equal or exceeds the erosion and sediment control practices described in this document, and is approved by the Engineer. The detailed sequence for the entire project can vary significantly from contractor to contractor. The contractor is responsible for providing a detailed sequence of construction for all construction activities.	1. Placement of all erosion control devices. 2. Clearing and grubbing, earthwork, filling of the existing lake, and excavation of the dry detention area. 3. Storm sewer construction; all storm sewer shall be constructed in the upstream direction. 4. Water & wastewater utility construction. 5. Earthwork associated with roadway, curb, subgrade, base and pavement. 6. Final seed and mulch and landscaping and sodding of the unpaved project area as called for in plans.
Section 4	Total area of the site:	0.90 acres
Section 5	Total area of the site to be disturbed:	0.90 acres
Section 6	Existing data describing the soil or quality of any stormwater discharge from the site: The soils are silty fine sand to clean sands. The small sand particle size will make the potential for erosion high.	Runoff Data Runoff Coefficients: Before: 0.81 During: 0.30-0.81 After: 0.81
Section 7	Estimate the drainage area size for each discharge point:	0.90 acres
Section 8	Latitude and longitude of each discharge point and identify the receiving water or MS4 for each discharge point:	There is one (1) discharge point for the project. Lat. 27° 13' 15.88" N , Long. 80° 14' 57.29" W the MS4 is the City of Stuart - FLR04E031
Section 9	Give a detailed description of all controls, Best Management Practices (BMPs) and measures that will be implemented at the construction site for each activity identified in the intended sequence of major soil disturbing activities section. Provide time frames in which the controls will be implemented. NOTE: All controls shall be consistent with performance standards for erosion and sediment control and stormwater treatment set forth in s. 62-40.432, F.A.C., the applicable Stormwater or Environmental Resource Permitting requirements of the Department or a Water Management District, and the guidelines contained in the State of Florida Erosion and Sediment Control Designer and Reviewer Manual, FDOT, FDEP, and any subsequent amendments.	
	The following defines general quantities for the sequence of construction and the use of stabilization and structural practices. The contractor is also responsible for documenting this portion of the SWPPP. The construction of this project is expected to last twelve months. Install stabilized construction entrances at all common areas where construction vehicles will be entering and exiting the construction site. The driveways shall be constructed per the Florida Sediment and Erosion Control Manual. Install silt fences, Type III, around all ditch bottom inlets on the project, and the project perimeter. Filter cloth under the grates on catch basins may be used in lieu of a silt fence. Install staked turbidity barriers at the locations as indicated in the Paving and Drainage Plan (discharge points).	
Section 10	Describe all temporary and permanent stabilization practices. Stabilization practices include temporary seeding, mulching, permanent seeding, geotextiles, sod stabilization, vegetative buffer strips, protection of trees, vegetative preservations, etc.	
	Temporary: Seed and mulch, and sod in accordance with Specification Section 104. Permanent: All stabilization practices shall be initiated as soon as practicable in portions of the site where construction activities have temporarily or permanently ceased, but in no case more than 7 days after the construction activity in that portion of the site has temporarily ceased. The contractor is also responsible for documenting this portion of the SWPPP.	
Section 11	Describe all structural controls to be implemented to divert stormwater flow from exposed soils and structural practices to store flows, retain sediment on-site or in any other way limit stormwater runoff. These controls include silt fences, earth dikes, diversions, swales, sediment traps, check dams, subsurface drains, pipe slope drains, level spreaders, storm drain inlet protection, rock outlet protection, reinforced soil retaining systems, gabions, coagulating agents and temporary or permanent sediment basins.	
	Temporary: Silt fence in accordance with the Florida Sediment and Erosion Control Manual. Staked turbidity barrier in accordance with the Florida Sediment and Erosion Control Manual. Soil tracking prevention device in accordance with the Florida Sediment and Erosion Control Manual. A stabilized construction entrance to be constructed per the Florida Sediment and Erosion Control Manual. All sediment controls shall be in place prior to any soil disturbing activity upstream of the control.	
Section 12	Describe all sediment basins to be implemented for areas that will disturb 10 or more acres at one time. The sediment basins (or an equivalent alternative) should be able to provide 3,600 cubic feet of storage for each acre drained. Temporary sediment basins (or an equivalent alternative) are recommended for drainage areas under 10 acres.	
	N/A - less than 10 acres	
Section 13	Describe all permanent stormwater management controls such as, but not limited to, detention or retention systems or vegetated swales that will be installed during the construction process.	
	Drainage structures and pipes route stormwater to the onsite exfiltration trenches and retention areas provided. A controlled discharge will be provided into the adjacent wetlands which convey the offsite flows towards Haney Creek.	
Section 14	Waste disposal, this may include construction debris, chemicals, litter, and sanitary wastes:	All construction materials and debris will be placed in a dumpster and hauled off site to a landfill or other proper disposal site. No materials will be buried on site.
Section 15	Offsite vehicle tracking from construction entrances/exits:	Off site vehicle tracking of sediments and dust generation will be minimized via a rock construction entrance, street sweeping and the use of water to keep dust down.
Section 16	The proper application rates of all fertilizers, herbicides and pesticides used at the construction site:	Florida-friendly fertilizers and pesticides will be used at a minimum and in accordance with the manufacturer's suggested application rates.
Section 17	The storage, application, generation and migration of all toxic substances:	All paints and other chemicals will be stored in a locked covered shed.
Section 18	Other:	Port-o-lets will be placed away from storm sewer systems, storm inlet(s), surface waters and wetlands. No vehicle maintenance shall be conducted on-site. A washdown area shall be designated at all times and will not be located in any area that will allow for the discharge of polluted runoff.

Section 19	Provide a detailed description of the maintenance plan for all structural and non-structural controls to assure that they remain in good and effective operating condition.
	Contractor shall provide routine maintenance of permanent and temporary sediment and erosion control features in accordance with the technical specifications or as follows, whichever is more stringent: • Silt fence shall be inspected at least weekly. Any required repairs shall be made immediately. Sediment deposits shall be removed when they reach approximately one-half the height of the barrier. • Maintenance shall be performed on the rock entrance when any void spaces are full of sediment. • Inlet(s)/outfalls shall be inspected immediately after each rain event and any required repairs to the filter inlets, silt fence, or filter fabric shall be performed immediately. • Bare areas of the site that were previously seeded shall be reseeded per manufactures' instructions. • Mulch and sod that has been washed out shall be replaced immediately. • Maintain all other areas of the site with proper controls as necessary.
Section 20	Inspections: Describe the inspection and inspection documentation procedures, as required by the FDEP NPDES Generic Permit for Stormwater Discharge from Large and Small Construction Activities.
	Qualified personnel will inspect all points of discharges, all disturbed areas of construction that have not been stabilized, constructed areas and locations where vehicles enter and exit the site, and all BMPs at least once every 7 calendar days and within 24 hours of the end of a rainfall event that is 0.5 inches or greater. Where sites have been finally stabilized, said inspections shall be conducted at least once every month until the Notice of Termination is filed.
Section 21	Identify and describe all sources of non-stormwater discharges as allowed by the FDEP NPDES Generic Permit for Stormwater Discharge from Large and Small Construction Activities.
	The contractor is required to submit a dewatering plan to SFWMD for approval prior to commencement of any construction activities that require dewatering. This plan shall include any stockpile areas and excavation areas. The contractor is responsible for documenting this portion of the SWPPP. If contaminated soil or groundwater is encountered, contact the District Hazardous Materials Coordinator
Section 22	Site Map The construction plans will substitute as site maps. Locations of the required information are described below. Drainage Patterns: The drainage flow directions are shown on the Paving and Drainage Plan. Approximate Slopes: The slopes of the site can be seen on the Grading and Drainage plan and cross sections. Areas of Soil Disturbance: The areas to be disturbed are indicated on the plan. Any areas where permanent features are shown to be constructed above or below ground will be disturbed. Areas not to be disturbed: Those areas shown outside of the limits of the silt fence will not be disturbed. Locations of Controls: The erosion control devices and locations are shown on the Sediment & Erosion Control Plan. Areas to be stabilized: Temporary stabilization practices are also shown on the plans, if applicable. Areas of permanent stabilization are shown on the Paving and Drainage Plan. Surface Water: Drainage structures and pipes route stormwater to the onsite detention areas provided. A controlled discharge to the dual 48" pipes which convey the offsite flows from the north is provided. The first half inch of runoff shall be treated onsite. All water quality and attenuation is provided by the master system. Receiving Waters: The Avonlea Master Stormwater Management System discharges into Haney Creek and the ultimate outfall is into the adjacent St. Lucie River.
Section 23	All contractor(s) and subcontractor(s) identified in the SWPPP must sign the following certification:
	"I certify under penalty of law that I understand, and shall comply with, the terms and conditions of the State of Florida Generic Permit for Stormwater Discharge from Large and Small Construction Activities and this Stormwater Pollution Prevention Plan prepared thereunder. This document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations." _____ _____ Name (Operator and/or Responsible Authority) Date

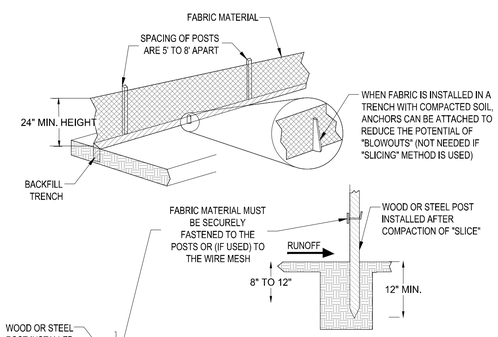
Section 23

Name	Title	Company Name, Address and Phone Number	Responsible Items	Date



SECTION A-A

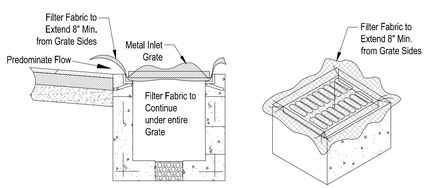
SOIL TRACKING PREVENTION DEVICE



TRENCHING METHOD

SLICING METHOD

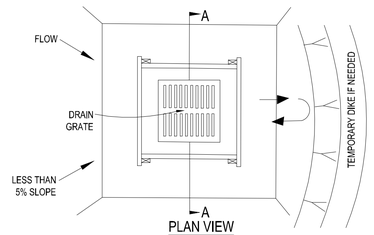
SILT FENCE BARRIER INSTALLATION



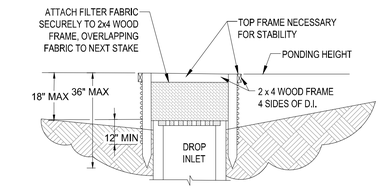
PICTORIAL VIEW

GENERAL NOTES:
1. THIS INLET IS DESIGNED WITH FILTER FABRIC PROTRUDING 8" FROM SIDES FOR GRIPPING WHEN SEDIMENT NEEDS TO BE CLEARED AFTER FINAL CONSTRUCTION.
2. FILTER FABRIC TO BE INSTALLED AND TRIMMED BEFORE GRATE IS INSET.

FILTER FABRIC DETAIL



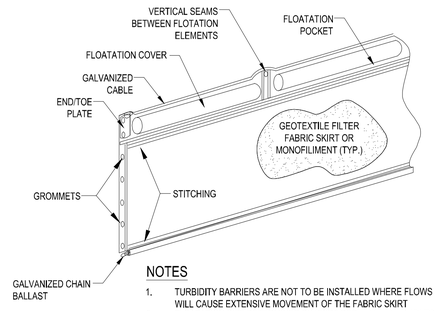
PLAN VIEW



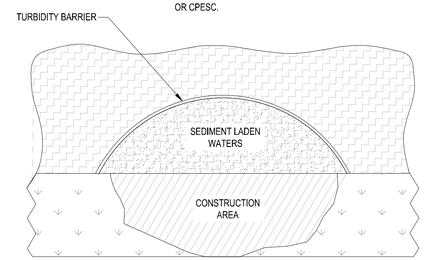
SECTION A-A

NOTES:
1. DROP INLET SEDIMENT BARRIERS ARE TO BE USED FOR SMALL, NEARLY LEVEL DRAINAGE AREAS. (LESS THAN 5%)
2. USE 2 x 4 WOOD OR EQUIVALENT METAL STAKES, (3' MIN. LENGTH)
3. INSTALL 2 x 4 WOOD TOP FRAME TO INSURE STABILITY.
4. THE TOP OF THE FRAME (PONDING HEIGHT) MUST BE WELL BELOW THE GROUND ELEVATION DOWNSLOPE TO PREVENT RUNOFF FROM BYPASSING THE INLET, A TEMPORARY DIKE MAY BE NECESSARY ON THE DOWNSLOPE OF THE STRUCTURE.

SILT FENCE DROP INLET SEDIMENT BARRIER



NOTES
1. TURBIDITY BARRIERS ARE NOT TO BE INSTALLED WHERE FLOWS WILL CAUSE EXTENSIVE MOVEMENT OF THE FABRIC SKIRT
2. FLOATATION SIZE DETERMINED BY SKIRT DEPTH/SITE VARIABLES.
3. BEFORE TAKING THE TURBIDITY BARRIER AWAY FROM A CONSTRUCTION SITE, ACCUMULATED SEDIMENTS BEHIND FABRIC SKIRT MAY HAVE TO BE REMOVED AS DIRECTED BY THE ENGINEER OR CPESC.



TURBIDITY BARRIER

VELCON
ENGINEERING & SURVEYING, LLC.
1449 NW COMMERCE CENTRE DR
PORT ST. LUCIE, FL 34986
PHONE: (772) 879-0477
FBPE C.O.A. # 32222

REVISIONS:

BY:	DATE:	COMMENT:
JM	06-13-24	REV. PLANS PER COS COMMENTS
JM	05-20-25	REV. PLANS PER COS COMMENTS

PROJECT: AVONLEA COMMERCIAL CORNERS LOT 11 CITY OF STUART, FLORIDA

CLIENT: STB OUTDOORS

DARREN GUETTLER LICENSE NO. 74637 STATE OF FLORIDA PROFESSIONAL ENGINEER

DARREN GUETTLER, PE
FLORIDA LICENSE No. 74637
5/20/25

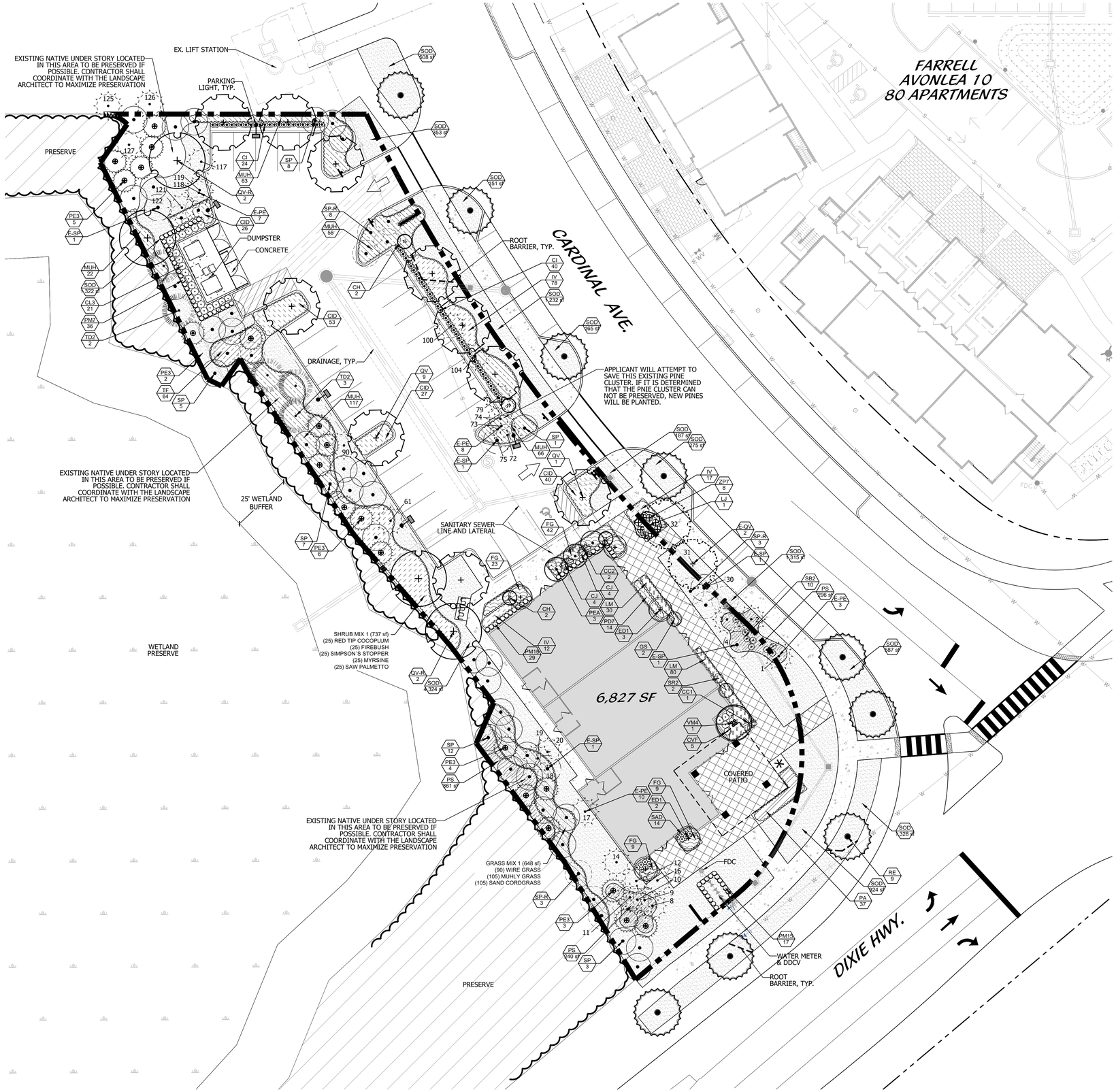
PROJECT No.: 21-1036
DRAWN BY: TG
CHECKED BY: RR
DATE: 11/30/2021
CAD I.D. 21- 1036 - STORMWATER POLLUTION PREVENTION PLAN

SHEET TITLE: STORMWATER POLLUTION PREVENTION PLAN

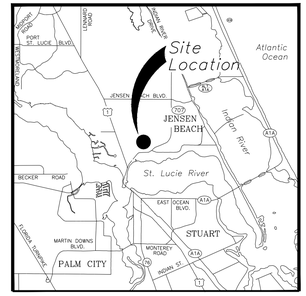
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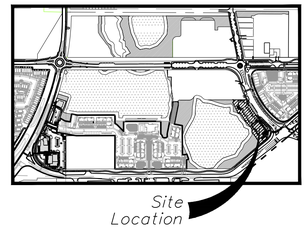
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LOCATION MAP



KEY MAP



LANDSCAPE DATA

LANDSCAPE DEVELOPMENT DATA		
GENERAL PROVISIONS	**REQUIRED**	**PROVIDED**
NATIVE REQUIREMENT - 50% MIN.	50%	69%
LANDSCAPE DESIGN	**REQUIRED**	**PROVIDED**
MIN. 20% OF GROSS AREA SHALL BE LANDSCAPE AREA	7,810 SF	15,046 SF
MIN. 50% OF LANDSCAPE SHALL BE INTERIOR LANDSCAPING	3,905 SF	7,523 SF
PARKING AREAS	**REQUIRED**	**PROVIDED**
1 TREE PER PARKING ISLAND	10	10
PARKING SHADE TREE REQUIREMENT - 50% MIN.	50%	100%
1 TREE/30 LF OF 10' EASTERN LANDSCAPE STRIP (195/30=6.5)	7	12
1 TREE/30 LF OF 5' NORTHERN LANDSCAPE STRIP (107/30=3.6)	4	6
INTERIOR & FOUNDATION LANDSCAPING	**REQUIRED**	**PROVIDED**
1 TREE PER 500 SF OF REQUIRED INTERIOR LANDSCAPE AREA	15	21
INTERIOR SHADE TREE REQUIREMENT - 50% MIN.	50%	51%
TREE PROVISIONS	**REQUIRED**	**PROVIDED**
OVERALL TREE REQ. - 1 EXISTING OR PLANTED TREE/2,500 SF 39,049.97 SF/2500 SF=15.6 TREES	16	79
SHADE TREE REQUIREMENT - 50% MIN.	50%	68%
SPECIES MIX REQUIREMENT - NO MORE THAN 25% OF REQUIRED TREES FOR SINGLE SPECIES	25% MAX.	8%
XERISCAPING		
UTILIZATION OF MOISTURE SENSING CONTROLLER OTHER THAN RAIN SWITCH	5	5
PLAN SUBMITTED WITH LOW, MODERATE, & HIGH WATER USAGE ZONES AS INDICATED ON THE LANDSCAPE PLAN	5	5
GRASSES:		
25-50% OF GRASSES ARE DROUGHT TOLERANT	5	
>50% OF GRASSES ARE DROUGHT TOLERANT	10	
SHRUBS:		
25-50% OF SHRUBS ARE DROUGHT TOLERANT	5	
>50% OF SHRUBS ARE DROUGHT TOLERANT	10	10
TREES:		
25-50% OF TREES ARE DROUGHT TOLERANT	5	
>50% OF TREES ARE DROUGHT TOLERANT	10	10
EXTRA SHADE TREES IN VUA :		
25% MORE THAN REQUIRED SHADE TREES IN VUA	5	
>50% MORE THAN REQUIRED SHADE TREES IN VUA	10	10
SOD IS LESS THAN 50% OF LANDSCAPE AREA	10	
3" MULCH	10	10
	REQUIRED	**PROVIDED**
TOTAL POINTS	**50**	**50**

Landscape Plan

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

Scale: 1" = 20'-0"

North

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

Avonlea Commercial Corners

Lot 11 Landscape Plan
Stuart, Florida

DESIGNED	DEH
DRAWN	RO
APPROVED	DEH
JOB NUMBER	21-0401
DATE	09-14-22
REVISIONS	11-01-23
	03-04-24
	04-21-25
	10-07-25
	11-07-25

November 07, 2025 1:56:25 p.m.
Drawing: 21-0401 LP.DWG

SHEET 1 OF 2

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LANDSCAPE NOTES

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

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

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

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

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

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

THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PERMITS.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ALL LANDSCAPE ISLANDS SHALL INCORPORATE THE INSTALLATION OF MOUNDING OF NATIVE SOILS A MINIMUM OF SIX INCHES (6") ABOVE THE TOP OF CURB.

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

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

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

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

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

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

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

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

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

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

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

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

LANDSCAPE SPECIFICATIONS

1. GENERAL LANDSCAPE REQUIREMENTS

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

PLANT SIZE AND QUALITY

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

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

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

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

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

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

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

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

FERTILIZER WILL BE APPLIED AT THE FOLLOWING RATES:

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

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

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

CONTRACTOR SHALL NOT MARK OR SCAR TRUNK IN ANY FASHION.

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

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

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

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

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

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

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

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

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

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

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

2. PLANTING TREES

EXCAVATE PIT AS PER PLANTING DETAILS.

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

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

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

3. PLANTING SHRUBS

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

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

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

4. PLANTING GROUND COVER

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

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

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

5. PLANTING LAWNS

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

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

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

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

6. MISCELLANEOUS LANDSCAPE WORK

LANDSCAPE MAINTENANCE

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

PLANT MATERIAL SUBSTITUTION

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

PLANTING BED PREPARATION

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

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

LANDSCAPE WARRENTY

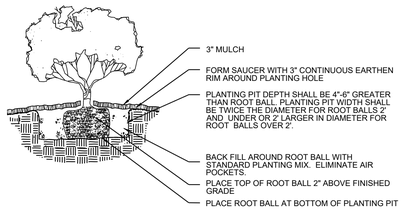
THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIAL FOR A PERIOD OF SIX (6) MONTHS FROM THE DATE OF CONDITIONAL ACCEPTANCE IN WRITING FROM THE LANDSCAPE ARCHITECT. AT THE TIME OF CONDITIONAL ACCEPTANCE, THE SIX (6) MONTH PERIOD SHALL COMMENCE. ANY MATERIALS WHICH HAVE DIED OR DECLINED TO THE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

PLANT LIST

CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	CALIPER	SIZE	NATIVE	REMARKS
TREES								
ED1	5	ELAEOCARPUS DECIPIENS	JAPANESE BLUEBERRY TREE	45 GAL	3" CAL	12` HT	N	FULL & THICK CANOPY, SHEARED CONICAL SHAPE, FTB, FLORIDA FANCY
GS	2	GARCINIA SPICATA	GARCINIA	10-25 GAL	1.5" CAL	6` O.A.	N	FULL & THICK, MATCHED
LJ	1	LIGUSTRUM JAPONICUM	JAPANESE PRIVET	65 GAL	3" CAL	8` O.A. X 8` SPRD.	N	FULL CANOPY, MULTI-STEM, LIMB UP
PE3	20	PINUS ELLIOTTII `DENSA`	SLASH PINE	B & B	2.5" CAL	8` -10` O.A.	Y	FULL CANOPY, FISH BRANCH NURSERY
E-PE	28	PINUS ELLIOTTII `DENSA`	EXISTING SLASH PINE	EXISTING	EXISTING	EXISTING	Y	EXISTING ON SITE
QV	10	QUERCUS VIRGINIANA	LIVE OAK	65 GAL	4.5" CAL	14' HT. X 8' SPRD.	Y	SINGLE, STRAIGHT TRUNK, FULL CANOPY, 6` CT MIN.
E-QV	2	QUERCUS VIRGINIANA	EXISTING LIVE OAK	EXISTING	EXISTING	EXISTING	Y	EXISTING ON SITE
QV-R	4	QUERCUS VIRGINIANA	RELOCATED LIVE OAK	EXISTING	EXISTING	EXISTING	Y	RELOCATED FROM ON SITE
TD2	5	TAXODIUM DISTICHUM	BALD CYPRESS	30 GAL	2.5" CAL	8`-10` OA	Y	FULL CANOPY
PALM TREES								
CH	4	CHAMAEROPS HUMILIS `SILVER SELECT`	EUROPEAN FAN PALM SILVER SELECT	30 GAL	NA	4`-5` OA	N	MULTI TRUNK, FULL CANOPY
CC2	2	COCCOTHRINAX CRINITA BREVICRINIS	SHORT HAIR OLD MAN PALM	15 GAL	N.A.	4`-5` O.A	N	FULL CANOPY
CC1	1	COCCOTHRINAX CRINITA BREVICRINIS	SHORT HAIR OLD MAN PALM	25 GAL	N.A.	5`-6` O.A.	N	FULL CANOPY
PEA	3	PTYCHOSPERMA ELEGANS	SINGLE ALEXANDER PALM	N.A.	N.A.	12`-14` HT.	N	SINGLE, STRAIGHT TRUNK, MATCHED
RE	9	ROYSTONEA REGIA	ROYAL PALM	N.A.	N.A.	8` GW	Y	HEAVY CALIPER, MATCHED.
E-SP	5	SABAL PALMETTO	EXISTING SABAL PALMETTO	EXISTING	EXISTING	EXISTING	Y	EXISTING ON SITE
SP-R	14	SABAL PALMETTO	RELOCATED SABAL PALMETTO	EXISTING	EXISTING	EXISTING	Y	RELOCATED FROM ON SITE
SP	36	SABAL PALMETTO	SABAL PALMETTO	N.A.	N.A.	14`, 16` & 18` CT	Y	SLICK, STRAIGHT TRUNK
VM4	1	VEITCHIA MERRILLII	CHRISTMAS PALM	N.A.	N.A.	10`-12` O.A.	N	FULL CANOPY, FOUR TRUNKS

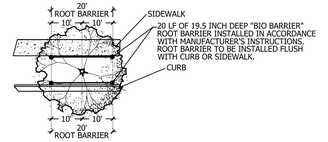
CODE	QTY	BOTANICAL NAME	COMMON NAME	CONTAINER	SIZE	SPACING	NATIVE	REMARKS
SHRUBS								
CT	64	CHRYSOBALANUS ICACO `RED TIP`	REDTIP COCO PLUM	3 GAL	2` X 2`	2` O.C.	Y	FULL & THICK
CL3	21	CLUSIA GUTTIFERA	SMALL-LEAF CLUSIA	7 GAL	3` X 3`	3` O.C.	N	FULL & THICK, FF
CVF	5	CODIAEUM VAR. `FRANKLIN ROOSEVELT`	FRANKLIN ROOSEVELT CROTON	7 GAL	2` X 2`	2.5` O.C.	N	FULL & THICK
PM15	46	PODOCARPUS MARCOPHYLLUS `MAKII`	PODOCARPUS	15 GAL	4` HT X 2` SPRD	2` O.C.	N	FULL & THICK
PM7	36	PODOCARPUS MARCOPHYLLUS `MAKII`	PODOCARPUS	7 GAL	3` HT X 2` SPRD	2` O.C.	N	FULL & THICK
SAD	14	SCHEFFLERA ARBORICOLA `DAZZLE`	DAZZLE SCHEFFLERA	7 GAL	2` X 2`	2` O.C.	N	FULL & THICK
SR2	10	SPARTINA BAKERI	SAND CORDGRASS	3 GAL	2` X 2`	A.S.	N	FULL & THICK
SR2	2	STRELITZIA REGINAE	ORANGE BIRD OF PARADISE	10 GAL	4` HT X 4` SPRD	A.S.	N	FULL & THICK
ZP7	8	ZAMIA PUMILA	COONTIE	7 GAL	2.5` X 2.5`	A.S.	Y	FULL & THICK
GROUND COVERS								
CID	146	CHRYSOBALANUS ICACO `HORIZONTALIS`	DWARF COCOPLUM	3 GAL	12" X 18"	24" O.C.	Y	FULL & THICK
FG	83	FICUS MACROPHYLLA `GREEN ISLAND`	GREEN ISLAND FICUS	3 GAL	12" X 12"	24" O.C.	N	FULL & THICK
CJ	8	GARDENIA JASMINOIDES 'FOUR SEASONS'	CRAPE JASMINE	3 GAL	18" X 18"	24" O.C.	N	FULL & THICK
IV	107	ILEX VOMITORIA `STOKES DWARF`	DWARF YAUPON HOLLY	3 GAL	12" X 12"	24" O.C.	Y	FULL & THICK
LM	110	LIRIOPE MUSCARI `EV. GIANT`	LIRIOPE	1 GAL	12" X 12"	18" O.C.	N	FULL & THICK
MLH	326	MUHLENBERGIA CAPILLARIS	MUHLY GRASS	3 GAL	18" X 12"	30" O.C.	Y	FULL & THICK
PA	37	PENNISETUM SETACEUM 'ALBA'	WHITE FOUNTAIN GRASS	3 GAL	18" X 18"	24" O.C.	N	FULL & THICK
PO7	14	PODOCARPUS MACR. `PRINGLES` OR `META`	DWARF PODOCARPUS	7 GAL	24" X 24"	24" O.C.	N	FULL & THICK
TF	64	TRIPSACUM FLORIDANA	DWARF FAKAHATCHEE GRASS	3 GAL	24" X 24"	24" O.C.	Y	FULL & THICK
SOD								
PS	897 SF	PINE STRAW	PINE STRAW	SQ. FT.				WEED FREE
SOD	12,671 SF	STENOTAPHRUM SECUNDATUM	ST. AUGUSTINE GRASS	ROLL				WEED FREE

PLANTING DETAILS



SHRUB/GROUNDCOVER PLANTING DETAIL

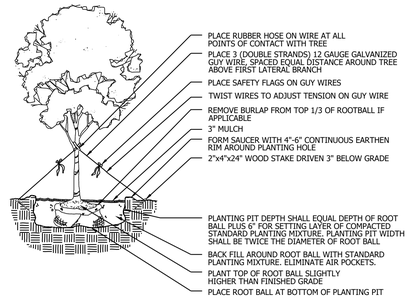
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ROOT BARRIER DETAIL

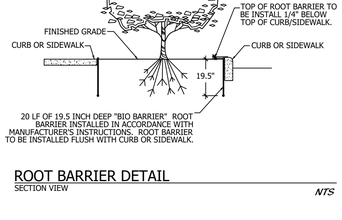
PLAN VIEW

NTS



LARGE TREE PLANTING DETAIL

NTS

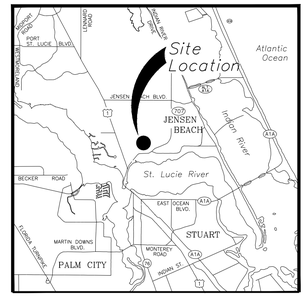


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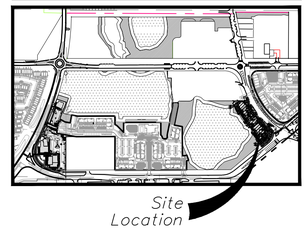
EX. LIFT STATION
PARKING LIGHT, TYP.
PRESERVE
WELL
DUMPSTER
CONCRETE
2 ½" MAINLINE
DRAINAGE, TYP.
25' WETLAND BUFFER
SANITARY SEWER LINE AND LATERAL
WETLAND PRESERVE
CARDINAL AVE.
FARRELL
AVONLEA 10
80 APARTMENTS
6,827 SF
COVERED PATIO
FFE
WATER METER & DDCV
ROOT BARRIER, TYP.
DIXIE HWY.
PRESERVE

25.3 1 1½"
17.7 2 1½"
19.5 18 1½"
26.3 17 1½"
21.9 16 1½"
16.8 15 1½"
3 17.4 1½"
4 28.9 1½"
5 17.6 1½"
13 21.1 1½"
12 25.1 1½"
11 20.8 1½"
20.7 14 1½"
6 18.6 1½"
7 18.6 1½"
8 18.9 1½"
20.3 10 1½"
17.9 9 1½"

LOCATION MAP



KEY MAP



Irrigation Plan

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

Scale: 1" = 20'-0"

North

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Jupiter, Florida 33458
561.747.6336 · Fax 747.1377
www.cotleurhearing.com
Lic# LC-26000535

Avonlea Commercial Corners

Lot 11 Irrigation Plan
Stuart, Florida

DESIGNED DEH
DRAWN RO
APPROVED DEH
JOB NUMBER 21-0401
DATE 11-19-25
REVISIONS

November 19, 2025 6:20:25 p.m.
Drawing: 21-0401 LP.DWG

SHEET 1 OF 3

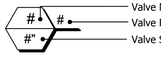
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IRRIGATION SCHEDULE

SYMBOL	MANUFACTURER/MODEL	QTY	ARC	PSI	GPM	RADIUS
A	RAIN BIRD 1806 15EST	2	EST	30	0.61	4'x15'
A	RAIN BIRD 1806 15LCS	1	LCS	30	0.49	4'x15'
A	RAIN BIRD 1806 15SST	10	SST	30	1.21	4'x30'
S	RAIN BIRD 1806 05H	1	180	30	0.2	5'
B	RAIN BIRD 1806 08F	1	360	30	1.05	8'
B	RAIN BIRD 1806 08H	16	180	30	0.52	8'
B	RAIN BIRD 1806 08Q	2	90	30	0.26	8'
10	RAIN BIRD 1806 10F	5	360	30	1.58	10'
10	RAIN BIRD 1806 10H	37	180	30	0.79	10'
10	RAIN BIRD 1806 10Q	2	90	30	0.39	10'
12	RAIN BIRD 1806 12F	5	360	30	2.37	12'
12	RAIN BIRD 1806 12H	5	180	30	1.3	12'
12	RAIN BIRD 1806 12Q	1	90	30	0.65	12'
15	RAIN BIRD 1806 15F	1	360	30	3.7	15'
15	RAIN BIRD 1806 15H	20	180	30	1.85	15'
15	RAIN BIRD 1806 15Q	5	90	30	0.92	15'
B	RAIN BIRD 1806 06V	1	ADJ	30	≤ 1.48	6'
B	RAIN BIRD 1806 08V	15	ADJ	30	≤ 2.88	8'
10	RAIN BIRD 1806 10V	7	ADJ	30	≤ 2.99	10'
12	RAIN BIRD 1806 12V	9	ADJ	30	≤ 2.38	12'
15	RAIN BIRD 1806 15V	23	ADJ	30	≤ 3.67	15'
18	RAIN BIRD 1806 18V	19	ADJ	30	≤ 5.33	18'
A	RAIN BIRD 1812 15EST	21	EST	30	0.61	4'x15'
A	RAIN BIRD 1812 15SST	8	SST	30	1.21	4'x30'
B	RAIN BIRD 1812 08H	17	180	30	0.52	8'
B	RAIN BIRD 1812 08Q	13	90	30	0.26	8'
10	RAIN BIRD 1812 10F	8	360	30	1.58	10'
10	RAIN BIRD 1812 10H	5	180	30	0.79	10'
10	RAIN BIRD 1812 10Q	6	90	30	0.39	10'
12	RAIN BIRD 1812 12F	8	360	30	2.37	12'
12	RAIN BIRD 1812 12H	1	180	30	1.3	12'
12	RAIN BIRD 1812 12Q	4	90	30	0.65	12'
15	RAIN BIRD 1812 15F	1	360	30	3.7	15'
15	RAIN BIRD 1812 15H	16	180	30	1.85	15'
15	RAIN BIRD 1812 15Q	2	90	30	0.92	15'
8	RAIN BIRD 1812 08V	2	ADJ	30	≤ 2.88	8'
10	RAIN BIRD 1812 10V	2	ADJ	30	≤ 2.99	10'
12	RAIN BIRD 1812 12V	8	ADJ	30	≤ 2.38	12'
15	RAIN BIRD 1812 15V	6	ADJ	30	≤ 3.67	15'
18	RAIN BIRD 1812 18V	7	ADJ	30	≤ 5.33	18'
⊠	RAIN BIRD 1800-1400 FLOOD 1401	24	360	30	0.25	3'

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY
	RAIN BIRD PGA GLOBE 1IN., 1-1/2IN., 2IN. ELECTRIC REMOTE CONTROL VALVE, GLOBE.	18
	LANDSCAPE PRODUCTS INC. CWV THREADED 1/2IN., 3/4IN., 1IN., 1-1/4IN., 1-1/2IN.,2IN. THREADED PLASTIC BALL VALVE. QUARTER-TURN SHUTOFF DESIGNED FOR IRRIGATION, SPAS, POOLS AND OTHER GENERAL COLD WATER APPLICATIONS. 125 PSI RATING. SAME SIZE AS MAINLINE.	5
C	RAIN BIRD ESP-2WIRE (120VAC) 50 STATION 2-WIRE, INDOOR/ OUTDOOR CONTROLLER W/ DECODER AUTO-ADDRESS. FOR RESIDENTIAL OR LIGHT COMMERCIAL USE. LNK WIFI MODULE AND FLOW SENSOR READY. USE WITH 2W-1 SINGLE STATION DECODERS AND STANDARD DIRECT BURIAL WIRE.	1
S	RAIN BIRD RSD-BEX RAIN SENSOR, WITH METAL LATCHING BRACKET, EXTENSION WIRE.	1
WELL	POINT OF CONNECTION 3 HP PUMP ON A 4" WELL	1
	IRRIGATION LATERAL LINE: PVC SCHEDULE 40	3,870 LF
	IRRIGATION MAINLINE: PVC SCHEDULE 40	1,031 LF
	PIPE SLEEVE: PVC SCHEDULE 40	214.5 LF

Valve Callout



IRRIGATION NOTES

1. THE PLANS AND DRAWINGS ARE DIAGRAMMATIC OF THE WORK TO BE PERFORMED. SOME COMPONENTS MAY BE SHOWN OUTSIDE THE WORK AREA FOR CLARITY. THE WORK SHALL BE EXECUTED IN A MANNER TO AVOID CONFLICTS WITH UTILITIES AND OTHER ELEMENTS OF CONSTRUCTION, INCLUDING LANDSCAPE MATERIALS. ALL DEVIATIONS FROM THE PLANS SHALL BE APPROVED BY THE OWNER'S REPRESENTATIVE BEFORE BEING INSTALLED. THE CONTRACTOR SHALL NOT WILLFULLY INSTALL ANY ASPECT OF THE IRRIGATION SYSTEM AS SHOWN ON THE PLANS AND DRAWINGS, WHEN IT IS OBVIOUS IN THE FIELD THAT OBSTRUCTIONS, GRADE DIFFERENCES, OR DISCREPANCIES EXIST THAT MIGHT NOT HAVE BEEN KNOWN DURING THE DESIGN OF THE IRRIGATION SYSTEM. IN THE EVENT THAT NOTIFICATION OF THE CONFLICT IS NOT APPROVED BY THE OWNER'S REPRESENTATIVE, THE CONTRACTOR WILL ASSUME FULL RESPONSIBILITY FOR ALL REVISIONS.

2. THE IRRIGATION SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THE PLANS, IRRIGATION SYSTEM SPECIFICATIONS AND ALL CONTRACT DOCUMENTS. THE CONTRACTOR SHALL COMPLY WITH ALL PREVAILING LOCAL CODES, ORDINANCES, AND REGULATIONS.

3. CONTRACTOR SHALL VERIFY ALL SITE CONDITIONS, INCLUDING UTILITY LOCATIONS, BEFORE INSTALLATION OF THE IRRIGATION SYSTEM. ALL UTILITIES AND STRUCTURES MAY NOT BE SHOWN ON THE PLANS - CONTRACTOR TO VERIFY. COORDINATE ALL IRRIGATION SYSTEM CONSTRUCTION WITH EXISTING AND NEW PLANTINGS TO AVOID CONFLICT OR INTERFERENCE WITH LOCATION OF PIPING, SLEEVING, CABLES, AND SERVICE UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING INSTALLATION WITH ALL OTHER CONSTRUCTION ON SITE, ESPECIALLY LANDSCAPE INSTALLATION. IRRIGATION SYSTEM SHALL BE RELOCATED AT NO ADDITIONAL COST FOR ANY CONFLICT WITH LANDSCAPE INSTALLATION OR ANY OTHER SITE CONSTRUCTION OR EXISTING CONDITIONS. ALL COMPONENTS THAT ARE NOT CONTAINED WITHIN THE SPECIFIC AREAS SHOWN OR CALLED OUT ON THE DRAWINGS WILL NOT BE ACCEPTED. ALL PIPING AND OTHER COMPONENTS ARE TO REMAIN WITHIN THE PROPERTY OF THE OWNER.

4. WHERE EXISTING OR NEW TREES, LIGHT STANDARDS, SIGNS, ELECTRONIC CONTROLLERS AND/OR OTHER OBJECTS ARE AN OBSTRUCTION TO AN IRRIGATION SPRINKLER'S PATTERN, THE COMPONENT AND PIPING SHALL BE RELOCATED AS NECESSARY TO OBTAIN PROPER COVERAGE OF AN IRRIGATION SPRINKLER'S PATTERN, THE COMPONENT AND PIPING SHALL BE RELOCATED AS NECESSARY TO OBTAIN THE PROPER COVERAGE WITHOUT DAMAGING THE OBSTRUCTION. OWNER'S REPRESENTATIVE SHALL DETERMINE WHETHER AN OBSTRUCTION OCCURS OR NOT.

5. COMPONENT SPACINGS ARE MAXIMUM. DO NOT EXCEED SPACINGS SHOWN OR NOTED ON THE PLANS. COMPONENT SPACINGS MAY BE ADJUSTED TO ACCOMMODATE CHANGES IN TERRAIN AND PLANTING LAYOUT AS LONG AS THE MODIFIED SPACINGS DO NOT EXCEED THE SPACINGS SHOWN IN THE PLANS. UNLESS SHOWN OTHERWISE, CONTRACTOR SHALL PROVIDE 100% COVERAGE.

6. ALL MATERIALS AND EQUIPMENT SHOWN SHALL BE NEW AND INSTALLED AS DETAILED ON THE PLANS. IF THE DRAWINGS DO NOT THOROUGHLY DESCRIBE THE TECHNIQUES TO BE USED, THE INSTALLER SHALL FOLLOW THE INSTALLATION METHODS AND INSTRUCTIONS RECOMMENDED BY THEIR MANUFACTURER.

7. THE LOCATION OF THE IRRIGATION MAINLINE SHALL BE IDENTIFIED IN THE FIELD AND APPROVED BY THE OWNER'S REPRESENTATIVE BEFORE INSTALLATION.

8. IRRIGATION CONTRACTOR SHALL ADJUST ALL SPRINKLERS, CONTROLLER AND OTHER DEVICES TO OBTAIN SPECIFIED OPERATING PARAMETERS, INCLUDING COVERAGE, OPERATING PRESSURE, FLOW RATES AND OPERATION TIME, AS INDICATED ON THE DRAWINGS AND IN THE IRRIGATION SYSTEM SPECIFICATIONS.

9. CONTRACTOR TO PROVIDE INSTALLATION SHOP DRAWINGS AND MANUFACTURER PRODUCT INFORMATION FOR ALL IRRIGATION COMPONENTS. ALL INSTALLATIONS SHALL BE AS RECOMMENDED BY MANUFACTURERS. THE QUANTITIES SHOWN IN THE LEGENDS AND SYMBOL SHEETS SHALL NOT BE USED FOR BIDDING PURPOSES. THE CONTRACTOR WILL BE RESPONSIBLE FOR CONDUCTING A COMPREHENSIVE MATERIALS TAKEOFF TO DETERMINE THE ACTUAL QUANTITIES OF MATERIAL NECESSARY TO EXECUTE THE WORK DESCRIBED IN THE DOCUMENTS.

10. ALL TRENCHES SHALL BE BACKFILLED WITH CLEAN, DEBRIS-FREE MATERIALS. CLEAN SAND SHALL BE USED FOR BEDDING MATERIAL IF PARENT SOIL CANNOT BE ADEQUATELY RID OF ROCK AND OTHER EXTRANEOUS DEBRIS. PULLING PIPE SHALL BE PROHIBITED.

11. ALL CHANGE OF DIRECTION MAINLINE FITTINGS SHALL BE DUCTILE IRON THRUST BLOCKED PER DETAIL. ALL SERVICE TEES TO VALVES SHALL BE PVC GASKET BELL.

12. ALL SOLVENT WELDING SHALL BE PRECEDED BY PRIMING OF THE FITTINGS AND PIPE AS RECOMMENDED BY THE MANUFACTURER.

13. DURING INSTALLATION AND UPON COMPLETION OF THE IRRIGATION SYSTEM, DECODERS SHALL BE PROGRAMMED TO THE CONTROLLER STATION AS PER THE IRRIGATION ZONE NUMBER. CONTRACTOR TO LABEL ALL VALVE BOX COVERS WITH THE CORRESPONDING CONTROLLER ZONE NUMBER. NUMBERING SIZE 1". PROVIDE TAGS TO ALL VALVES AS SHOWN PER DETAILS.

14. CONTRACTOR TO PLACE TREE BUBBLERS AT OUTER EDGE OF ROOT BALL, NOT OUTER EDGE OF PLANTING HOLE.

14. THE TWO-WIRE PATH SHALL BE PAIGE COMMUNICATION CABLE 14-2 AWG LAID BELOW THE IRRIGATION MAINLINE. INSTALL RAINBIRD LXIVMSOL ON ALL VALVES. GROUND DECODERS PER MANUFACTURE SPECIFICATIONS. TWO WIRE CABLE SHALL BE INSTALLED IN 1-1/2" CONDUIT WHEN NOT LOCATED BELOW THE MAIN LINE.

15. ALL CONNECTIONS FROM THE 2-WIRE PATH TO THE DECODERS GROUND RODS, GROUND PLATES AND CONTROLLER SHALL BE WITH 3M DBR-6 WIRE CONNECTORS. ALL CONNECTIONS BETWEEN THE SOLENOID VALVES AND DECODERS SHALL BE WITH 3M-DBY6 CONNECTORS. THE IRRIGATION CONTROLLER SHALL BE GROUNDED TO 10 OHMS OR LESS. INSTALL A INTERMATIC AG2401C3 SURGE ARRESTER ON THE POWER SUPPLY SIDE.

16. THE IRRIGATION CONTRACTOR SHALL PROGRAM THE CONTROLLER SO MULTIPLE ZONES OPERATE AT ONE TIME WITH A MAXIMUM FLOW OF 50 GPM. THE MAXIMUM FLOW FOR A 2" MAIN LINE IS 75GPM. THE IRRIGATION CONTRACTOR SHALL HAVE ALL FLOWS LEARNED BY THE CONTROLLER AND SET UP FOR EXCESSIVE FLOW AUTOMATIC SHUT DOWN.

17. LOCATE ALL VALVES IN PLANTING BEDS OR MULCHED AREAS WITH A MINIMUM OFFSET OF 3'-0" FROM BACK OF CURB OR EDGE OF PAVEMENT.

18. ALL GROUND RODS SHALL BE INSTALLED IN 7" VALVE BOXES..

19. ALL IRRIGATION LINES UNDER PAVEMENT SHALL BE INSTALLED WITHIN SCH 40 PVC SLEEVES AS NOTED. IRRIGATION COMMUNICATION CABLE SHALL HAVE IT'S OWN SEPARATE SLEEVE UNLESS NOTED OTHERWISE.

20. ALL UNSIZED PIPE SHALL BE 3/4".

21. IRRIGATION LATERAL LINES TO BE BURIED AT A DEPTH OF 12" UNLESS NOTED OTHERWISE.

22. IRRIGATION MAINLINES TO BE BURIED AT A DEPTH OF 18" UNLESS NOTED OTHERWISE.

23. ALL COMPONENTS INSTALLED BY THE IRRIGATION CONTRACTOR, SHALL BE LOCATED ON THE "AS-BUILT" DRAWINGS. THE EXACT LOCATION AND DEPTH BELOW FINISH GRADE OF CONTROL VALVE, ISOLATION VALVES AND SLEEVES SHALL BE NOTED WITH TWO REFERENCE POINTS ON THE "AS-BUILT" DRAWINGS. THE "AS-BUILT" SHALL BE PROVIDED IN ELECTRONIC PDF FORMAT WITH TWO HARD COPIES.

24. IRRIGATION CONTRACTOR SHALL SECURE ANY AND ALL NECESSARY PERMITS FOR THE WORK PRIOR TO COMMENCEMENT OF HIS OPERATIONS ON-SITE. COPIES OF THE PERMITS SHALL BE SENT TO THE LANDSCAPE SUPERVISOR. WORK IN THE RIGHT OF WAY SHALL CONFORM TO THE STANDARDS AND SPECIFICATIONS OF LOCAL AND/OR STATE HIGHWAY JURISDICTION.

25. INSTALLATION OF WORK SHALL BE COORDINATED WITH OTHER CONTRACTORS IN SUCH A MANNER AS TO ALLOW FOR A SPEEDY AND ORDERLY FLOW OF VEHICULAR TRAFFIC AND COMPLETION OF ALL WORK ON THE SITE.

26. THE IRRIGATION CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION OF THE PUMP SYSTEM PER DETAIL. THE OWNER SHALL PROVIDE 2 PHASE 230V VOLT ELECTRICAL SERVICE TO THE PUMP LOCATIONS. THE IRRIGATION CONTRACTOR SHALL VERIFY THE ELECTRICAL SERVICE PROVIDED PRIOR TO ORDERING THE PUMP STATIONS. PUMP STATION AND COMPONENTS SHALL BE INSTALLED BY IRRIGATION CRAFT PER DETAILS. THE PUMP STATION SHALL INCLUDE A SELF CLEANING FILTER, MASTER VALVE AND FLOW METER AND BE INSTALLED BY SITE ONE.

27. 28. AT THE COMPLETION OF THE PROJECT THE CONTRACTOR SHALL PROVIDE TO THE OWNER THE FOLLOWING ITEMS AS THEY RELATE TO THE IRRIGATION SYSTEM:
28. 1 - SET OF DIGITAL AS-BUILT RECORD DRAWINGS AT A SCALE NO SMALLER THAN 1 INCH = 20 FEET.
29. 3 - SETS OF PRINTED AS-BUILT RECORD DRAWINGS AT A SCALE NO SMALLER THAN 1 INCH = 20 FEET.
30. 3 - COPIES OF OWNER'S OPERATIONS AND MAINTENANCE MANUALS.
31. 3 - COPIES OF RECOMMENDED IRRIGATION SCHEDULE WITH PROPOSED APPLICATION RATES.
32. 6 - EXTRA SPRAY / ROTOR HEADS FOR EACH TYPE USED ON THE PROJECT.

SYSTEM DESIGN CRITERIA FOR LATERAL PIPE SIZES

3/4"	0 - 8	GPM
1"	8 - 15	GPM
1-1/4"	15 - 22	GPM
1-1/2"	22 - 32	GPM
2"	32 - 50	GPM
3"	50 - 68	GPM

*ALL SLEEVING IS TO BE AT LEAST TWICE THE SIZE OF PIPE TRAVELING THROUGH

*ALL PIPE SHALL BE SIZED IN ACCORDANCE WITH THE ABOVE CRITERIA UNLESS SPECIFICALLY NOTED.

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811
SUNSHINE STATE ONE CALL OF FLORIDA, INC.

NOTE: CONTRACTOR TO HAND DIG WITHIN 3' OF ALL MARKED UTILITIES TO VERIFY ACTUAL LOCATION OF UNDERGROUND LINES PRIOR TO PLANTING.

IRRIGATION SCHEDULE AND NOTES

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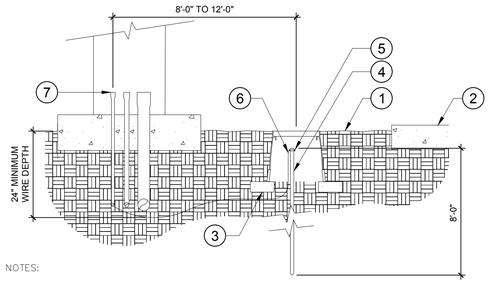
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SHEET 2 OF 3

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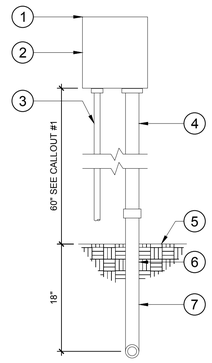
NOTES:

1. ALL GROUNDING REQUIREMENTS FOR CONTROLLERS SHALL CONFORM TO LOCAL ELECTRIC CODES.
2. GROUNDING ROD SHALL NOT BE LOCATED IN THE SAME TRENCH AS IRRIGATION MAINLINES OR LATERAL LINES.
3. VALVE BOX SHALL BE WRAPPED WITH A MINIMUM 3 MIL THICK PLASTIC AND SECURED TO THE VALVE BOX USING DUCT TAPE OR ELECTRICAL TAPE.
4. INSTALL GROUNDING ROD PER THE CONTROLLER MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS.

1. FINISH GRADE
2. PAVEMENT
3. THREE (3) 4" x 8" BRICKS
4. 5/8" x 8'-0" COPPER GROUNDING ROD
5. GROUNDING ROD CLAMP
6. #6 AWG BARE COPPER WIRE
7. 1/2" PVC ELECTRICAL CONDUIT AND SWEEP FOR EARTH GROUND

1 GROUNDING ROD

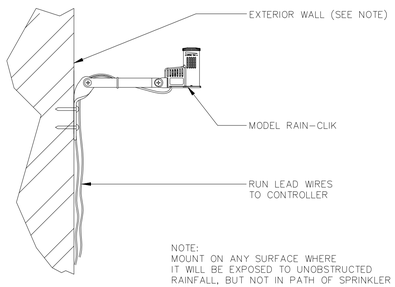
1" = 1'-0" FX-IR-FX-AUXEQ-01



1. SET CONTROLLER 60" ABOVE FINISHED GRADE UNLESS OTHERWISE NOTED
2. CONTROLLER AS SPECIFIED, SECURELY BOLTING CONTROLLER TO WALL OR AS PER MANUFACTURER SPECIFICATIONS. INSTALL BACKUP BATTERIES AS REQUIRED. GROUND AS PER MANUFACTURER SPECIFICATIONS
3. 1/2" DIAMETER RIGID STEEL CONDUIT FOR 110VAC ELECTRICAL SOURCE. INSTALL AS PER LOCAL ELECTRICAL CODES
4. 1-1/2" DIAMETER RIGID STEEL CONDUIT FOR RCV WIRES
5. FINISHED GRADE
6. LONG SWEEP ELL
7. USE PVC SCH. 40 BELOW GRADE

2 WALL MOUNT CONTROLLER

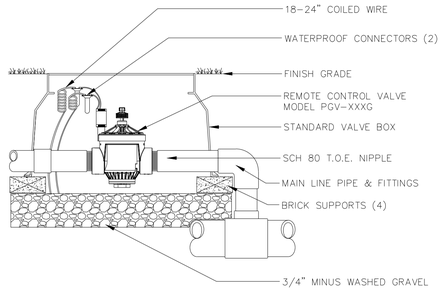
1" = 1'-0" FX-IR-FX-CONT-06



NOTE:
MOUNT ON ANY SURFACE WHERE IT WILL BE EXPOSED TO UNOBSTRUCTED RAINFALL, BUT NOT IN PATH OF SPRINKLER SPRAY.

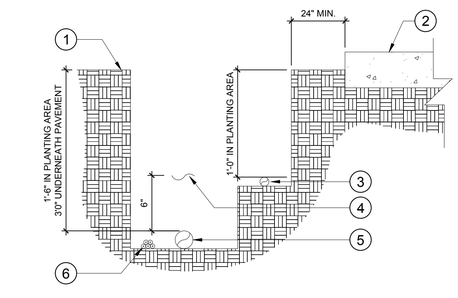
3 RAIN-CLIK

3" = 1'-0" FX-IR-HUNT-SENS-16



4 PGV GLOBE VALVE

1" = 1'-0" FX-IR-HUNT-VALV-11



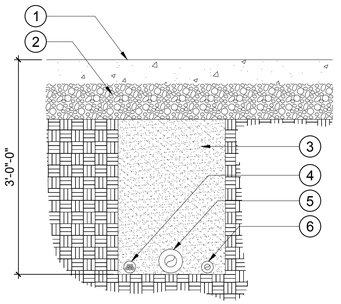
NOTES:

1. SEE IRRIGATION LEGEND FOR MAINLINE AND LATERAL LINE PIPE SIZE AND TYPE.
2. DIRECT BURIAL CONTROL WIRES SHALL BE INSTALLED IN SCH. 40 PVC ELECTRICAL CONDUIT IF REQUIRED.
3. 2-WIRE IRRIGATION WIRE SHALL BE INSTALLED IN SCH. 40 PVC ELECTRICAL CONDUIT.
4. DETECTABLE LOCATOR TAPE SHALL BE LOCATED SIX INCHES (6") ABOVE THE ENTIRE MAINLINE RUN.

1. FINISHED GRADE
2. PAVEMENT
3. NON-PRESSURIZED LINE (LATERAL LINE)
4. DETECTABLE LOCATOR TAPE
5. PRESSURIZED LINE (MAINLINE)
6. DIRECT BURIAL LOW VOLTAGE CONTROL WIRES

5 IRRIGATION TRENCHING

1 1/2" = 1'-0" FX-IR-FX-AUXEQ-08



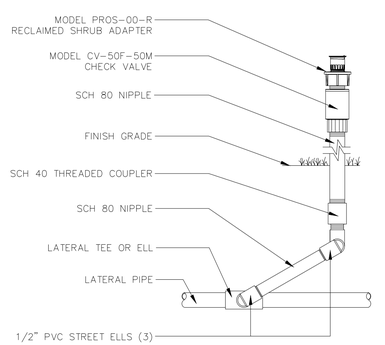
NOTES:

1. SEE IRRIGATION LEGEND FOR MAINLINE SIZE AND TYPE.
2. ALL SLEEVES SHALL BE SCH. 40 PVC PIPE.
3. ALL SLEEVES SHALL EXTEND 12" BEYOND THE EDGE OF PAVEMENT.
4. END OF SLEEVES SHALL BE LOCATED WITH A WOODEN STAKE OR PVC PIPE. LOCATORS SHALL RUN CONTINUOUSLY FROM THE END OF THE SLEEVE TO FINISHED GRADE.

1. PAVEMENT
2. BASE ROCK
3. CLEAN BACKFILL, 95% RELATIVE COMPACTION UNDER PAVING OR PER CIVIL ENGINEER'S PLANS
4. CONTROL WIRES, SLEEVE UNDER PAVING. INSTALL ADJACENT TO PRESSURIZED MAINLINE. BUNDLE SHALL BE NO MORE THAN 50% OF PIPE DIAMETER.
5. SLEEVE UNDER PAVING TO BE TWO TIMES THE DIAMETER OF THE PRESSURIZED MAINLINE PIPE
6. NON-PRESSURIZED LINE, SLEEVE UNDER PAVING TO BE BE TWO TIMES THE DIAMETER OF THE LATERAL LINE

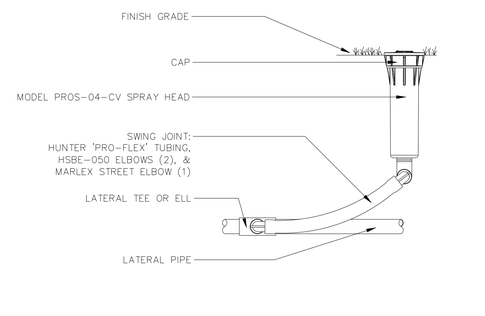
6 PIPE BENEATH PAVEMENT

1" = 1'-0" FX-IR-FX-AUXEQ-08



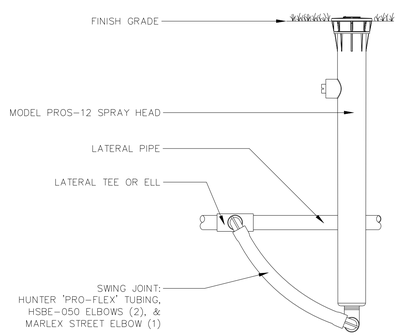
7 PROS-00-R SPRAY HEAD W/ PVC STREET ELLS

3" = 1'-0" FX-IR-HUNT-SPRA-05



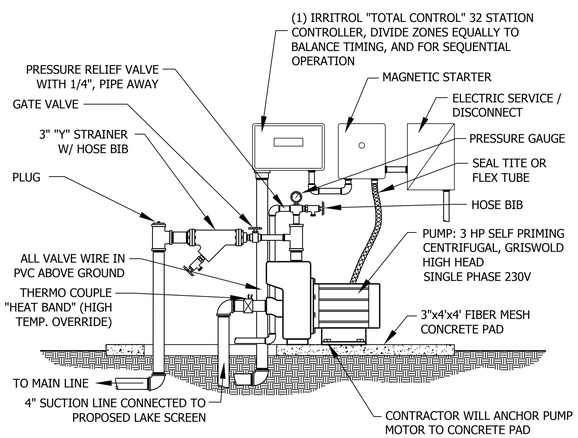
8 PROS-04-CV SPRAY HEAD W/ PRO-FLEX TUBING

3" = 1'-0" FX-IR-HUNT-SPRA-28



9 PROS-12 SPRAY HEAD WITH PRO-FLEX TUBING

3" = 1'-0" FX-IR-HUNT-SPRA-48



10 PUMP STATION DETAIL

NTS

SYSTEM DESIGN CRITERIA FOR LATERAL PIPE SIZES

3/4"	0 - 8	GPM
1"	8 - 15	GPM
1-1/4"	15 - 22	GPM
1-1/2"	22 - 32	GPM
2"	32 - 50	GPM
3"	50 - 68	GPM

*ALL SLEEVING IS TO BE AT LEAST TWICE THE SIZE OF PIPE TRAVELING THROUGH

*ALL PIPE SHALL BE SIZED IN ACCORDANCE WITH THE ABOVE CRITERIA UNLESS SPECIFICALLY NOTED.

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Avonlea Commercial Corners

Lot 11 Irrigation Plan

Stuart, Florida

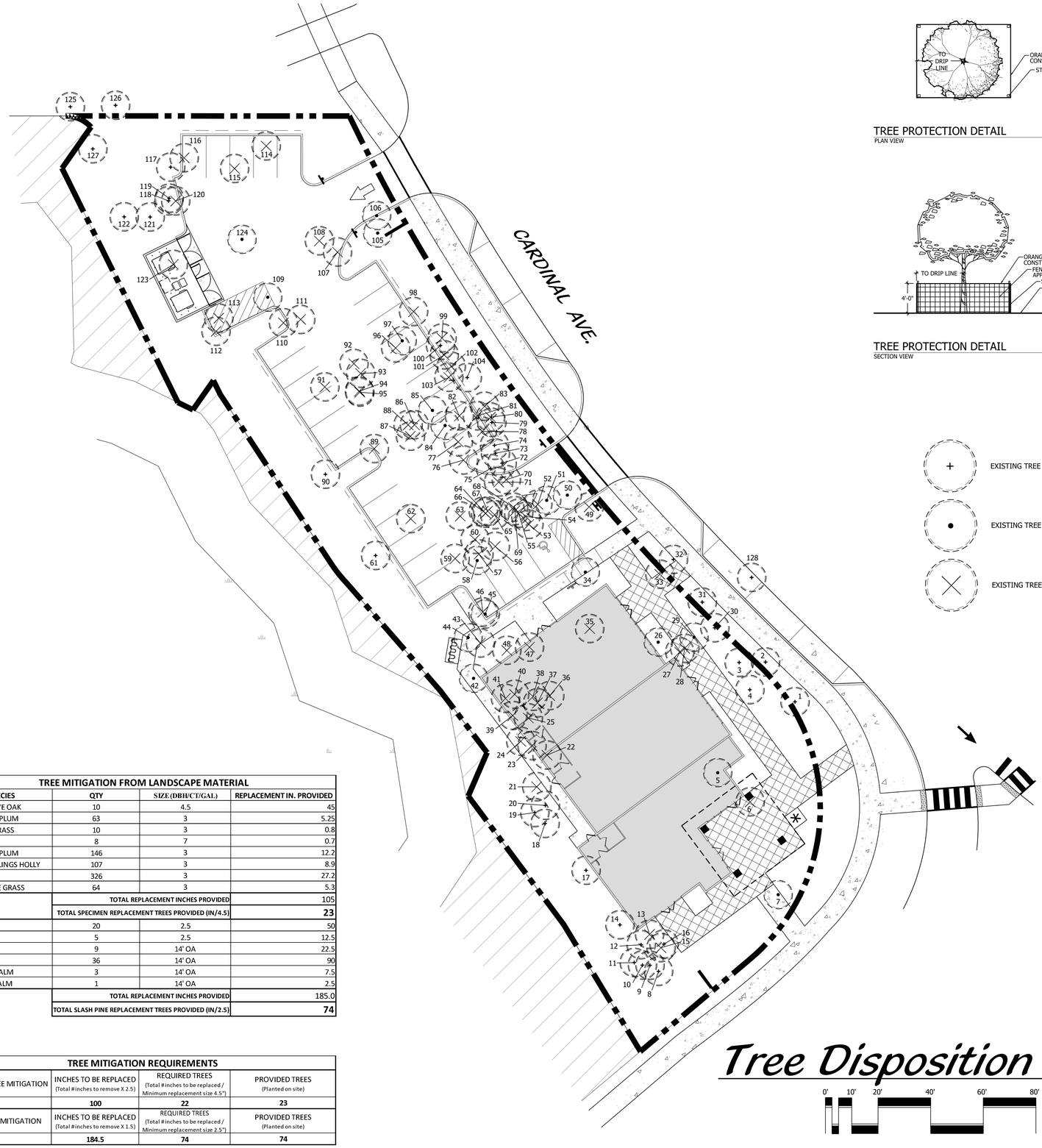
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APPROVED DEH
JOB NUMBER 21-0401
DATE 11-19-25
REVISIONS

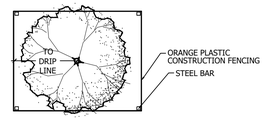
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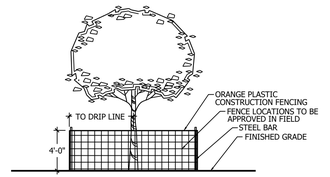
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ID #	BOTANICAL NAME	COMMON NAME	STATUS	DBH (INCHES)	HEALTH SCORE	INCHES TO REPLACE
1	PINUS ELLIOTTII DENSA	SLASH PINE	OFFSITE	16	4	
2	PINUS ELLIOTTII DENSA	SLASH PINE	OFFSITE	16	5	
3	PINUS ELLIOTTII DENSA	SLASH PINE	PRESERVE	16	4	-24
4	SABAL PALMETTO	CABBAGE PALM	PRESERVE	17 ft	5	
5	SABAL PALMETTO	CABBAGE PALM	RELOCATE	16 ft	5	
6	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	19	3	28.5
7	SABAL PALMETTO	CABBAGE PALM	RELOCATE	11 ft	5	
8	PINUS ELLIOTTII DENSA	SLASH PINE	PRESERVE	4	5	
9	PINUS ELLIOTTII DENSA	SLASH PINE	PRESERVE	7	5	
10	PINUS ELLIOTTII DENSA	SLASH PINE	PRESERVE	10	5	-15
11	PINUS ELLIOTTII DENSA	SLASH PINE	PRESERVE	9	5	
12	PINUS ELLIOTTII DENSA	SLASH PINE	PRESERVE	6	5	
13	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	9	3	
14	PINUS ELLIOTTII DENSA	SLASH PINE	PRESERVE	14	4	-21
15	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	8	5	
16	PINUS ELLIOTTII DENSA	SLASH PINE	PRESERVE	10	5	-15
17	PINUS ELLIOTTII DENSA	SLASH PINE	PRESERVE	11	3	-16.5
18	SABAL PALMETTO	CABBAGE PALM	PRESERVE	17 ft	5	
19	PINUS ELLIOTTII DENSA	SLASH PINE	PRESERVE	9	4	
20	PINUS ELLIOTTII DENSA	SLASH PINE	PRESERVE	12	5	-18
21	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	8	5	
22	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	9	5	
23	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	6	5	
24	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	6	4	
25	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	15	5	22.5
26	SABAL PALMETTO	CABBAGE PALM	RELOCATE	16 ft	5	
27	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	21	3	31.5
29	SABAL PALMETTO	CABBAGE PALM	RELOCATE	14 ft	5	
30	SABAL PALMETTO	CABBAGE PALM	PRESERVE	18 ft	5	
31	QUERCUS LAURIFOLIA	LAUREL OAK	OFFSITE	7	5	
32	QUERCUS VIRGINIANA	LIVE OAK	OFFSITE	6	5	
33	QUERCUS LAURIFOLIA	LAUREL OAK	REMOVE	6	5	15
34	SABAL PALMETTO	CABBAGE PALM	RELOCATE	17 ft	4	
35	SABAL PALMETTO	CABBAGE PALM	REMOVE	19 ft	3	
36	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	11	4	16.5
37	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	4	5	
38	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	6	5	
39	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	9	5	
40	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	7	5	
41	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	7	5	
42	SABAL PALMETTO	CABBAGE PALM	RELOCATE	16 ft	5	
43	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	8	3	
44	QUERCUS VIRGINIANA	LIVE OAK	RELOCATE	9	5	-22.5
45	QUERCUS VIRGINIANA	LIVE OAK	RELOCATE	8	4	-20
46	QUERCUS VIRGINIANA	LIVE OAK	REMOVE	8	4	20
47	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	7	2	
48	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	7	2	
49	QUERCUS VIRGINIANA	LIVE OAK	REMOVE	13	5	32.5
50	SABAL PALMETTO	CABBAGE PALM	RELOCATE	13 ft	5	
51	QUERCUS VIRGINIANA	LIVE OAK	RELOCATE	8	5	-20
52	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	8	5	
53	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	7	5	
54	QUERCUS LAURIFOLIA	LAUREL OAK	REMOVE	8	5	20
55	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	7	5	
56	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	6	5	
57	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	16	5	24
58	QUERCUS VIRGINIANA	LIVE OAK	RELOCATE	9	5	-22.5
59	SABAL PALMETTO	CABBAGE PALM	REMOVE	10 ft	4	
60	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	6	5	
61	PINUS ELLIOTTII DENSA	SLASH PINE	PRESERVE	19	5	-28.5
62	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	20	4	30
63	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	7	5	
64	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	6	5	
65	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	7	2	
66	QUERCUS LAURIFOLIA	LAUREL OAK	REMOVE	6	5	15
67	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	7	5	
68	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	6	5	
69	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	8	5	
70	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	7	5	
71	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	8	5	
72	PINUS ELLIOTTII DENSA	SLASH PINE	PRESERVE	4	5	
73	PINUS ELLIOTTII DENSA	SLASH PINE	PRESERVE	12	5	-18
74	PINUS ELLIOTTII DENSA	SLASH PINE	PRESERVE	6	5	
75	SABAL PALMETTO	CABBAGE PALM	PRESERVE	10 ft	5	
76	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	6	5	
77	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	4	5	
78	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	8	5	
79	PINUS ELLIOTTII DENSA	SLASH PINE	PRESERVE	10	5	-15
80	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	7	5	
81	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	6	5	
82	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	8	5	
83	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	4	5	
84	SABAL PALMETTO	CABBAGE PALM	RELOCATE	11 ft	5	
85	SABAL PALMETTO	CABBAGE PALM	RELOCATE	12 ft	5	
86	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	8	3	
87	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	22	4	33
88	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	11	5	16.5
89	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	12	4	18
90	PINUS ELLIOTTII DENSA	SLASH PINE	PRESERVE	21	3	-31.5
91	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	14	2	21
92	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	12	3	18
93	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	17	4	25.5
94	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	15	4	22.5
95	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	13	4	19.5
96	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	14	3	21
97	SABAL PALMETTO	CABBAGE PALM	RELOCATE	15 ft	5	
98	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	7	5	
99	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	4	5	
100	PINUS ELLIOTTII DENSA	SLASH PINE	PRESERVE	13	5	-19.5
101	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	7	5	
102	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	6	5	
103	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	6	4	
104	PINUS ELLIOTTII DENSA	SLASH PINE	PRESERVE	8	5	
105	SABAL PALMETTO	CABBAGE PALM	RELOCATE	15 ft	5	
106	SABAL PALMETTO	CABBAGE PALM	RELOCATE	13 ft	5	
107	QUERCUS VIRGINIANA	LIVE OAK	REMOVE	6	5	15
108	QUERCUS VIRGINIANA	LIVE OAK	REMOVE	15	5	37.5
109	SABAL PALMETTO	CABBAGE PALM	RELOCATE	13 ft	5	
110	QUERCUS VIRGINIANA	LIVE OAK	REMOVE	6	5	15
112	QUERCUS LAURIFOLIA	LAUREL OAK	REMOVE	6	5	15
113	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	16	5	24
114	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	21	4	31.5
115	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	16	4	24
116	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	6	5	
117	PINUS ELLIOTTII DENSA	SLASH PINE	PRESERVE	9	5	
118	PINUS ELLIOTTII DENSA	SLASH PINE	PRESERVE	15	5	-22.5
119	PINUS ELLIOTTII DENSA	SLASH PINE	PRESERVE	6	4	
120	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	9	5	
121	PINUS ELLIOTTII DENSA	SLASH PINE	PRESERVE	12	5	-18
122	SABAL PALMETTO	CABBAGE PALM	PRESERVE	12 FT	5	
123	PINUS ELLIOTTII DENSA	SLASH PINE	REMOVE	13	5	19.5
124	SABAL PALMETTO	CABBAGE PALM	RELOCATE	10 ft	5	
125	PINUS ELLIOTTII DENSA	SLASH PINE	OFFSITE	8	4	
126	PINUS ELLIOTTII DENSA	SLASH PINE	OFFSITE	14	4	
127	PINUS ELLIOTTII DENSA	SLASH PINE	PRESERVE	9	5	





TREE PROTECTION DETAIL
PLAN VIEW
NTS



TREE PROTECTION DETAIL
SECTION VIEW
NTS

EXISTING TREE TO BE PRESERVED

EXISTING TREE TO BE RELOCATED

EXISTING TREE TO BE REMOVED

TREE MITIGATION FROM LANDSCAPE MATERIAL			
SPECIES	QTY	SIZE (DBH/CT/GAL)	REPLACEMENT IN. PROVIDED
SOUTHERN LIVE OAK	10	4.5	45
RED TIP COCOPLUM	63	3	5.25
SAND CORDGRASS	10	3	0.8
COONTIE	8	7	0.7
DWARF COCOPLUM	146	3	12.2
DWARF SCHILLINGS HOLLY	107	3	8.9
MUHLY GRASS	326	3	27.2
FAKAHATCHEE GRASS	64	3	5.3
	TOTAL REPLACEMENT INCHES PROVIDED		105
	TOTAL SPECIMEN REPLACEMENT TREES PROVIDED (IN/4.5)		**23**
SLASH PINE	20	2.5	50
BALD CYPRESS	5	2.5	12.5
ROYAL PALM	9	14' OA	22.5
SABAL PALM	36	14' OA	90
ALEXANDER PALM	3	14' OA	7.5
CHRISTMAS PALM	1	14' OA	2.5
	TOTAL REPLACEMENT INCHES PROVIDED		185.0
	TOTAL SLASH PINE REPLACEMENT TREES PROVIDED (IN/2.5)		**74**

TREE MITIGATION REQUIREMENTS			
SPECIMEN TREE MITIGATION	INCHES TO BE REPLACED (Total #inches to remove X 2.5)	REQUIRED TREES (Total #inches to be replaced / Minimum replacement size 4.5")	PROVIDED TREES (Planted on site)
	100	**22**	**23**
SLASH PINE MITIGATION	INCHES TO BE REPLACED (Total #inches to remove X 1.5)	REQUIRED TREES (Total #inches to be replaced / Minimum replacement size 2.5")	PROVIDED TREES (Planted on site)
	184.5	**74**	**74**

Tree Disposition Plan

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

Scale: 1" = 20'-0"

North

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Lic# LC-26000535

Avonlea Commercial Corners

Lot 11 Tree Disposition Plan
Stuart, Florida

DESIGNED DEH
DRAWN RO
APPROVED DEH
JOB NUMBER 21-0401
DATE 09-14-22
REVISIONS 11-01-23
04-21-25
10-07-25
11-07-25

November 07, 2025 2:11:09 p.m.
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SHEET 1 OF 1

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TO:	Jodi Kugler
	Development Director | City of Stuart
FROM:	George Missimer
	Cotleur & Hearing
DATE:	November 6th, 2025
SUBJECT:	Avonlea Commercial Corners, Lot 11
	Master PUD Amendment (Z22110007)

On behalf of the applicant, please accept this response letter as part of our CPUD Major Amendment resubmittal, addressing the comments received from Kimley-Horn in a letter dated October 23rd, 2025, for lot 11 of the Avonlea Commercial Corners project.

Tree Disposition Plan Review

1. Slash Pines 28 and 91 which are greater than 10 DBH did not get totaled into the mitigation calculations. Update and revise mitigation requirement table and fee as necessary.

   Response: All trees evaluated by the project's certified arborist and environmental consultant as having a health rating of one (1) are dead trees and have been removed from the Tree Disposition Table and mitigation calculations, including tree #28. Trees with a health rating of two or more, such as #91, have been included in the mitigation calculations on the updated tree mitigation plan.

2. Trees 49 and 105 have a proximity to curb lines and proposed drainage structures that would be detrimental to the health of the tree. Suggest removing and/or relocating. Please update mitigation calculations as necessary.

   Response: Trees #49 and #105 have been marked as removals and the impacted oak has been included in the updated mitigation calculations. The mitigation table and plan sets have been revised accordingly. Utility conflicts have been verified and cleared.

Landscape Plan Review

1. Update second Landscape note to reflect city of Stuart requirements.

   Response: The landscape note has been revised on the updated plan.

2. Suggest removal of existing tree above, provide necessary replacements to meet onsite requirements in the VUA landscape areas.

   Response: The Tree Mitigation and Landscape Plans have been revised to show tree #105 as a relocation.

3. Irrigation plans to be submitted for review for all proposed landscape.

   Response: An irrigation plan has been included in the resubmittal.

4. Additional comments may apply once revisions have been made.

   Response: Acknowledged.

Respectfully,

Cotleur & Hearing
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George Missimer, AICP
Partner
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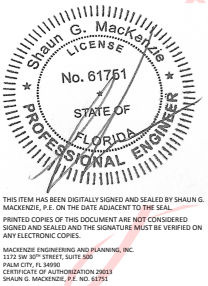
TRAFFIC IMPACT ANALYSIS

Avonlea 10-11-13-14-15
Stuart, FL

Prepared for:
Farrell Building Company
Stuart, Florida

Prepared by:

MacKenzie
Engineering & Planning, Inc.
1172 SW 30th Street, Suite 500
Palm City, FL 34990
(772) 286-8030



Digitally signed by Shaun G MacKenzie
Date: 2025.06.24 15:04:03 -04'00'

Shaun G. MacKenzie P.E.
PE Number 61751

124005
Revised June 2025
Revised May 2024
July 2023
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CA 29013

EXECUTIVE SUMMARY

MacKenzie Engineering & Planning, Inc. was retained to prepare an analysis of the traffic impacts from Avonlea 10-11-13-14-15. The site is located at the northwest corner of Baker Road & Green River Parkway, Stuart, Florida (Parcel -10: 28-37-41-013-000-00100-0, Parcel -11: 28-37-41-013-000-00110-0, Parcel -13: 28-37-41-013-000-00130-0, Parcel -14: 28-37-41-013-000-00140-0, Parcel -15: 28-37-41-013-000-00150-0). The applicant proposes:

- Parcel 10: 80 Low-rise residential units with ground-floor commercial units
- Parcel 11: 6,827 SF of shopping center use
- Parcel 13: 123 Multifamily Housing (Low-rise) units
- Parcels 14 & 15: 16,373 SF of shopping center use

The development is planned for completion by the end of 2030.

The project is expected to generate the following net external trips:

- 1,782 daily, 126 AM peak hour (41 in/85 out), and 179 PM peak hour (106 in/73 out) trips.

The project is expected to generate the following driveway trips:

- 2,444 daily, 156 AM peak hour (59 in/97 out), and 257 PM peak hour (145 in/112 out) trips

The traffic analysis was performed in accordance with the City of Stuart Code, Section 4.05.02 Traffic Impact Analysis. The project meets the thresholds of Section 4.05.02. The results of the analysis show that the project has no significant impacts, the surrounding roadways and intersections are projected to operate acceptably and therefore meet the City's concurrency requirements.

A 205-foot left-turn lane on Dixie Highway into Lot 13 is recommended.

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LIST OF EXHIBITS

Exhibit 1. Trip Generation

Exhibits 2-6. Project Driveway and Intersection Trips

Exhibit 7-16. Intersection Volumes Worksheets

Following Exhibit 16 - Intersection Analysis

LIST OF APPENDICES

Appendix A. Institute of Traffic Engineers' (ITE) Report, Trip Generation (11th Edition)

Appendix B. Martin County 2022 Roadway Level of Service Inventory Report

Appendix C. Traffic Counts

Appendix D. Peak Seasonal Factor

Appendix E. Signal Timings

Appendix F. FDOT Design Manual

Appendix G. Site Plan

Appendix H. Property ID Card

INTRODUCTION

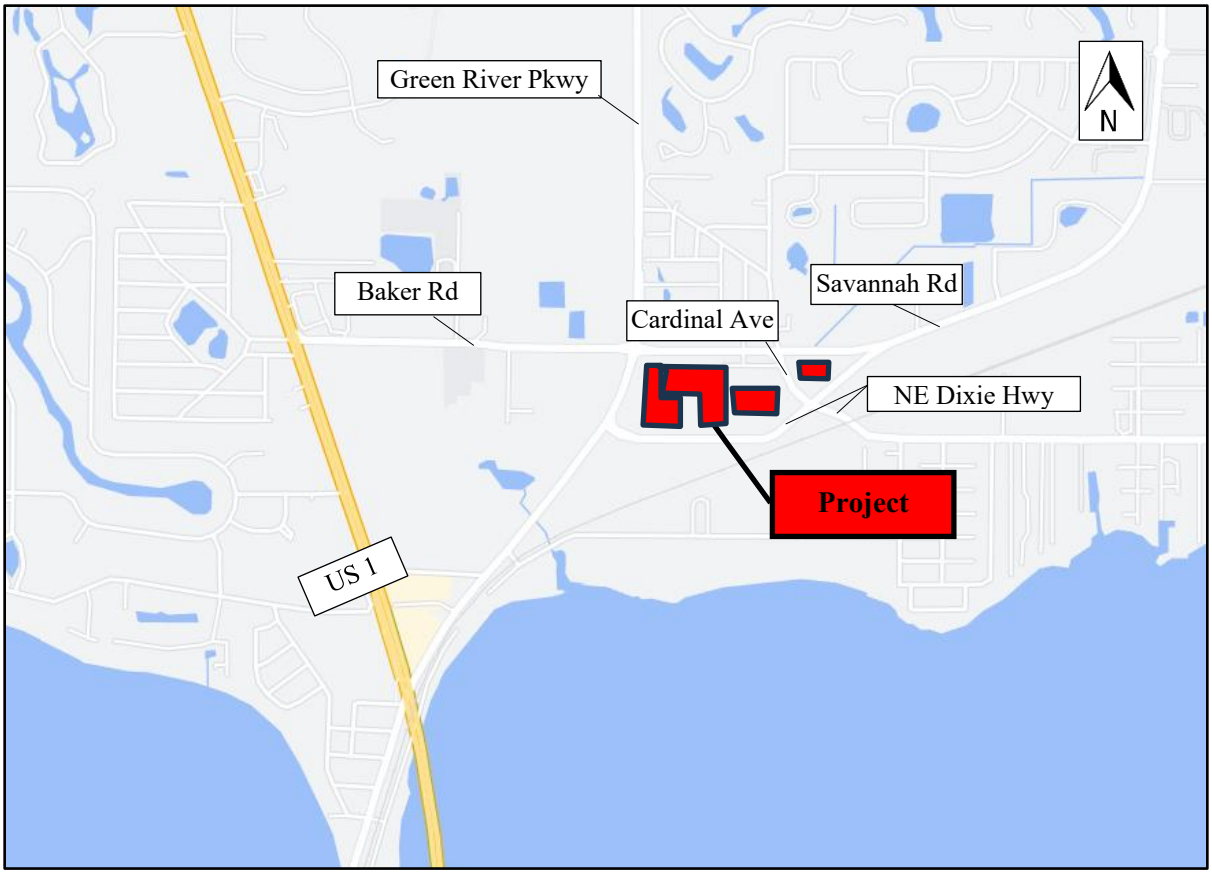
MacKenzie Engineering & Planning, Inc. was retained to prepare an analysis of the traffic impacts from Avonlea 10-11-13-14-15. The site is located at the northwest corner of Baker Road & Green River Parkway, Stuart, Florida (Parcel -10: 28-37-41-013-000-00100-0, Parcel -11: 28-37-41-013-000-00110-0, Parcel -13: 28-37-41-013-000-00130-0, Parcel -14: 28-37-41-013-000-00140-0, Parcel -15: 28-37-41-013-000-00150-0). The applicant proposes:

- Parcel 10: 80 Low-rise residential with ground-floor commercial units
- Parcel 11: 6,827 SF of retail use
- Parcel 13: 123 Multifamily Housing (Low-rise) units
- Parcels 14 & 15: 16,373 SF of retail use

The development is planned for completion by the end of 2030.

A site location map is shown below in Figure 1.

Figure 1. Site Location Map



INVENTORY AND PLANNING DATA

The traffic data used in this analysis were obtained from Martin County, MacKenzie Engineering and Planning, Inc. (MEP), and FDOT. The data included:

- FDOT's Q/LOS Manual
- *Trip Generation, 11th Edition* (ITE report)
- Martin County Impact Fee Study Technical Report, 12/2012, Walter H. Keller, Inc.
- Martin County 2022 Roadway Level of Service Inventory Report

PROJECT TRAFFIC

Traffic Generation

The daily and peak hour traffic generation for the development used the trip generation rates published in the Institute of Transportation Engineers (ITE)'s report, *Traffic Generation (11th Edition)* for:
Land Use 230, Low-rise residential with ground floor commercial
Land Use 220, Multi-Family Housing (Low-rise),
Land Use 822, Strip Retail Plaza (less than 40,000 SF of shopping center use),

Site Land Uses

Proposed Land Use

- Parcel 10: 80 Low-rise residential units with floor ground commercial units
- Parcel 11: 6,827 SF of Strip Retail Plaza use
- Parcel 13: 123 Multifamily Housing (Low-Rise) units
- Parcel 14 & 15: 16,373 SF of Strip Retail Plaza use

The project is expected to generate the following net external trips:

- 1,782 daily, 126 AM peak hour (41 in/85 out), and 179 PM peak hour (106 in/73 out) trips.

The project is expected to generate the following driveway trips:

- 2,444 daily, 156 AM peak hour (59 in/97 out), and 257 PM peak hour (145 in/112 out) trips

Internal Capture

The proposed internal capture is estimated for AM and PM peak hour conditions, respectively. This is a conservation rate given the potential interaction between the diverse uses on the site. Internal capture calculations are detailed in Exhibits 1B and 1C.

Pass-by Capture

The site contains a 48% pass-by capture for the retail plazas in accordance with the Martin County Impact Fee Study Technical Report, 12/2012, Walter H. Keller, Inc.

The combined trip generation of all four projects is shown in Table 1.

Table 1. Trip Generation

Land Use		Intensity		Daily	AM Peak Hour			PM Peak Hour		
				Trips	Total	In	Out	Total	In	Out
Proposed Site Traffic										
Parcel										
13	Multi-family Housing (Low-rise)	123	DU	864	61	15	46	73	46	27
10	Low-Rise Residential w Ground Commercial	80	DU	275	35	8	27	29	21	8
14,15	Strip Retail Plaza (<40K)	16.373	1000 SF	921	40	24	16	110	55	55
11	Strip Retail Plaza (<40K)	6.827	1000 SF	518	22	13	9	59	30	29
	Subtotal			2,578	158	60	98	271	152	119
		AM	PM/ DAILY							
Internal Capture										
	Multi-family Housing (Low-rise)	0.0%	5.5%	47	0	0	0	4	3	1
	Low-Rise Residential w Ground Commercial	2.9%	10.3%	28	1	1	0	3	1	2
	Strip Retail Plaza (<40K)	2.5%	5.5%	50	1	0	1	6	3	3
	Strip Retail Plaza (<40K)	0.0%	1.7%	9	0	0	0	1	0	1
	Subtotal	1%	5.2%	134	2	1	1	14	7	7
Pass-By Traffic										
	Strip Retail Plaza (<40K)	48%		418	19	12	7	50	25	25
	Strip Retail Plaza (<40K)	48%		244	11	6	5	28	14	14
	Subtotal			662	30	18	12	78	39	39
	NET PROPOSED TRIPS			***1,782***	***126***	***41***	***85***	***179***	***106***	***73***
	Total Proposed Driveway Volumes			***2,444***	***156***	***59***	***97***	***257***	***145***	***112***

Note: Trip generation was calculated using the following data:

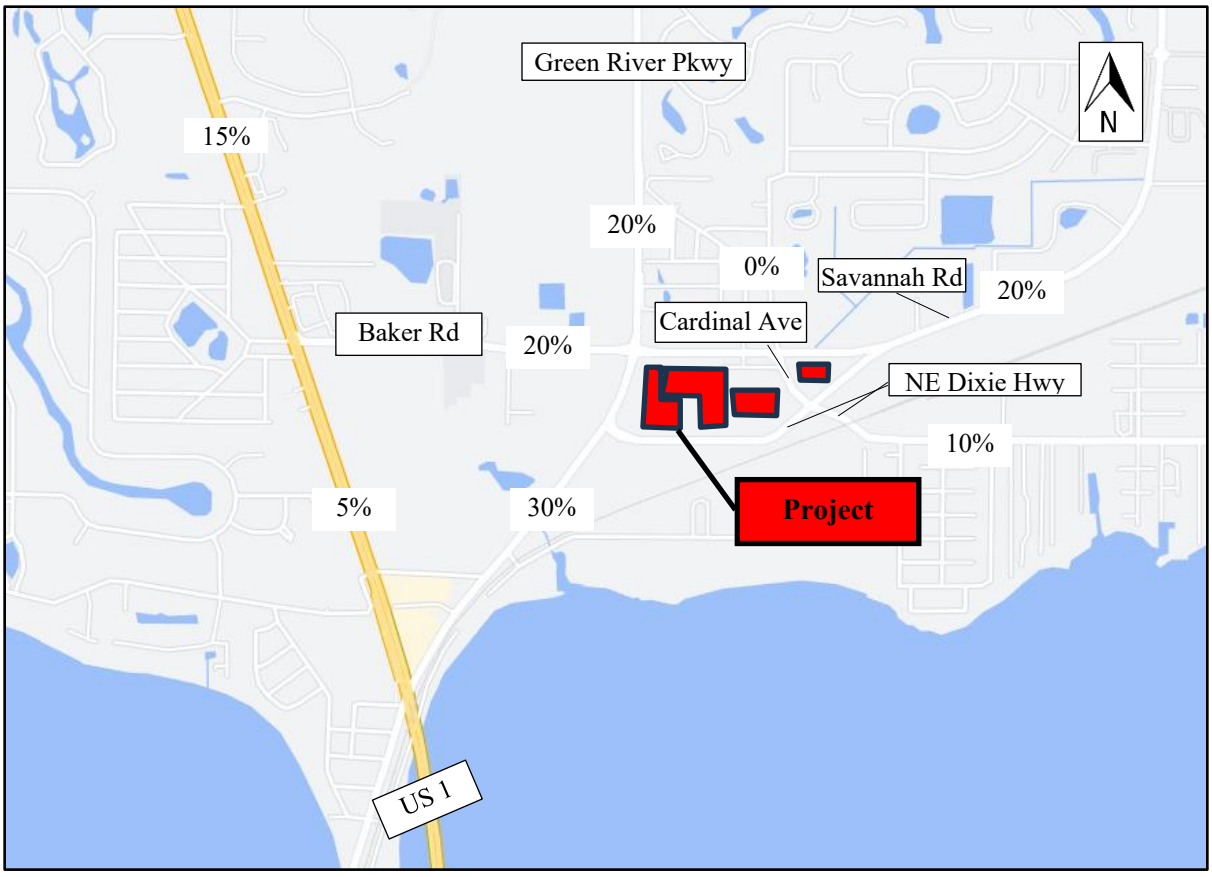
Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Multi-family Housing (Low-rise)	220	DU	T = 6.41(X) + 75.31	0%	24/76	T = 0.31(X) + 22.85	63/37	T = 0.43(X) + 20.55
Low-Rise Residential w Ground Commercial	230	DU	3.44	0%	23/77	0.44	71/29	0.36
Strip Retail Plaza (<40K)	822	1000 SF	T =42.2 (X) + 229.68	48%	60/40	Ln(T) = 0.66 Ln(X) + 1.84	50/50	Ln(T) = 0.71 Ln(X) + 2.72

TRAFFIC ASSIGNMENT

The traffic assignment was developed based upon existing and proposed developments, generators, destinations, and knowledge of the local area. These factors were applied using a traffic engineering rationale similar to the gravity model.

- North – 20%
- South – 30%
- West – 20%
- East – 30%

Figure 2. Traffic Assignment



HISTORICAL GROWTH

In order to provide accurate traffic analysis, the growth rate at each intersection was determined by a volume-weighted averaging of the growth on each leg of the intersection as shown in Table 2. The historic annual growth rate on the surrounding facilities is between 0.5 and 2.7 percent with an average of 1.27 percent. A rounded growth rate of 1.3 percent was used for this analysis.

Table 2. Historic Growth Rate

Roadway	From	To	Avg. Annual Growth Rate
Savanna Rd	NE 24th St	CR-707A (Jensen Beach Blvd.)	0.50%
Baker Rd	SR-5	CR-723	0.60%
Green River Pwy	Dixie Hwy	Baker Rd	2.70%

Historical Growth Rate = 1.27%

Growth Rate Used = 1.3

ROADWAY ANALYSIS

Roadway Capacity

Roadway capacity utilizes the Martin County 2022 Roadway Level of Service Inventory Report.

Study Area

In accordance with 4.05.02 of the City Code, the study area is the adjacent roadways and all roadways where project traffic is estimated to consume five percent of the roadway capacity. As shown in Table 3, the combined impact of the projects does not significantly impact any roadways. Therefore, only the adjacent roadways will be studied.

Table 3. Significant Impact

Road	From	To	Capacity	Project Trips		Significance	Significant Impact
				NB/EB	SB/WB		
Baker Road	Green River Parkway	Cardinal Road	750	26	12	3.5%	NO
Green River Parkway	Dixie Highway	Baker Road	750	22	18	2.9%	NO
Dixie Highway	Green River Parkway	Cardinal Road	880	36	42	4.8%	NO
NE Savannah Road	Baker Road	Cardinal Road	880	16	22	2.5%	NO
Cardinal	Baker Road	NE Savannah Road	880	18	26	3.0%	NO

Volume Development Analysis

The 2022 peak hour traffic volumes from Martin County's 2022 Roadway Level of Service Inventory Report were increased by the historic growth rate to the projected year 2030 pre-development traffic volumes. Project traffic volumes on each road segment were developed based on the project's trip generation times the project assignment. The trips for each project are shown in Exhibits 2-5 and summarized in Exhibit 6. The post-development 2030 traffic volumes were developed by adding pre-development traffic volume plus project traffic. The post-development 2030 traffic volumes were compared to the service volumes for each respective roadway segment to determine if the road is projected to operate acceptably as shown in Table 4. All roads are projected to operate acceptably as shown in Table 4.

Table 4. Post-development 2030 PM Peak Hour Roadway Analysis

Road	From	To	Capacity	2022 PHPD Volume	Growth Rate	2030 Pre-Dev	Project Trips (Peak)	2030 Post-Dev	Acceptable?
Baker Road	Green River Parkway	Cardinal Road	750	241	1.30%	267	26	293	Yes
Green River Parkway	Dixie Highway	Baker Road	750	384*	1.30%	426	22	448	Yes
Dixie Highway	Green River Parkway	Cardinal Road	880	484	1.30%	537	42	579	Yes
NE Savannah Road	Baker Road	Cardinal Road	880	389*	1.30%	431	22	453	Yes
Cardinal	Baker Road	NE Savannah Road	880	206	1.30%	228	26	254	Yes

*MEP 2023 Traffic Counts Adjusted to Peak Season

INTERSECTION ANALYSIS

The intersections within the study area were evaluated in 2030 total (existing traffic plus background plus project) traffic conditions. The analysis was performed during both AM (morning) and PM hours to assess the traffic conditions and performance of these intersections. The intersections under study are:

- Baker Road and Green River Parkway
- Baker Road and Cardinal Avenue
- NE Dixie Highway and Green River Road
- Cardinal Avenue and NE Dixie Highway

Data from the existing facilities within the study area were collected based on aerial photography and site observations. MacKenzie Engineering and Planning, Inc. collected AM and PM peak hour turning movement counts. The counts were adjusted to peak season conditions using FDOT's peak season adjustment factors.

Peak Hour Factor (PHF)

Field observed peak hour factors were utilized in the intersection analysis and were adjusted as follows:

- PHF greater than 0.95 was reduced to 0.95
- PHF less than 0.92 was increased to 0.92

The adjustment is based on FDOT's Quality/LOS Handbook that recommends using a PHF factor of 0.95 for urbanized areas and 0.92 for transitioning/urban areas and is also recommended in FDOT's Traffic Analysis handbook page 34.

Analysis

Baker Road and Green River Parkway

MEP evaluated the Baker Road and Green River Parkway roundabout. With project traffic, the intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0).

Baker Road and Cardinal Avenue

MEP evaluated the Baker Road and Cardinal Avenue roundabout. With project traffic, the intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0).

NE Dixie Highway and Green River Parkway

MEP evaluated the NE Dixie Highway and Green River Parkway intersection. With project traffic, the intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0).

Cardinal Avenue and NE Dixie Highway

MEP evaluated the Cardinal Avenue and NE Dixie Highway intersection. With project traffic, the intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0).

The volume development sheets are Exhibits 7 through 14 and the intersection analysis results are located following Exhibit 14.

ACCESS

The project proposes access as follows:

Two points of access for Parcel 10:

- Driveway 1 – Right-in/Right-out, Left-out
- Driveway 2 – Full Opening

Two points of access for Parcel 11:

- Driveway 3 – Right-in
- Driveway 4 – Right-out, Left-out

One point of access for Parcel 13:

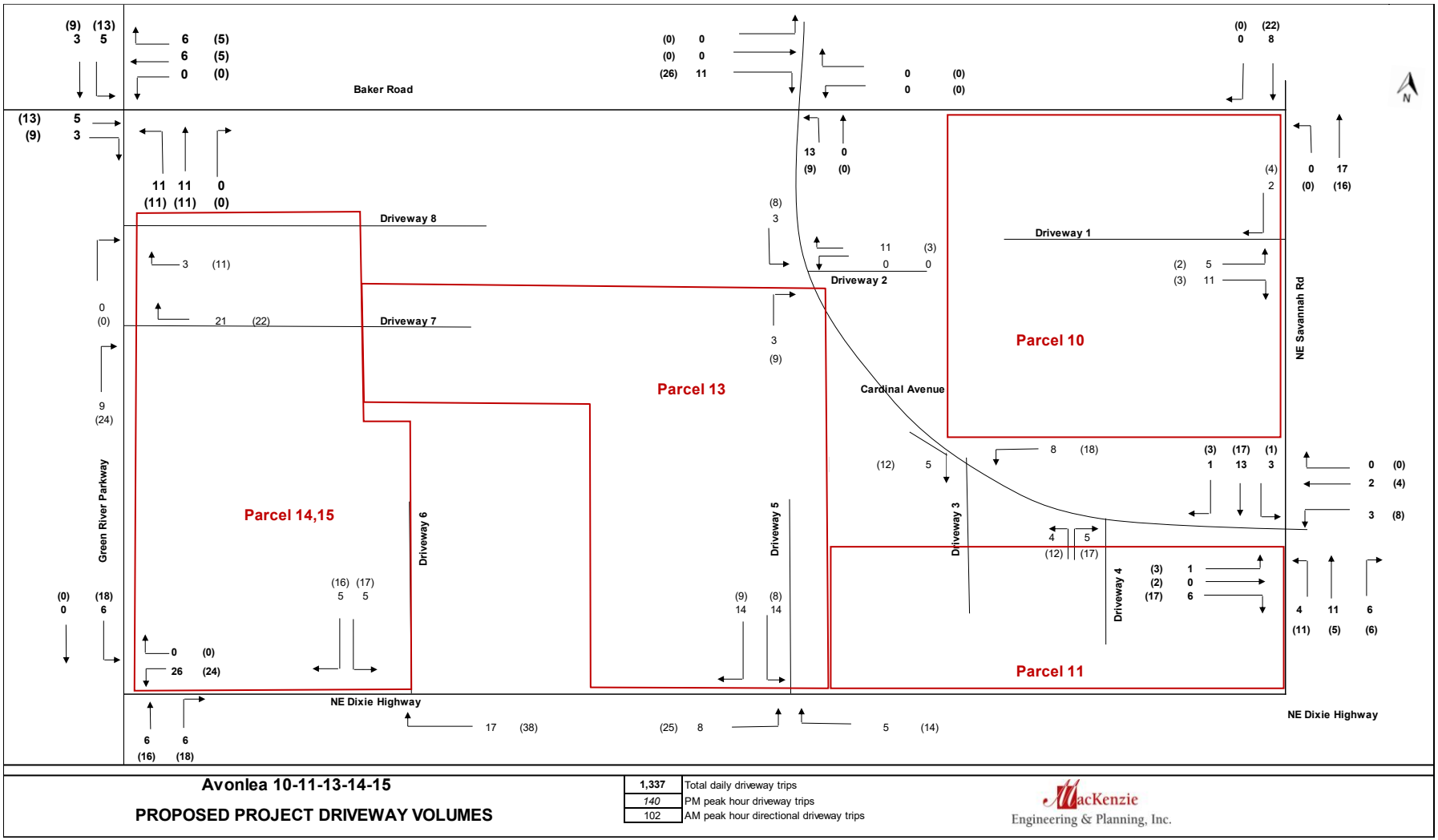
- Driveway 5 – Full Opening

One point of access for Parcels 14 & 15:

- Driveway 6 – Right-in/Right-out, Left-out
- Driveway 7 – Right-in/Right-out
- Driveway 8 – Right-in/Right-out

To calculate the proposed driveway trips a layered approach was used. This approach involves identifying the project trips from each project and adding them together to determine the cumulative trips at each driveway. Figure 3 presents the total proposed driveway trips. The calculations of the trips that are generated from each parcel separately are presented in Exhibits 2 through 5 and the volumes are totaled in Exhibit 6.

Figure 3. Driveway Trips



Driveways

Driveway 1 (Savannah Road)

The site's Driveway 1 is projected to have 4 peak hour right-turning vehicles. This is less than the FDOT's guideline of 80-125 right-turns for a right-turn lane. Therefore, a right-turn lane is not recommended at Driveway 1.

Driveway 2 (Cardinal Avenue)

The site's Driveway 2 is projected to have 9 peak-hour right-turning vehicles. This is less than the FDOT's guideline of 80-125 right-turns for a right-turn lane. Therefore, a right-turn lane is not recommended at Driveway 2. A left-turn lane is not warranted based on project 8 left-turns turning the peak hour. An analysis was performed at Driveway 3 with 18 left-turns that also do not warrant a left-turn lane.

Driveway 3 (Cardinal Avenue)

The site's Driveway 3 is projected to have 12 peak-hour right-turning vehicles. This is less than the FDOT's guideline of 80-125 right-turns for a right-turn lane. Therefore, a right-turn lane is not recommended at Driveway 3. A left-turn lane is not warranted based on project 18 left-turns during the peak hour based on an analysis using NCHRP-457.

Figure 4. Cardinal Avenue Left-Turn Lane Warrant Analysis

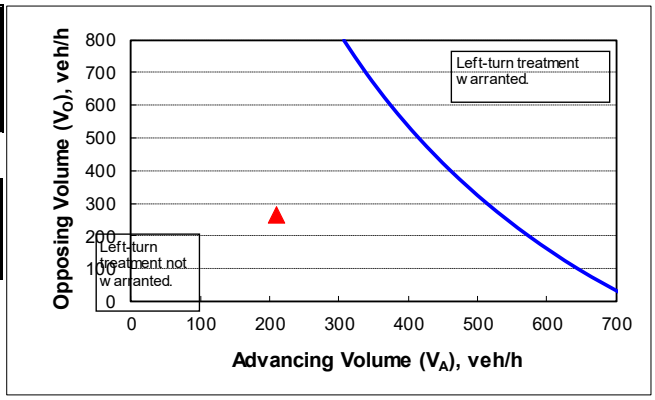
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	9%
Advancing volume (V_A), veh/h:	210
Opposing volume (V_O), veh/h:	264

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	535
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

Driveway 4 (Cardinal Avenue)

Driveway 4 is an egress-only access point.

Driveway 5 (NE Dixie Highway)

The site's Driveway 5 is projected to have 14 peak-hour right-turning vehicles. This is less than the FDOT's guideline of 80-125 right-turns for a right-turn lane. Therefore, a right-turn lane is not recommended at Driveway 5. A left-turn lane is warranted based on project 25 left-turns during the peak hour based on an analysis using NCHRP-457. The posted speed is 35. FDOT's Greenbook (Pages 3-107) states "At unsignalized intersections the storage length, exclusive of taper, may be based on the number of turning vehicles likely to arrive in an average two-minute period within the peak hour", which is 0.83 vehicles (25 veh / 60 minutes x 2 = 21 feet). In order to provide a conservative analysis, 50 feet of storage is provided. Therefore, a turn lane length of 205 feet is recommended based on the design speed of 40 mph.

Figure 5. Dixie Highway Left-Turn Lane Warrant Analysis

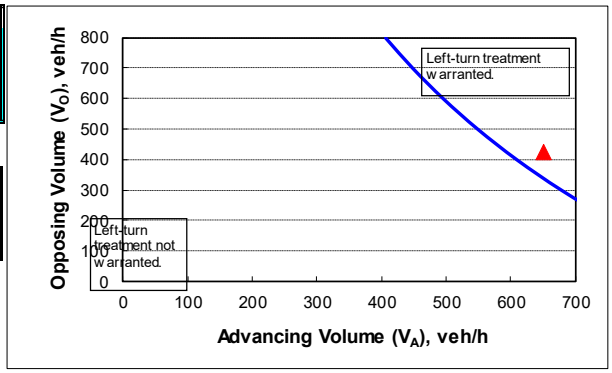
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	4%
Advancing volume (V_A), veh/h:	651
Opposing volume (V_O), veh/h:	426

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	593
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

MEP evaluated the Driveway 5 & NE Dixie Highway intersection using HCS 2025. With project traffic, the intersection is projected to operate acceptably with all movements operating under capacity (v/c ratio less than 1.0).

Table 5. Driveway 5 & NE Dixie Highway Storage Summary

Direction	AM 95% Queue Length (Feet)	PM 95% Queue Length (Feet)
EBL	0	25

Driveway 6 (NE Dixie Highway)

The site's Driveway 6 is projected to have 38 peak-hour right-turning vehicles. This is less than the FDOT's guideline of 80-125 right-turns for a right-turn lane. Therefore, a right-turn lane is not recommended at Driveway 6.

Driveway 7 (Green River Parkway)

The site's Driveway 7 is projected to have 24 peak-hour right-turning vehicles. This is less than the FDOT's guideline of 80-125 right-turns for a right-turn lane. Therefore, a right-turn lane is not recommended at Driveway 7.

Driveway 8 (Green River Parkway)

The site's Driveway 8 is projected to have 0 peak hour right-turning vehicles. This is less than the FDOT's guideline of 80-125 right-turns for a right-turn lane. Therefore, a right-turn lane is not recommended at Driveway 8.

CONCLUSION

MacKenzie Engineering & Planning, Inc. was retained to prepare an analysis of the traffic impacts from Avonlea 10-11-13-14-15. The site is located at the northwest corner of Baker Road & Green River Parkway, Stuart, Florida (Parcel -10: 28-37-41-013-000-00100-0, Parcel -11: 28-37-41-013-000-00110-0, Parcel -13: 28-37-41-013-000-00130-0, Parcel -14: 28-37-41-013-000-00140-0, Parcel -15: 28-37-41-013-000-00150-0). The applicant proposes:

- Parcel 10: 80 Low-rise residential units with ground-floor commercial units
- Parcel 11: 6,827 SF of shopping center use
- Parcel 13: 123 Multifamily Housing (Low-rise) units
- Parcels 14 & 15: 16,373 SF of shopping center use

The development is planned for completion by the end of 2030.

The project is expected to generate the following net external trips:

- 1,782 daily, 126 AM peak hour (41 in/85 out), and 179 PM peak hour (106 in/73 out) trips.

The project is expected to generate the following driveway trips:

- 2,444 daily, 156 AM peak hour (59 in/97 out), and 257 PM peak hour (145 in/112 out) trips

The traffic analysis was performed in accordance with the City of Stuart Code, Section 4.05.02 Traffic Impact Analysis. The project meets the thresholds of Section 4.05.02. The results of the analysis show that the project has no significant impacts, the surrounding roadways and intersections are projected to operate acceptably and therefore meet the City's concurrency requirements.

A 205-foot left-turn lane on Dixie Highway into Lot 13 is recommended.

EXHIBITS

Exhibit 1. Trip Generation

Exhibits 2-6. Project Driveway and Intersection Trips

Exhibit 7-16. Intersection Volumes Worksheets

Following Exhibit 16 - Intersection Analysis

APPENDICES

1. Institute of Traffic Engineers' (ITE) Report, Trip Generation (11th Edition)
2. Martin County 2022 Roadway Level of Service Inventory Report
3. Traffic Counts
4. Peak Seasonal Factor
5. FDOT Design Manual
6. Site Plan
7. Property ID Card

EXHIBIT 1
Avonlea 10-11-13-14-15
Trip Generation

Land Use	Intensity	Daily	AM Peak Hour			PM Peak Hour		
		Trips	Total	In	Out	Total	In	Out
Proposed Site Traffic								
Multifamily Housing(Mid-Rise)	123 DU	540	43	6	37	48	29	19
Low-Rise Residential w Ground Commercial	80 DU	275	35	8	27	29	21	8
Strip Retail Plaza (<40K)	23.200 1000 SF	1,209	50	30	20	142	71	71
Subtotal		2,024	128	44	84	219	121	98
Internal Capture	AM PM/ DAILY							
Multifamily Housing(Mid-Rise)	0% 10.4%	56	0	0	0	5	4	1
Low-Rise Residential w Ground Commercial	3% 6.9%	19	1	1	0	2	0	2
Strip Retail Plaza (<40K)	2% 4.9%	60	1	0	1	7	3	4
Subtotal	2% 6.4%	135	2	1	1	14	7	7
Pass-By Traffic								
Multifamily Housing(Mid-Rise)	0%	0	0	0	0	0	0	0
Low-Rise Residential w Ground Commercial	0%	0	0	0	0	0	0	0
Strip Retail Plaza (<40K)	48%	552	24	14	10	65	33	32
Subtotal		552	24	14	10	65	33	32
NET PROPOSED TRIPS		***1,337***	***102***	***29***	***73***	***140***	***81***	***59***
Total Proposed Driveway Volumes		***1,889***	***126***	***43***	***83***	***205***	***114***	***91***
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)		**1,337**	**102**	**29**	**73**	**140**	**81**	**59**
NET CHANGE IN DRIVEWAY VOLUMES		**1,889**	**126**	**43**	**83**	**205**	**114**	**91**

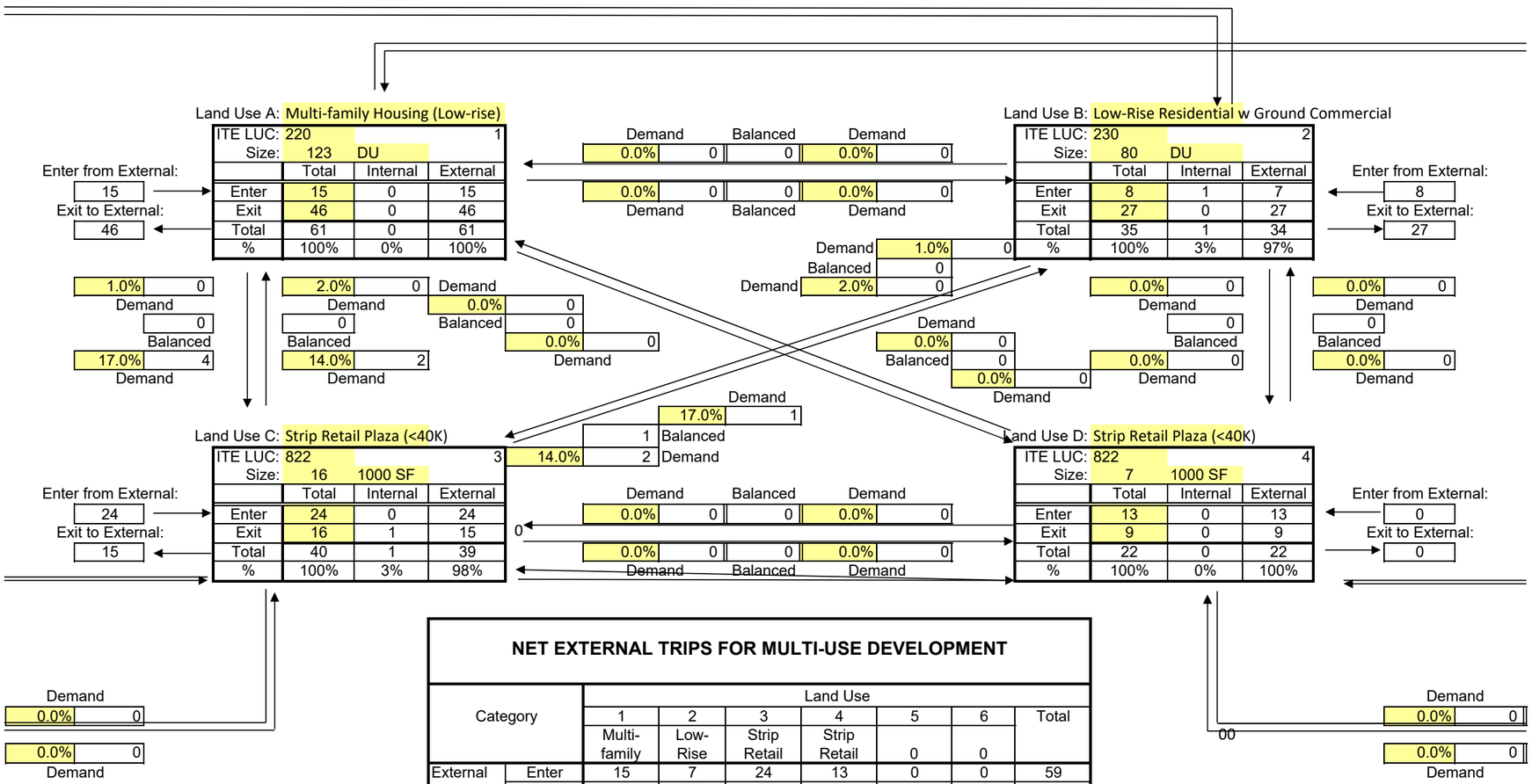
Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Multifamily Housing(Mid-Rise)	221	DU	T = 4.77 (X) + -46.46	0%	14/86	T = 0.44 (X) - 11.61	61/39	T = 0.39(X) + 0.34
Low-Rise Residential w Ground Commercial	230	DU	3.44	0%	23/77	0.44	71/29	0.36
Strip Retail Plaza (<40K)	822	1000 SF	T =42.2 (X) + 229.68	48%	60/40	Ln(T) = 0.66 Ln(X) + 1.84	50/50	Ln(T) = 0.71 Ln(X) + 2.72

EXHIBIT 1B

Analysis Period: PM____, Midday____, AM __X__.
Analyst: MEP
Date: 10/25/2023

Project Number: 124005 **Task Number:**
Project Name: Avonlea 10-11-13-14-15
Scenario: AM Peak Hour



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category		Land Use 1 Multi-family	2 Low-Rise	3 Strip Retail	4 Strip Retail	5 0	6 0	Total
External Trips	Enter	15	7	24	13	0	0	59
	Exit	46	27	15	9	0	0	97
	Total	61	34	39	22	0	0	**156**
Internal Trips	Enter	0	1	0	0	0	0	1
	Exit	0	0	1	0	0	0	1
	Total	0	1	1	0	0	0	**2**
Single Use Trip Gen Estimate		61	35	40	22	0	0	**158**
		0.00%	2.86%	2.50%	0.00%	0.00%	0.00%	

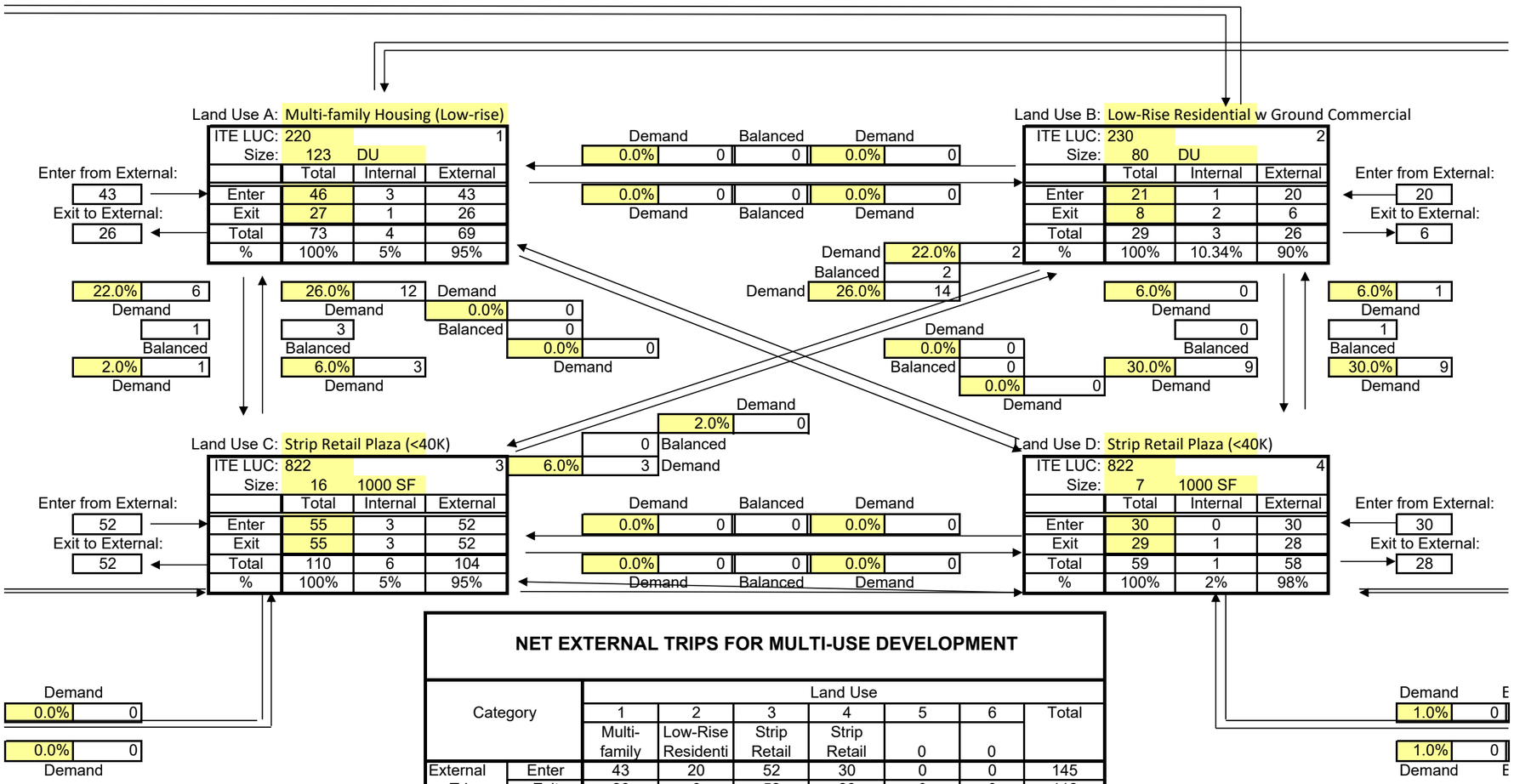
Internal Capture = 1.27%

\\[Trip Generation Avonlea 10-11-13-14-15 9-6-23.xlsx]tgen

EXHIBIT 1C

Analysis Period: PM_X___, AM ____.
Analyst: MEP
Date: 10/25/2023

Project Number: 124005 **Task Number:**
Project Name: Avonlea 10-11-13-14-15
Scenario: PM Peak Hour

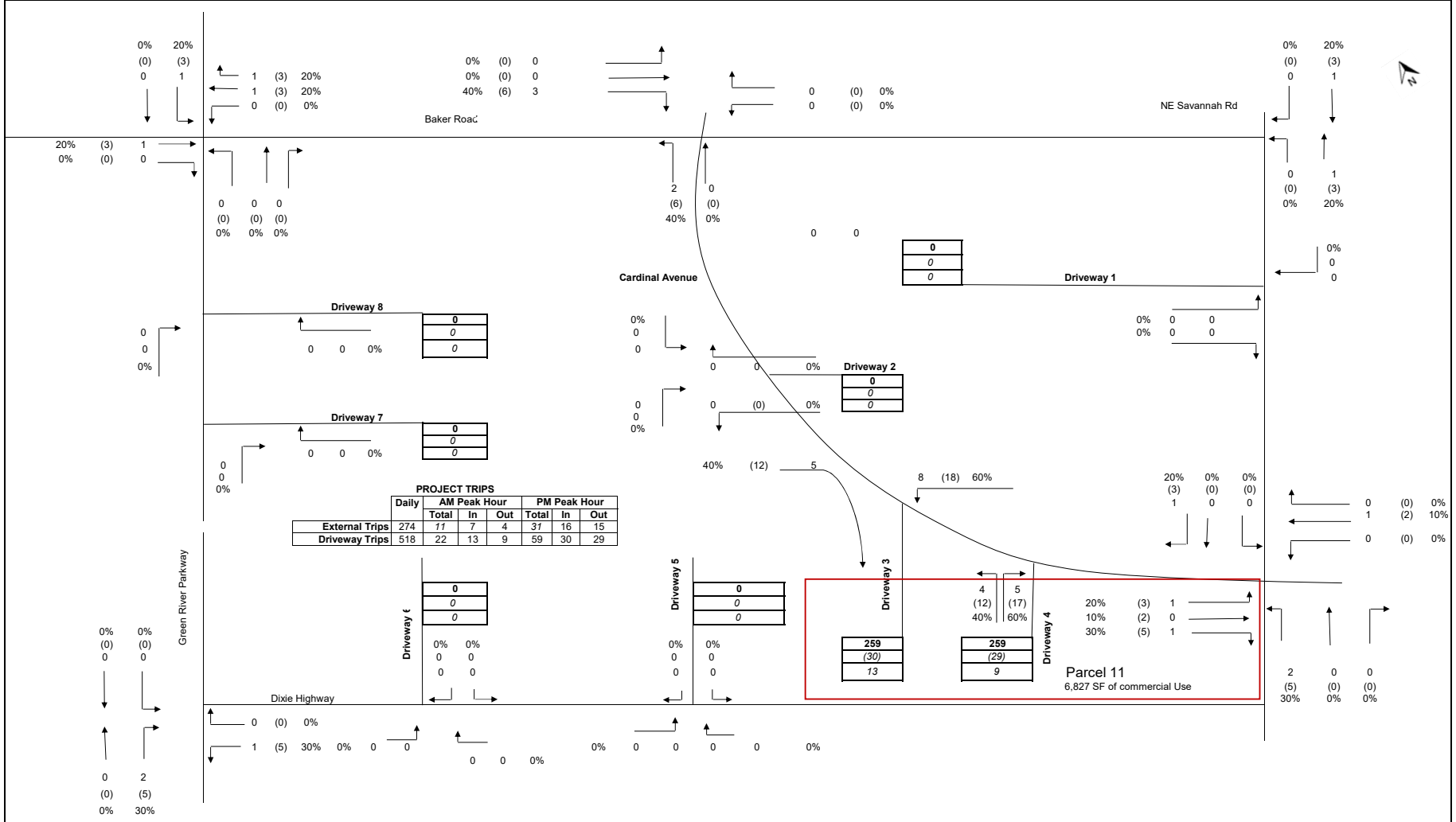


NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category		Land Use 1 Multi-family	2 Low-Rise Residenti	3 Strip Retail	4 Strip Retail	5 0	6 0	Total
External Trips	Enter	43	20	52	30	0	0	145
	Exit	26	6	52	28	0	0	112
	Total	69	26	104	58	0	0	**257**
Internal Trips	Enter	3	1	3	0	0	0	7
	Exit	1	2	3	1	0	0	7
	Total	4	3	6	1	0	0	**14**
Single Use Trip Gen Estimate		73	29	110	59	0	0	**271**

TIA\[Trip Generation Avonlea 10-11-13-14-15 9-6-

EXHIBIT 2



PROJECT TRIPS

	Daily	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
External Trips	274	*11*	7	4	*31*	16	15
Driveway Trips	518	22	13	9	59	30	29

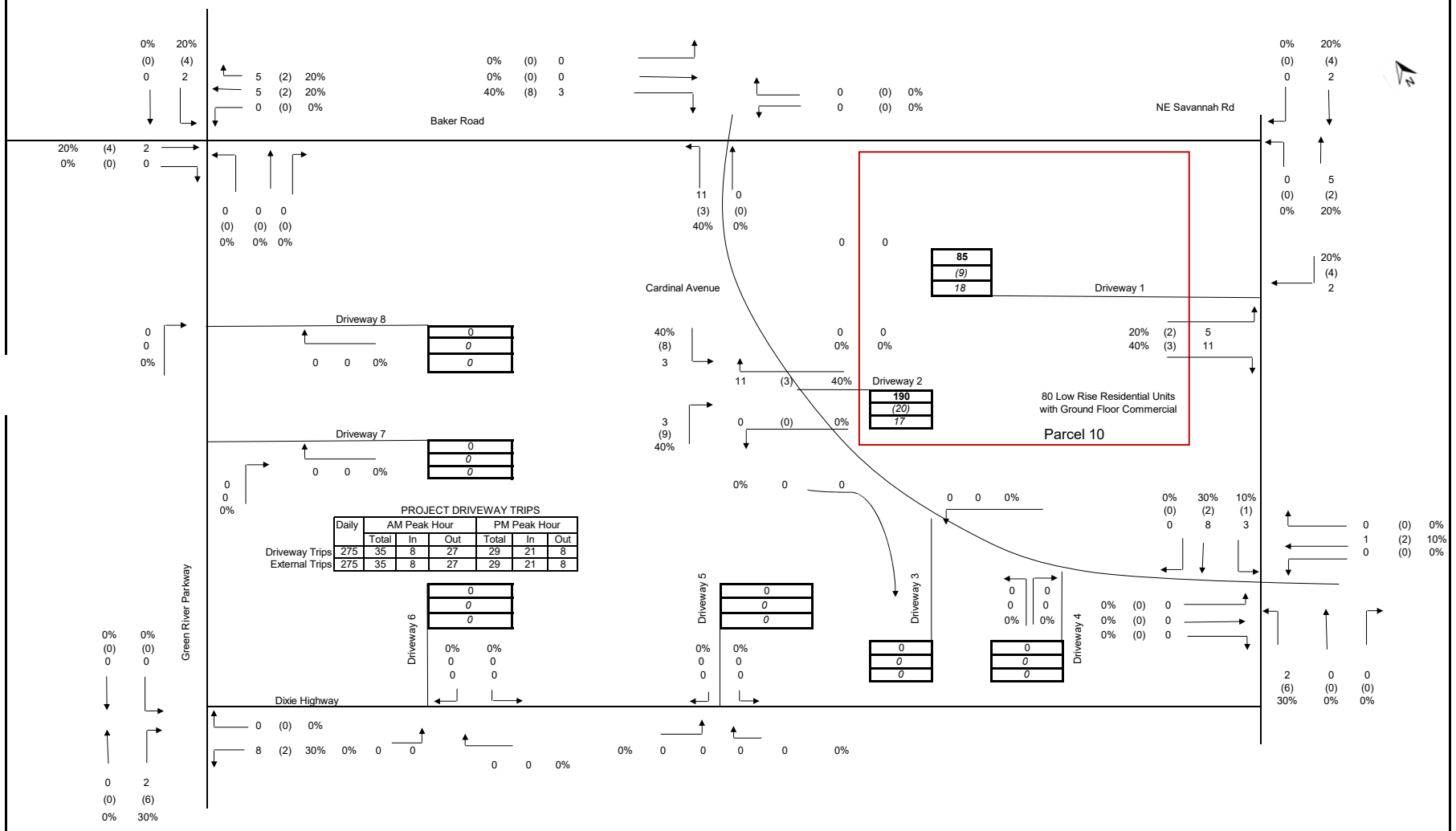
Avonlea 11

PROPOSED PROJECT VOLUMES

274	Total daily driveway trips
(31)	PM peak hour driveway trips
11	AM peak hour directional driveway trips

MacKenzie Engineering & Planning, Inc.

EXHIBIT 3



PROJECT DRIVEWAY TRIPS

	Daily	AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
Driveway Trips	275	35	8	27	29	21	8
External Trips	275	35	8	27	29	21	8

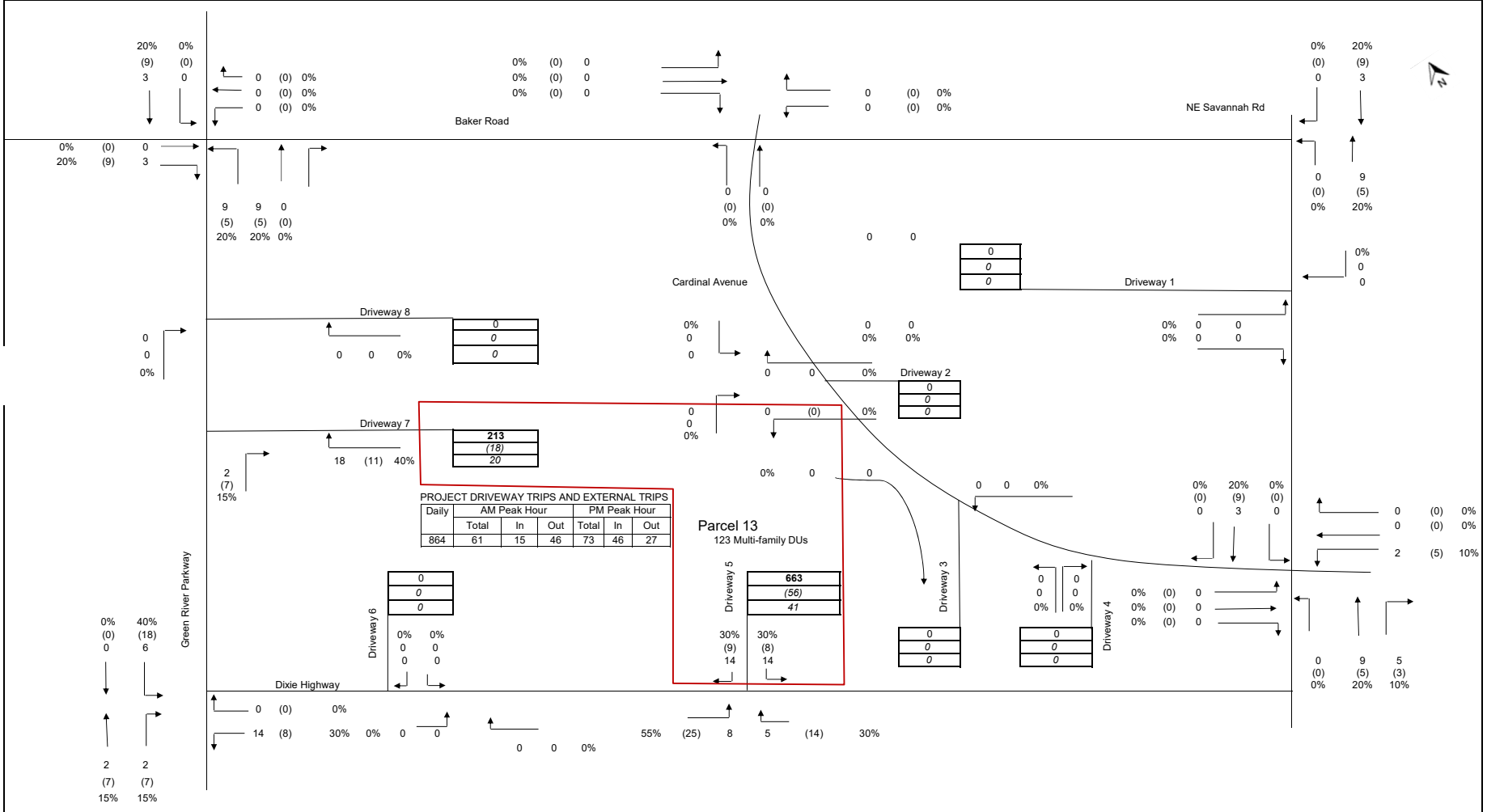
Avonlea 10

PROPOSED PROJECT VOLUMES

275	Total daily driveway trips
(29)	PM peak hour driveway trips
35	AM peak hour directional driveway trips

MacKenzie
Engineering & Planning, Inc.

EXHIBIT 4



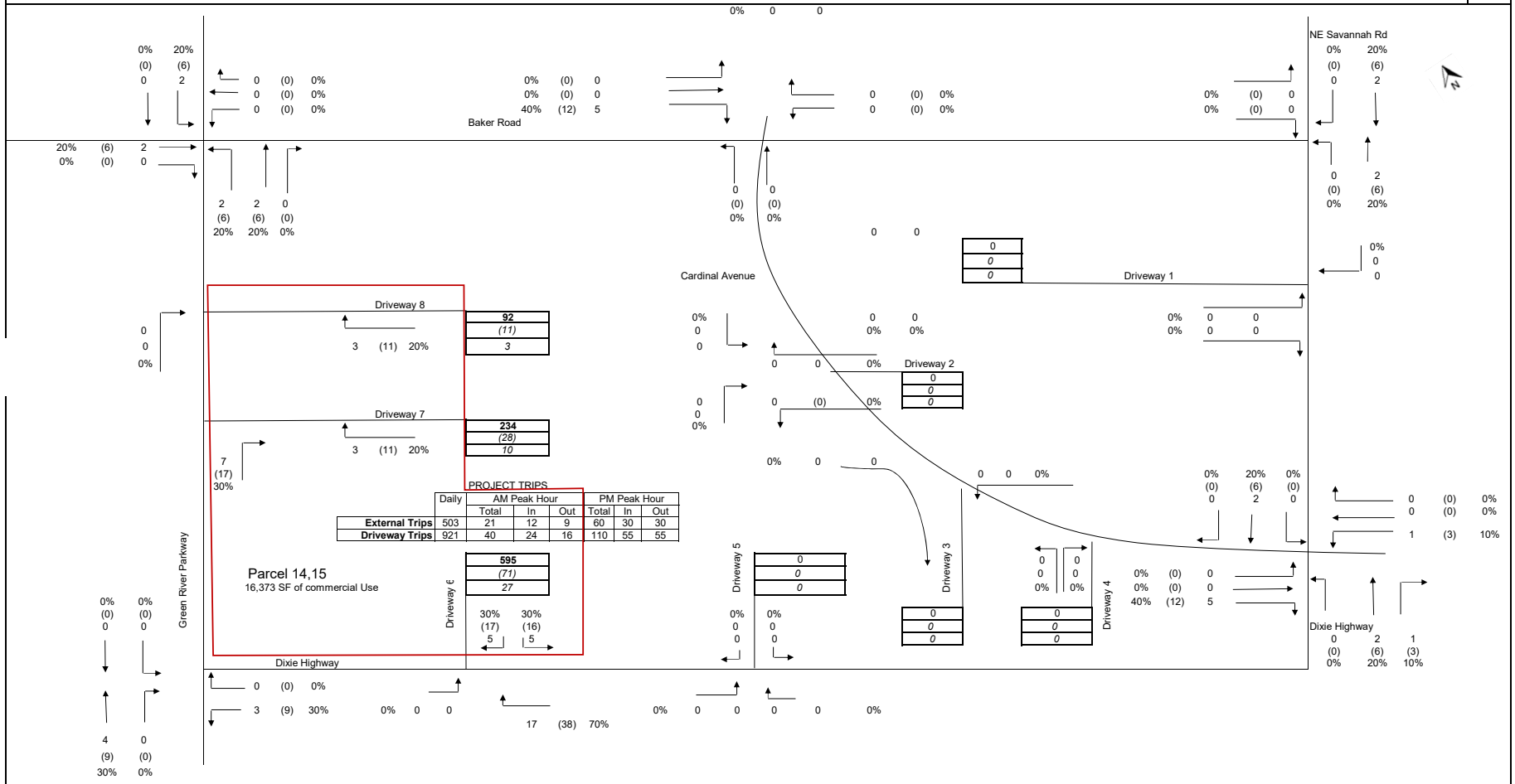
Avonlea 13

PROPOSED PROJECT VOLUMES

864	Total daily driveway trips
(73)	PM peak hour driveway trips
61	AM peak hour directional driveway trips

MacKenzie Engineering & Planning, Inc.

EXHIBIT 5



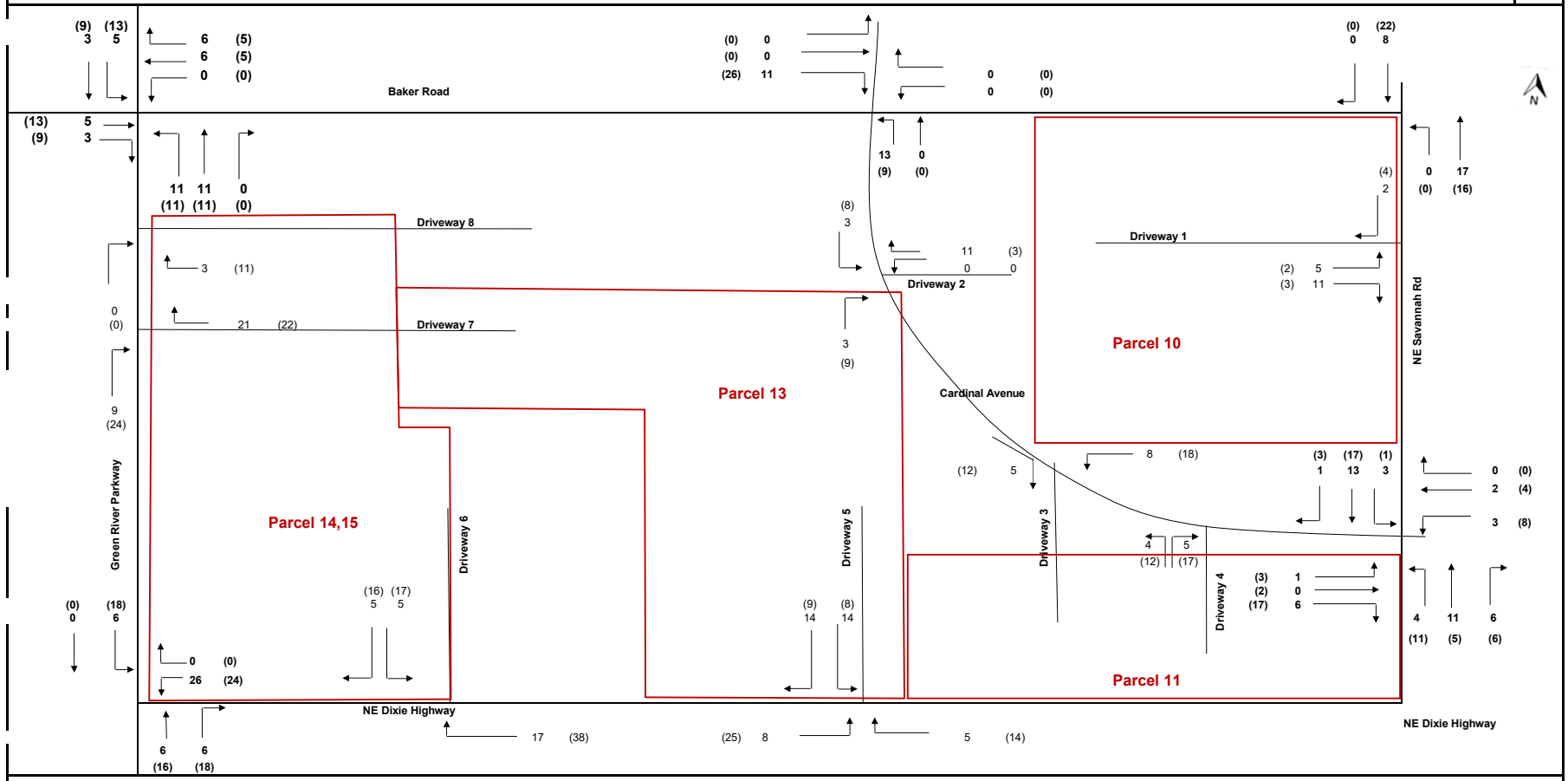
Avonlea 14-15

PROPOSED PROJECT VOLUMES

503	Total daily driveway trips
(60)	PM peak hour driveway trips
21	AM peak hour directional driveway trips

MacKenzie
Engineering & Planning, Inc.

EXHIBIT 6



Avonlea 10-11-13-14-15

PROPOSED PROJECT DRIVEWAY VOLUMES

1,337	Total daily driveway trips
140	PM peak hour driveway trips
102	AM peak hour directional driveway trips

MacKenzie
Engineering & Planning, Inc.

Avonlea 10-11-13-14-15

AM PEAK HOUR TURNING MOVEMENTS

EXHIBIT 7

Baker Road & Green River Parkway

		ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
7:00 AM	7:15 AM	3	25	7	7	21	6	6	11	1	8	94	16
7:15 AM	7:30 AM	6	26	13	7	19	7	5	27	4	6	122	17
7:30 AM	7:45 AM	9	27	12	10	22	12	2	26	6	12	126	25
7:45 AM	8:00 AM	8	32	17	8	39	11	6	28	4	10	132	29
8:00 AM	8:15 AM	1	16	11	9	38	8	9	43	3	17	122	24
8:15 AM	8:30 AM	7	34	6	11	23	10	12	52	7	7	106	26
8:30 AM	8:45 AM	7	25	4	9	34	8	9	36	7	14	97	16
8:45 AM	9:00 AM	10	40	7	17	45	10	10	34	7	9	97	30
9:00 AM	9:15 AM												
9:15 AM	9:30 AM												
9:30 AM	9:45 AM												
9:45 AM	10:00 AM												
		51	225	77	78	241	72	59	257	39	83	896	183
Peak Hour Traffic Volume													
7:30 AM	8:30 AM	25	109	46	38	122	41	29	149	20	46	486	104

Count Taken: 6/28/2023 PHF 0.94
Buildout year: 2030
Growth Rate: 1.3%
PSCF 1.22

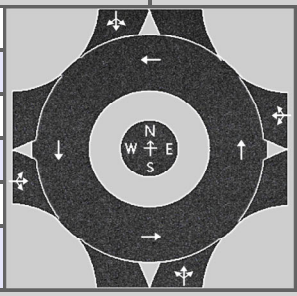
	ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
6/28/2023	25	109	46	38	122	41	29	149	20	46	486	104
Peak Season Factor	6	24	10	8	27	9	6	33	4	10	107	23
Adjusted Volumes	31	133	56	46	149	50	35	182	24	56	593	127
	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth 1.3%	3	14	6	5	16	5	4	20	3	6	65	14
2030 Volumes	**34**	**147**	**62**	**51**	**165**	**55**	**39**	**202**	**27**	**62**	**658**	**141**
Pre Dev	34	147	62	51	165	55	39	202	27	62	658	141
Project Traffic	0	5	1	0	6	6	9	9	0	5	1	0
Post Dev	**34**	**152**	**63**	**51**	**171**	**61**	**48**	**211**	**27**	**67**	**659**	**141**

Project Traffic Assignment		In		Out	Out	Out			In	In		
	0%	4%	0%	7%	4%	10%	0%	0%	7%	10%	0%	0%
Existing	31	133	56	46	149	50	35	182	24	56	593	127
Pre-Development	34	147	62	51	165	55	39	202	27	62	658	141
Post-Development	34	152	63	51	171	61	48	211	27	67	659	141

HCS Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	4/24/2024
Analysis Year	2024
Time Analyzed	Existing AM Peak Hour
Project Description	Avonlea 10-11-13-14-15



Site Information

Intersection	Green River Pkwy & Baker Rd
E/W Street Name	Baker Road
N/S Street Name	Green River Pkwy
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
Jurisdiction	

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	31	133	56	0	46	149	50	0	35	182	24	0	56	593	127
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flow Rate (v_{PCE}), pc/h	0	34	146	61	0	50	163	55	0	38	199	26	0	61	650	139
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		241			268			263			850	
Entry Volume, veh/h		234			260			255			825	
Circulating Flow (v_c), pc/h	761			271			241			251		
Exiting Flow (v_{ex}), pc/h	233			340			288			761		
Capacity (c_{pce}), pc/h		635			1047			1079			1068	
Capacity (c), veh/h		617			1016			1048			1037	
v/c Ratio (x)		0.38			0.26			0.24			0.80	

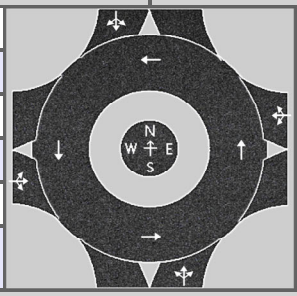
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		11.3			6.0			5.8			19.4	
Lane LOS		B			A			A			C	
95% Queue Length, Q_{95} (veh)		1.8			1.0			1.0			8.8	
95% Queue Length, Q_{95} (ft)		46.1			25.6			25.6			225.3	
Approach Delay, s/veh | LOS	11.3	B		6.0	A		5.8	A		19.4	C	
Intersection Delay, s/veh | LOS	13.8						B					

HCS Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	4/24/2024
Analysis Year	2030
Time Analyzed	Pre-Dev AM Peak Hour
Project Description	Avonlea 10-11-13-14-15



Site Information

Intersection	Green River Pkwy & Baker Rd
E/W Street Name	Baker Road
N/S Street Name	Green River Pkwy
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
Jurisdiction	

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	34	147	62	0	51	165	55	0	39	202	27	0	62	658	141
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flow Rate (v_{PCE}), pc/h	0	37	161	68	0	56	181	60	0	43	221	30	0	68	721	154
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		266			297			294			943	
Entry Volume, veh/h		258			288			285			916	
Circulating Flow (v_c), pc/h	845			301			266			280		
Exiting Flow (v_{ex}), pc/h	259			378			318			845		
Capacity (c_{pce}), pc/h		583			1015			1052			1037	
Capacity (c), veh/h		566			986			1021			1007	
v/c Ratio (x)		0.46			0.29			0.28			0.91	

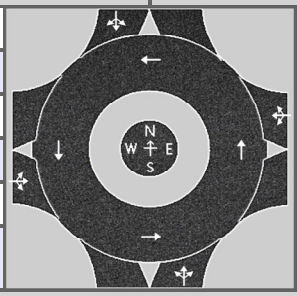
Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		13.9			6.6			6.3			31.1	
Lane LOS		B			A			A			D	
95% Queue Length, Q_{95} (veh)		2.4			1.2			1.1			13.7	
95% Queue Length, Q_{95} (ft)		61.4			30.7			28.2			350.7	
Approach Delay, s/veh | LOS	13.9	B		6.6	A		6.3	A		31.1	D	
Intersection Delay, s/veh | LOS	20.4						C					

HCS Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	
Date Performed	4/24/2024
Analysis Year	2030
Time Analyzed	Post-Dev AM Peak Hour
Project Description	Avonlea 10-11-13-14-15



Site Information

Intersection	Green River Pkwy & Baker Rd
E/W Street Name	Baker Road
N/S Street Name	Green River Pkwy
Analysis Time Period, hrs	0.25
Peak Hour Factor	0.94
Jurisdiction	

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	34	152	63	0	51	171	61	0	48	211	27	0	67	659	141
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flow Rate (v_{PCE}), pc/h	0	37	167	69	0	56	187	67	0	53	231	30	0	73	722	154
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs, %	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		273			310			314			949	
Entry Volume, veh/h		265			301			305			921	
Circulating Flow (v_c), pc/h	851			321			277			296		
Exiting Flow (v_{ex}), pc/h	270			394			335			847		
Capacity (c_{pce}), pc/h		579			995			1040			1020	
Capacity (c), veh/h		562			966			1010			991	
v/c Ratio (x)		0.47			0.31			0.30			0.93	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		14.3			7.0			6.6			34.6	
Lane LOS		B			A			A			D	
95% Queue Length, Q_{95} (veh)		2.5			1.3			1.3			14.8	
95% Queue Length, Q_{95} (ft)		64.0			33.3			33.3			378.9	
Approach Delay, s/veh | LOS	14.3	B		7.0	A		6.6	A		34.6	D	
Intersection Delay, s/veh | LOS	22.2						C					

Avonlea 10-11-13-14-15

PM PEAK HOUR TURNING MOVEMENTS

EXHIBIT 8

Baker Road & Green River Parkway

		ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
4:00 PM	4:15 PM	16	33	12	4	34	18	19	76	7	13	57	23
4:15 PM	4:30 PM	15	38	9	6	43	29	12	103	15	11	62	21
4:30 PM	4:45 PM	12	33	11	8	49	30	13	112	11	9	62	15
4:45 PM	5:00 PM	14	43	13	10	37	22	13	95	16	13	56	23
5:00 PM	5:15 PM	17	40	13	5	43	27	14	117	7	8	63	22
5:15 PM	5:30 PM	16	49	6	5	44	27	11	108	10	10	81	21
5:30 PM	5:45 PM	10	39	11	6	32	25	10	89	5	16	58	13
5:45 PM	6:00 PM	11	24	7	5	28	20	9	73	9	11	60	19
6:00 PM	6:15 PM												
6:15 PM	6:30 PM												
6:30 PM	6:45 PM												
6:45 PM	7:00 PM												
		111	299	82	49	310	198	101	773	80	91	499	157

Peak Hour Traffic Volume

4:30 PM	5:30 PM	59	165	43	28	173	106	51	432	44	40	262	81

Count Taken:	6/28/2023	PHF	0.96		0.95
Buildout year:	2030				
Growth Rate:	1.3%				
PSCF	1.22				

	ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
6/28/2023	59	165	43	28	173	106	51	432	44	40	262	81
Peak Season Factor	13	36	9	6	38	23	11	95	10	9	58	18
Adjusted Volumes	72	201	52	34	211	129	62	527	54	49	320	99
	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth 1.3%	8	22	6	4	23	14	7	57	6	5	35	11
2030 Volumes	**80**	**223**	**58**	**38**	**234**	**143**	**69**	**584**	**60**	**54**	**355**	**110**
Pre Dev	80	223	58	38	234	143	69	584	60	54	355	110
Project Traffic	0	13	6	0	5	5	10	10	0	13	6	0
Post Dev	**80**	**236**	**64**	**38**	**239**	**148**	**79**	**594**	**60**	**67**	**361**	**110**

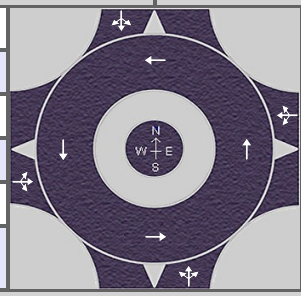
Project Traffic Assignment		In		Out	Out	Out			In	In		
	0%	4%	0%	7%	4%	10%	0%	0%	7%	10%	0%	0%

Existing	72	201	52	34	211	129	62	527	54	49	320	99
Pre-Development	80	223	58	38	234	143	69	584	60	54	355	110
Post-Development	80	236	64	38	239	148	79	594	60	67	361	110

HCS7 Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	
Date Performed	4/24/2024
Analysis Year	2024
Time Analyzed	Existing PM peak Hour
Project Description	Avonlea 10-11-13-14-15



Site Information

Intersection	Green River Hwy & Baker
E/W Street Name	Baker Road
N/S Street Name	Green River Hwy
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.95
Jurisdiction	

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	72	201	52	0	34	211	129	0	62	527	54	0	49	320	99
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flow Rate (v_{PCE}), pc/h	0	78	218	56	0	37	229	140	0	67	571	59	0	53	347	107
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway (s)		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		352			406			697			507	
Entry Volume, veh/h		342			394			677			492	
Circulating Flow (v_c), pc/h		437			716			349			333	
Exiting Flow (v_{ex}), pc/h		330			403			789			440	
Capacity (c_{pce}), pc/h		884			665			967			983	
Capacity (c), veh/h		858			645			939			954	
v/c Ratio (x)		0.40			0.61			0.72			0.52	

Delay and Level of Service

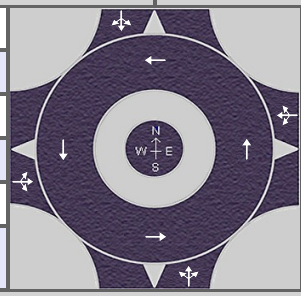
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		8.9			17.0			16.7			10.3	
Lane LOS		A			C			C			B	
95% Queue, veh		1.9			4.2			6.5			3.0	
Approach Delay, s/veh	8.9			17.0			16.7			10.3		
Approach LOS	A			C			C			B		
Intersection Delay, s/veh | LOS	13.7						B					

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HCS7 Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	
Date Performed	4/24/2024
Analysis Year	2030
Time Analyzed	Pre-Dev PM peak Hour
Project Description	Avonlea 10-11-13-14-15



Site Information

Intersection	Green River Hwy & Baker
E/W Street Name	Baker Road
N/S Street Name	Green River Hwy
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.95
Jurisdiction	

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	80	223	58	0	38	234	143	0	69	584	60	0	54	355	110
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flow Rate (v_{PCE}), pc/h	0	87	242	63	0	41	254	155	0	75	633	65	0	59	385	119
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway (s)		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		392			450			773			563	
Entry Volume, veh/h		381			437			750			547	
Circulating Flow (v_c), pc/h		485			795			388			370	
Exiting Flow (v_{ex}), pc/h		366			448			875			489	
Capacity (c_{pce}), pc/h		841			613			929			946	
Capacity (c), veh/h		817			595			902			919	
v/c Ratio (x)		0.47			0.73			0.83			0.60	

Delay and Level of Service

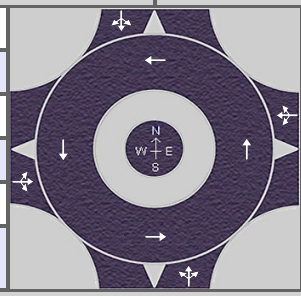
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		10.5			24.5			24.4			12.5	
Lane LOS		B			C			C			B	
95% Queue, veh		2.5			6.3			9.8			4.1	
Approach Delay, s/veh	10.5			24.5			24.4			12.5		
Approach LOS	B			C			C			B		
Intersection Delay, s/veh | LOS	18.9						C					

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HCS7 Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	
Date Performed	4/24/2024
Analysis Year	2030
Time Analyzed	Post-Dev PM peak Hour
Project Description	Avonlea 10-11-13-14-15



Site Information

Intersection	Green River Hwy & Baker
E/W Street Name	Baker Road
N/S Street Name	Green River Hwy
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.95
Jurisdiction	

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	80	236	64	0	38	239	148	0	79	594	60	0	67	361	110
Percent Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Flow Rate (v_{PCE}), pc/h	0	87	256	69	0	41	259	160	0	86	644	65	0	73	391	119
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway (s)		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		412			460			795			583	
Entry Volume, veh/h		400			447			772			566	
Circulating Flow (v_c), pc/h	505			817			416			386		
Exiting Flow (v_{ex}), pc/h	394			464			891			501		
Capacity (c_{pce}), pc/h		824			600			903			931	
Capacity (c), veh/h		800			582			877			904	
v/c Ratio (x)		0.50			0.77			0.88			0.63	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		11.4			27.5			30.1			13.5	
Lane LOS		B			D			D			B	
95% Queue, veh		2.8			7.0			11.7			4.5	
Approach Delay, s/veh	11.4			27.5			30.1			13.5		
Approach LOS	B			D			D			B		
Intersection Delay, s/veh | LOS	21.9						C					

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Avonlea 10-11-13-14-15

AM PEAK HOUR TURNING MOVEMENTS

EXHIBIT 9

Dixie Highway & Green River Parkway

		ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
7:00 AM	7:15 AM	0	0	0	84	0	2	0	24	35	8	89	0
7:15 AM	7:30 AM	0	0	0	103	0	2	0	30	37	2	96	0
7:30 AM	7:45 AM	0	0	0	103	0	4	0	34	47	3	129	0
7:45 AM	8:00 AM	0	0	0	111	0	1	0	46	57	10	118	0
8:00 AM	8:15 AM	0	0	0	110	0	2	0	35	74	5	113	0
8:15 AM	8:30 AM	0	0	0	119	0	1	0	40	67	9	104	0
8:30 AM	8:45 AM	0	0	0	95	0	2	0	35	49	3	118	0
8:45 AM	9:00 AM	0	0	0	68	0	5	0	39	57	8	92	0
9:00 AM	9:15 AM												
9:15 AM	9:30 AM												
9:30 AM	9:45 AM												
9:45 AM	10:00 AM												
		0	0	0	793	0	19	0	283	423	48	859	0

Peak Hour Traffic Volume

7:30 AM	8:30 AM	0	0	0	443	0	8	0	155	245	27	464	0

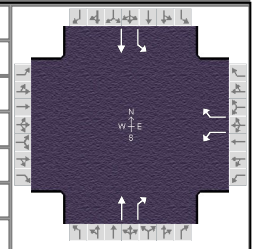
Count Taken: 6/29/2023 PHF 0.98
Buildout year: 2030
Growth Rate: 1.3%
PSCF 1.22

	ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
6/29/2023	0	0	0	443	0	8	0	155	245	27	464	0
Peak Season Factor	0	0	0	97	0	2	0	34	54	6	102	0
Adjusted Volumes	0	0	0	540	0	10	0	189	299	33	566	0
	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth 1.3%	0	0	0	59	0	1	0	21	33	4	62	0
2030 Volumes	**0**	**0**	**0**	**599**	**0**	**11**	**0**	**210**	**332**	**37**	**628**	**0**
Pre Dev	0	0	0	599	0	11	0	210	332	37	628	0
Project Traffic	0	0	0	23	0	0	0	5	5	2	0	0
Post Dev	**0**	**0**	**0**	**622**	**0**	**11**	**0**	**215**	**337**	**39**	**628**	**0**

Project Traffic Assignment		In		Out	Out	Out			In	In		
	0%	4%	0%	7%	4%	10%	0%	0%	7%	10%	0%	0%
Existing	0	0	0	540	0	10	0	189	299	33	566	0
Pre-Development	0	0	0	599	0	11	0	210	332	37	628	0
Post-Development	0	0	0	622	0	11	0	215	337	39	628	0

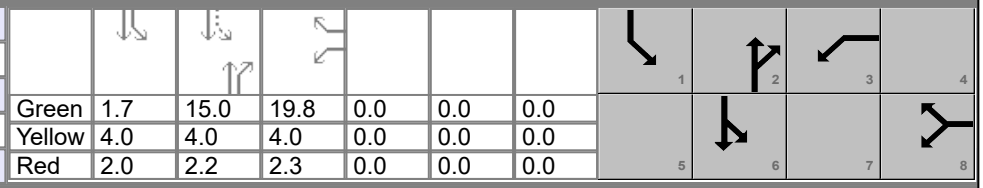
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	9/2/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street	Green River Parkway	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	NE Dixie Hwy and Gree…	File Name	Green River and Dixie AM.xus		
Project Description	AM Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				540		10		189	299	33	566	

Signal Information			
Cycle, s	54.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.7	15.0	19.8	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.2	2.3	0.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				540		10		189	299	33	566	
Initial Queue (Q_b), veh/h				0		0		0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h				1900		1900		1900	1900	1900	1900	
Parking (N_m), man/h					None			None			None	
Heavy Vehicles (P_{HV}), %				2		2		2	2	2	2	
Ped / Bike / RTOR, /h	0	0		0	0		0	0	0	0	0	
Buses (N_b), buses/h				0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)				3		3		3	3	3	3	
Upstream Filtering (*I*)				1.00		1.00		1.00	1.00	1.00	1.00	
Lane Width (*W*), ft				12.0		12.0		12.0	12.0	12.0	12.0	
Turn Bay Length, ft				0		0		0	0	0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h				35		35		35	35	35	35	

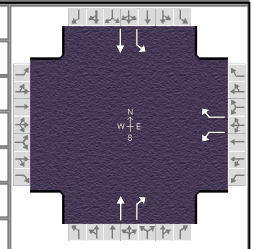
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s			45.0	45.0		55.0	15.0	55.0
Yellow Change Interval (*Y*), s			4.0	4.0		4.0	4.0	4.0
Red Clearance Interval (R_c), s			2.3	2.3		2.2	2.0	2.2
Minimum Green (G_{min}), s			7	7		15	4	15
Start-Up Lost Time (*l*t), s			2.0			2.0	2.0	2.0
Extension of Effective Green (*e*), s			2.0			2.0	2.0	2.0
Passage (*PT*), s			2.0	2.0		2.0	2.0	2.0
Recall Mode			Off	Off		Min	Off	Min
Dual Entry			No	Yes		Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25			
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0			
Street Width / Island / Curb		0		0	0	No	0	0	No	0		No
Width Outside / Bike Lane / Shoulder, ft				12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No			No		0.50	No		0.50			0.50

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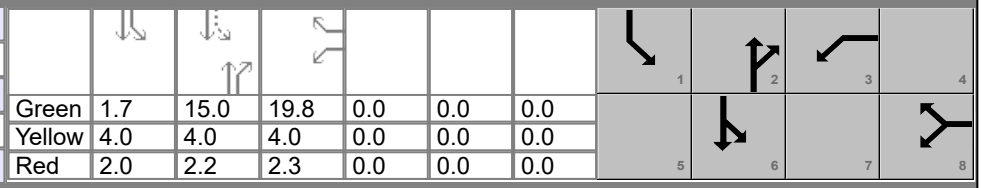
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	9/2/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street	Green River Parkway	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	NE Dixie Hwy and Gree…	File Name	Green River and Dixie AM.xus		
Project Description	AM Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				540		10		189	299	33	566	

Signal Information			
Cycle, s	54.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.7	15.0	19.8	0.0	0.0	0.0			
Yellow	4.0	4.0	4.0	0.0	0.0	0.0			
Red	2.0	2.2	2.3	0.0	0.0	0.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		7.3	1.0	4.0
Phase Duration, s				26.1		21.2	7.7	28.9
Change Period, (*Y+R c*), s				6.3		6.2	6.0	6.2
Max Allow Headway (*MAH*), s				3.1		3.1	3.1	3.1
Queue Clearance Time (*g s*), s				18.5		11.9	2.7	17.1
Green Extension Time (*g e*), s				1.2		2.4	0.0	2.4
Phase Call Probability				1.00		1.00	0.41	1.00
Max Out Probability				0.00		0.00	0.00	0.00

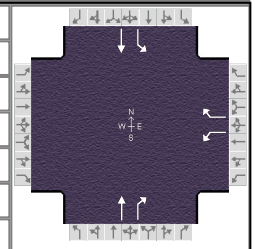
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				568		11		199	315	35	596	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1781		1585		1870	1585	1781	1870	
Queue Service Time (*g s*), s				16.5		0.2		4.8	9.9	0.7	15.1	
Cycle Queue Clearance Time (*g c*), s				16.5		0.2		4.8	9.9	0.7	15.1	
Green Ratio (*g/C*)				0.36		0.36		0.27	0.27	0.34	0.41	
Capacity (*c*), veh/h				642		571		511	433	406	771	
Volume-to-Capacity Ratio (*X*)				0.886		0.018		0.389	0.727	0.086	0.772	
Back of Queue (*Q*), ft/ln (95 th percentile)				249.7		3.2		82.5	148.3	11.4	229.9	
Back of Queue (*Q*), veh/ln (95 th percentile)				9.8		0.1		3.2	5.8	0.4	9.1	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay (*d 1*), s/veh				16.5		11.3		16.3	18.1	12.7	13.9	
Incremental Delay (*d 2*), s/veh				1.7		0.0		0.2	0.9	0.0	0.6	
Initial Queue Delay (*d 3*), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				18.2		11.3		16.4	19.0	12.7	14.6	
Level of Service (LOS)				B		B		B	B	B	B	
Approach Delay, s/veh / LOS	0.0			18.1		B	18.0		B	14.5		B
Intersection Delay, s/veh / LOS	16.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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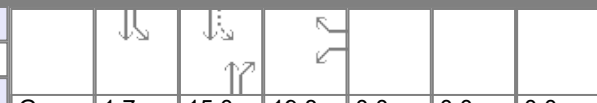
HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	9/2/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street	Green River Parkway	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	NE Dixie Hwy and Gree…	File Name	Green River and Dixie AM.xus		
Project Description	AM Existing				

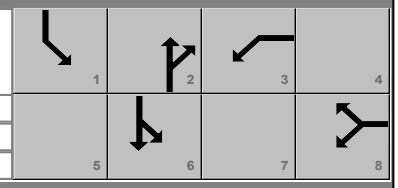


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				540		10		189	299	33	566	

Signal Information			
Cycle, s	54.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.7	15.0	19.8	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.2	2.3	0.0	0.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})				0.984	1.000	0.984	1.000	0.984	0.984	0.984	0.984	1.000
Parking Activity Adjustment Factor (f_p)	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})				0.952	0.000		1.000	1.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})					0.000	0.847		0.000	0.847		1.000	1.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})				1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})						1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h				1781	0	1585	0	1870	1585	1781	1870	0
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.00	0.36	0.00	0.36	0.00	0.27	0.27	0.03	0.41	0.00
Incremental Delay Factor (k)				0.04		0.04		0.04	0.04	0.04	0.04	

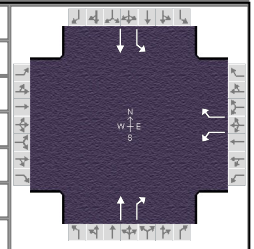
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)				6.3		6.2	6.0	6.2
Green Ratio (g/C)				0.36		0.27	0.34	0.41
Permitted Saturation Flow Rate (s_p), veh/h/ln				1781		835	1184	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						0		
Permitted Effective Green Time (g_p), s				0.0		0.0	17.0	0.0
Permitted Service Time (g_u), s				0.0		0.0	10.3	0.0
Permitted Queue Service Time (g_{ps}), s							0.2	
Time to First Blockage (g_f), s				0.0		15.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		
Protected Right Effective Green Time (g_R), s				0.0		0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								
Bicycle F_w / F_v								

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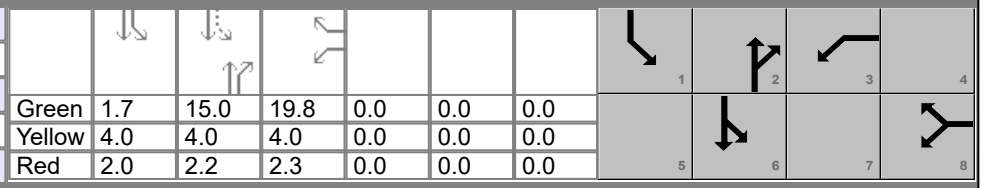
HCS7 Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	9/2/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street	Green River Parkway	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	NE Dixie Hwy and Gree…	File Name	Green River and Dixie AM.xus		
Project Description	AM Existing				



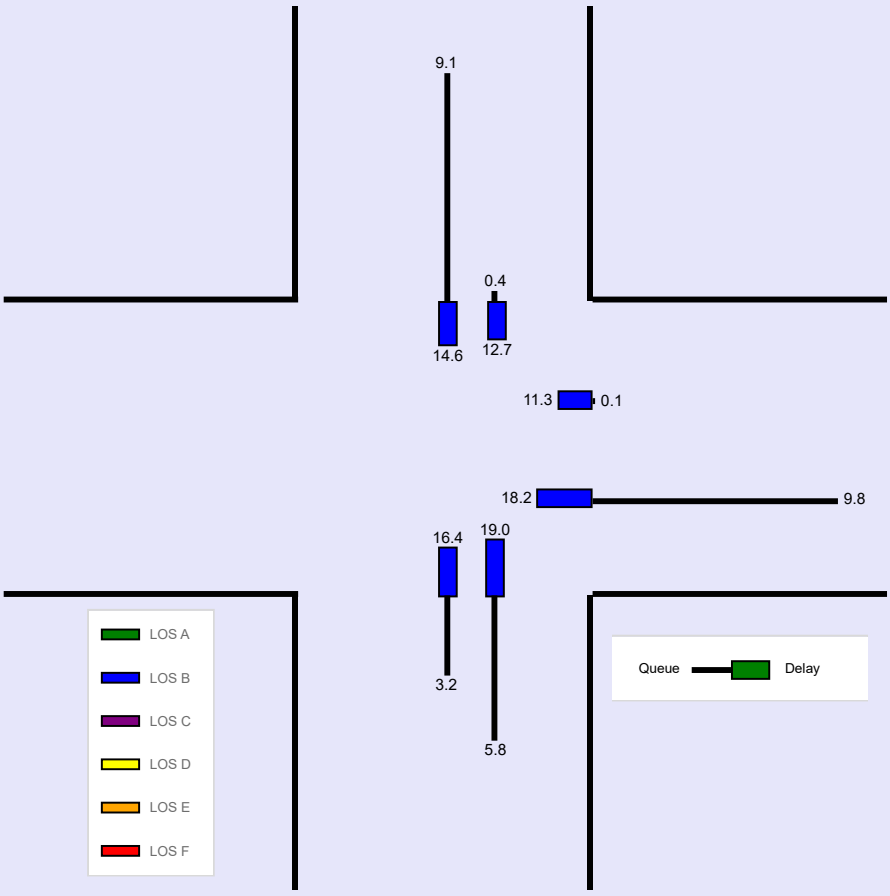
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				540		10		189	299	33	566	

Signal Information			
Cycle, s	54.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.7	15.0	19.8	0.0	0.0	0.0			
Yellow	4.0	4.0	4.0	0.0	0.0	0.0			
Red	2.0	2.2	2.3	0.0	0.0	0.0			

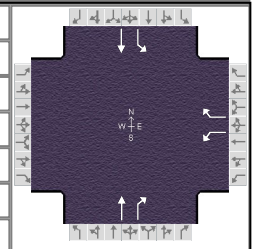
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)				249.7		3.2		82.5	148.3	11.4	229.9	
Back of Queue (*Q*), veh/ln (95 th percentile)				9.8		0.1		3.2	5.8	0.4	9.1	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Control Delay (*d*), s/veh				18.2		11.3		16.4	19.0	12.7	14.6	
Level of Service (LOS)				B		B		B	B	B	B	
Approach Delay, s/veh / LOS	0.0			18.1	B		18.0	B		14.5	B	
Intersection Delay, s/veh / LOS	16.7						B					



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HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	9/2/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street	Green River Parkway	Analysis Year	2030	Analysis Period	1> 7:00
Intersection	NE Dixie Hwy	File Name	Green River and Dixie AM.xus		
Project Description	AM Pre-Dev				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				599		11		210	332	37	628	

Signal Information			
Cycle, s	62.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.0	17.7	24.6	0.0	0.0	0.0	1	2	3	4		
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.2	2.3	0.0	0.0	0.0	5	6	7	8		

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				599		11		210	332	37	628	
Initial Queue (Q_b), veh/h				0		0		0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h				1900		1900		1900	1900	1900	1900	
Parking (N_m), man/h					None			None			None	
Heavy Vehicles (P_{HV}), %				2		2		2	2	2	2	
Ped / Bike / RTOR, /h	0	0		0	0		0	0	0	0	0	
Buses (N_b), buses/h				0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)				3		3		3	3	3	3	
Upstream Filtering (*I*)				1.00		1.00		1.00	1.00	1.00	1.00	
Lane Width (*W*), ft				12.0		12.0		12.0	12.0	12.0	12.0	
Turn Bay Length, ft				0		0		0	0	0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h				35		35		35	35	35	35	

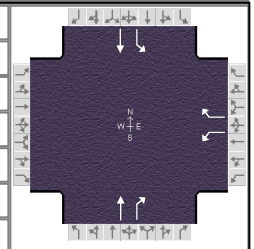
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s			45.0	45.0		55.0	15.0	55.0
Yellow Change Interval (*Y*), s			4.0	4.0		4.0	4.0	4.0
Red Clearance Interval (R_c), s			2.3	2.3		2.2	2.0	2.2
Minimum Green (G_{min}), s			7	7		15	4	15
Start-Up Lost Time (*l*t), s			2.0			2.0	2.0	2.0
Extension of Effective Green (*e*), s			2.0			2.0	2.0	2.0
Passage (*PT*), s			2.0	2.0		2.0	2.0	2.0
Recall Mode			Off	Min		Min	Off	Min
Dual Entry			No	Yes		Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25			
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0			
Street Width / Island / Curb		0		0	0	No	0	0	No	0		No
Width Outside / Bike Lane / Shoulder, ft				12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No			No		0.50	No		0.50			0.50

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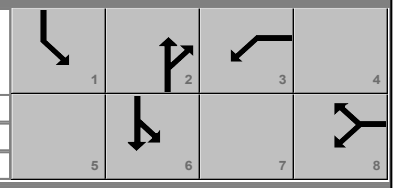
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	9/2/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street	Green River Parkway	Analysis Year	2030	Analysis Period	1> 7:00
Intersection	NE Dixie Hwy	File Name	Green River and Dixie AM.xus		
Project Description	AM Pre-Dev				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				599		11		210	332	37	628	

Signal Information			
Cycle, s	62.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.0	17.7	24.6	0.0	0.0	0.0		
Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
Red	2.0	2.2	2.3	0.0	0.0	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		7.3	1.0	4.0
Phase Duration, s				30.9		23.9	8.0	31.9
Change Period, ($Y+R_c$), s				6.3		6.2	6.0	6.2
Max Allow Headway (*MAH*), s				3.1		3.1	3.1	3.1
Queue Clearance Time (g_s), s				23.0		14.8	2.9	22.4
Green Extension Time (g_e), s				1.4		2.7	0.0	2.7
Phase Call Probability				1.00		1.00	0.50	1.00
Max Out Probability				0.00		0.00	0.00	0.00

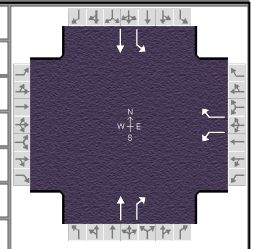
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				631		12		221	349	39	661	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1781		1585		1870	1585	1781	1870	
Queue Service Time (g_s), s				21.0		0.3		6.1	12.8	0.9	20.4	
Cycle Queue Clearance Time (g_c), s				21.0		0.3		6.1	12.8	0.9	20.4	
Green Ratio (*g/C*)				0.39		0.39		0.28	0.28	0.35	0.41	
Capacity (*c*), veh/h				700		623		528	448	391	765	
Volume-to-Capacity Ratio (*X*)				0.901		0.019		0.418	0.781	0.100	0.864	
Back of Queue (*Q*), ft/ln (95 th percentile)				311.9		4		110	198.7	15.4	310.7	
Back of Queue (*Q*), veh/ln (95 th percentile)				12.3		0.2		4.3	7.8	0.6	12.2	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh				18.0		11.7		18.5	20.9	14.3	17.1	
Incremental Delay (d_2), s/veh				1.8		0.0		0.2	1.1	0.0	1.2	
Initial Queue Delay (d_3), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				19.8		11.7		18.7	22.0	14.4	18.2	
Level of Service (LOS)				B		B		B	C	B	B	
Approach Delay, s/veh / LOS	0.0			19.7		B	20.7		C	18.0		B
Intersection Delay, s/veh / LOS	19.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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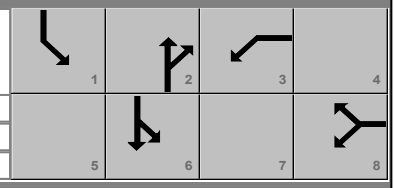
HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	9/2/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street	Green River Parkway	Analysis Year	2030	Analysis Period	1> 7:00
Intersection	NE Dixie Hwy	File Name	Green River and Dixie AM.xus		
Project Description	AM Pre-Dev				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				599		11		210	332	37	628	

Signal Information			
Cycle, s	62.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.0	17.7	24.6	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.2	2.3	0.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})				0.984	1.000	0.984	1.000	0.984	0.984	0.984	0.984	1.000
Parking Activity Adjustment Factor (f_p)	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})				0.952	0.000		1.000	1.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})					0.000	0.847		0.000	0.847		1.000	1.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})				1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})						1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h				1781	0	1585	0	1870	1585	1781	1870	0
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.00	0.39	0.00	0.39	0.00	0.28	0.28	0.03	0.41	0.00
Incremental Delay Factor (k)				0.04		0.04		0.04	0.04	0.04	0.04	

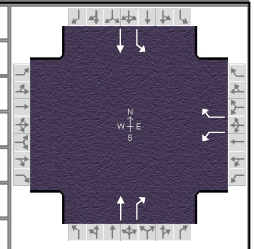
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)				6.3		6.2	6.0	6.2
Green Ratio (g/C)				0.39		0.28	0.35	0.41
Permitted Saturation Flow Rate (s_p), veh/h/ln				1781		786	1160	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						0		
Permitted Effective Green Time (g_p), s				0.0		0.0	19.9	0.0
Permitted Service Time (g_u), s				0.0		0.0	12.0	0.0
Permitted Queue Service Time (g_{ps}), s							0.3	
Time to First Blockage (g_f), s				0.0		17.9	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		
Protected Right Effective Green Time (g_R), s				0.0		0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								
Bicycle F_w / F_v								

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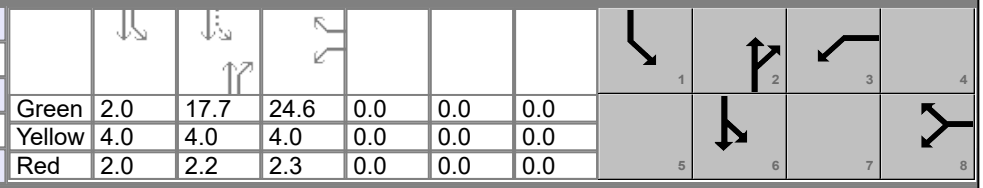
HCS7 Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	9/2/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street	Green River Parkway	Analysis Year	2030	Analysis Period	1> 7:00
Intersection	NE Dixie Hwy	File Name	Green River and Dixie AM.xus		
Project Description	AM Pre-Dev				



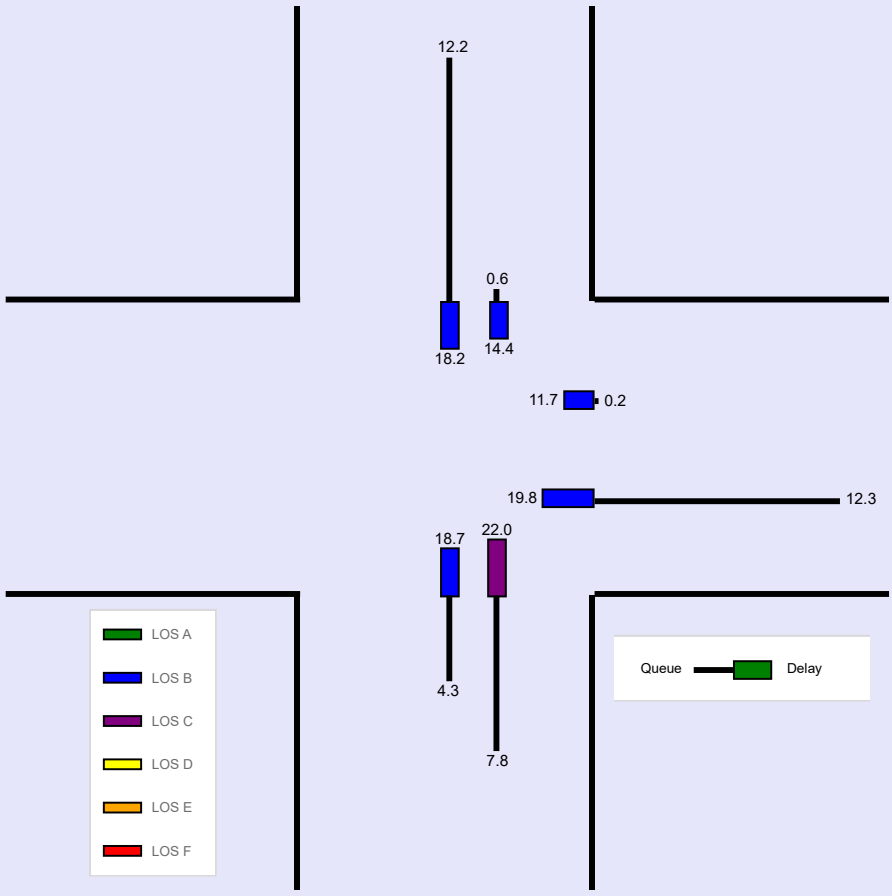
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				599		11		210	332	37	628	

Signal Information			
Cycle, s	62.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.0	17.7	24.6	0.0	0.0	0.0			
Yellow	4.0	4.0	4.0	0.0	0.0	0.0			
Red	2.0	2.2	2.3	0.0	0.0	0.0			

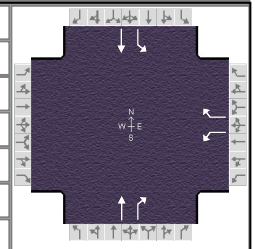
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)				311.9		4		110	198.7	15.4	310.7	
Back of Queue (*Q*), veh/ln (95 th percentile)				12.3		0.2		4.3	7.8	0.6	12.2	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Control Delay (*d*), s/veh				19.8		11.7		18.7	22.0	14.4	18.2	
Level of Service (LOS)				B		B		B	C	B	B	
Approach Delay, s/veh / LOS	0.0			19.7		B	20.7		C	18.0		B
Intersection Delay, s/veh / LOS	19.4						B					



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HCS7 Signalized Intersection Input Data

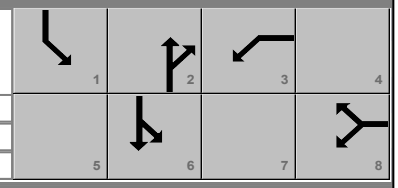
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	9/2/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street	Green River Parkway	Analysis Year	2030	Analysis Period	1> 7:00
Intersection	NE Dixie Hwy	File Name	Green River and Dixie AM.xus		
Project Description	AM Post				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				622		11		215	337	39	628	

Signal Information			
Cycle, s	65.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.1	18.6	26.6	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.2	2.3	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				622		11		215	337	39	628	
Initial Queue (Q_b), veh/h				0		0		0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h				1900		1900		1900	1900	1900	1900	
Parking (N_m), man/h					None			None			None	
Heavy Vehicles (P_{HV}), %				2		2		2	2	2	2	
Ped / Bike / RTOR, /h	0	0		0	0		0	0	0	0	0	
Buses (N_b), buses/h				0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)				3		3		3	3	3	3	
Upstream Filtering (*I*)				1.00		1.00		1.00	1.00	1.00	1.00	
Lane Width (*W*), ft				12.0		12.0		12.0	12.0	12.0	12.0	
Turn Bay Length, ft				0		0		0	0	0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h				35		35		35	35	35	35	

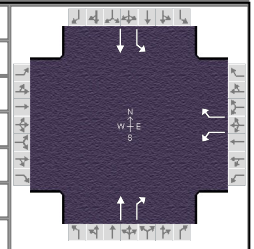
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s			45.0	45.0		55.0	15.0	55.0
Yellow Change Interval (*Y*), s			4.0	4.0		4.0	4.0	4.0
Red Clearance Interval (R_c), s			2.3	2.3		2.2	2.0	2.2
Minimum Green (G_{min}), s			7	7		15	4	15
Start-Up Lost Time (*l*t), s			2.0			2.0	2.0	2.0
Extension of Effective Green (*e*), s			2.0			2.0	2.0	2.0
Passage (*PT*), s			2.0	2.0		2.0	2.0	2.0
Recall Mode			Off	Off		Min	Off	Min
Dual Entry			No	Yes		Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25			
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0			
Street Width / Island / Curb		0		0	0	No	0	0	No	0		No
Width Outside / Bike Lane / Shoulder, ft				12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No			No		0.50	No		0.50			0.50

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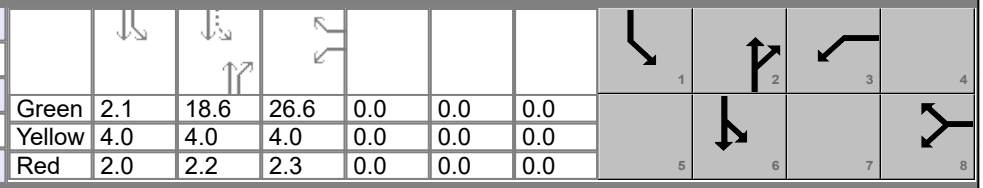
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	9/2/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street	Green River Parkway	Analysis Year	2030	Analysis Period	1> 7:00
Intersection	NE Dixie Hwy	File Name	Green River and Dixie AM.xus		
Project Description	AM Post				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				622		11		215	337	39	628	

Signal Information			
Cycle, s	65.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.1	18.6	26.6	0.0	0.0	0.0		
Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
Red	2.0	2.2	2.3	0.0	0.0	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		7.3	1.0	4.0
Phase Duration, s				32.9		24.8	8.1	32.9
Change Period, ($Y+R_c$), s				6.3		6.2	6.0	6.2
Max Allow Headway (*MAH*), s				3.1		3.1	3.1	3.1
Queue Clearance Time (g_s), s				24.9		15.7	3.0	23.5
Green Extension Time (g_e), s				1.4		2.7	0.0	2.7
Phase Call Probability				1.00		1.00	0.53	1.00
Max Out Probability				0.00		0.00	0.00	0.00

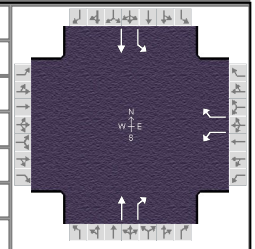
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				655		12		226	355	41	661	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1781		1585		1870	1585	1781	1870	
Queue Service Time (g_s), s				22.9		0.3		6.5	13.7	1.0	21.5	
Cycle Queue Clearance Time (g_c), s				22.9		0.3		6.5	13.7	1.0	21.5	
Green Ratio (*g/C*)				0.40		0.40		0.28	0.28	0.35	0.41	
Capacity (*c*), veh/h				721		642		530	449	384	760	
Volume-to-Capacity Ratio (*X*)				0.908		0.018		0.427	0.790	0.107	0.870	
Back of Queue (*Q*), ft/ln (95 th percentile)				348.3		4.2		120.4	211.5	17.3	329.8	
Back of Queue (*Q*), veh/ln (95 th percentile)				13.7		0.2		4.7	8.3	0.7	13.0	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh				18.6		11.8		19.4	21.9	15.0	18.1	
Incremental Delay (d_2), s/veh				3.5		0.0		0.2	1.2	0.0	1.2	
Initial Queue Delay (d_3), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				22.1		11.8		19.6	23.1	15.1	19.3	
Level of Service (LOS)				C		B		B	C	B	B	
Approach Delay, s/veh / LOS	0.0			21.9		C	21.7		C	19.1		B
Intersection Delay, s/veh / LOS	20.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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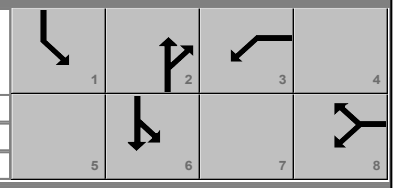
HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	9/2/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street	Green River Parkway	Analysis Year	2030	Analysis Period	1> 7:00
Intersection	NE Dixie Hwy	File Name	Green River and Dixie AM.xus		
Project Description	AM Post				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				622		11		215	337	39	628	

Signal Information			
Cycle, s	65.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.1	18.6	26.6	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.2	2.3	0.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})				0.984	1.000	0.984	1.000	0.984	0.984	0.984	0.984	1.000
Parking Activity Adjustment Factor (f_p)	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})				0.952	0.000		1.000	1.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})					0.000	0.847		0.000	0.847		1.000	1.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})				1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})						1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h				1781	0	1585	0	1870	1585	1781	1870	0
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.00	0.40	0.00	0.40	0.00	0.28	0.28	0.03	0.41	0.00
Incremental Delay Factor (k)				0.08		0.04		0.04	0.04	0.04	0.04	

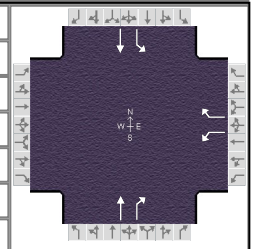
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)				6.3		6.2	6.0	6.2
Green Ratio (g/C)				0.40		0.28	0.35	0.41
Permitted Saturation Flow Rate (s_p), veh/h/ln				1781		786	1154	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						0		
Permitted Effective Green Time (g_p), s				0.0		0.0	20.8	0.0
Permitted Service Time (g_u), s				0.0		0.0	12.5	0.0
Permitted Queue Service Time (g_{ps}), s							0.3	
Time to First Blockage (g_f), s				0.0		18.8	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		
Protected Right Effective Green Time (g_R), s				0.0		0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								
Bicycle F_w / F_v								

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HCS7 Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	9/2/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.95
Urban Street	Green River Parkway	Analysis Year	2030	Analysis Period	1> 7:00
Intersection	NE Dixie Hwy	File Name	Green River and Dixie AM.xus		
Project Description	AM Post				

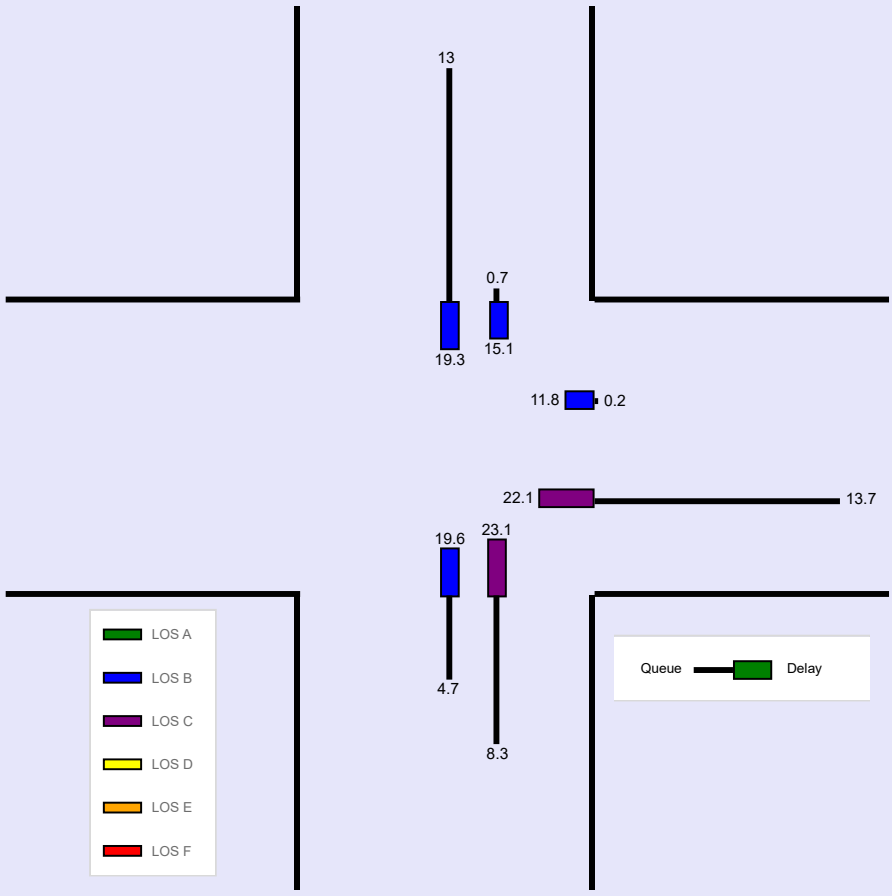


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				622		11		215	337	39	628	

Signal Information			
Cycle, s	65.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	2.1	18.6	26.6	0.0	0.0	0.0	5	6	7	8
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	2.0	2.2	2.3	0.0	0.0	0.0				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)				348.3		4.2		120.4	211.5	17.3	329.8	
Back of Queue (*Q*), veh/ln (95 th percentile)				13.7		0.2		4.7	8.3	0.7	13.0	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Control Delay (*d*), s/veh				22.1		11.8		19.6	23.1	15.1	19.3	
Level of Service (LOS)				C		B		B	C	B	B	
Approach Delay, s/veh / LOS	0.0			21.9		C	21.7		C	19.1		B
Intersection Delay, s/veh / LOS	20.8						C					



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Avonlea 10-11-13-14-15

PM PEAK HOUR TURNING MOVEMENTS

EXHIBIT 10

Dixie Highway & Green River Parkway

		ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
4:00 PM	4:15 PM	0	0	0	69	1	10	0	108	91	3	43	0
4:15 PM	4:30 PM	0	0	0	66	0	7	0	113	91	4	49	0
4:30 PM	4:45 PM	0	0	0	57	0	7	0	111	72	2	60	0
4:45 PM	5:00 PM	0	0	0	70	0	14	0	115	96	6	59	0
5:00 PM	5:15 PM	0	0	0	83	0	13	0	131	78	7	72	0
5:15 PM	5:30 PM	0	0	0	61	0	2	0	150	131	5	50	0
5:30 PM	5:45 PM	0	0	0	59	0	2	0	95	84	5	55	0
5:45 PM	6:00 PM	0	0	0	73	0	4	0	74	75	3	54	0
6:00 PM	6:15 PM												
6:15 PM	6:30 PM												
6:30 PM	6:45 PM												
6:45 PM	7:00 PM												
		0	0	0	538	1	59	0	897	718	35	442	0



Peak Hour Traffic Volume

4:30 PM	5:30 PM	0	0	0	271	0	36	0	507	377	20	241	0

Count Taken: 6/29/2023 PHF 0.91

Buildout year: 2030

Growth Rate: 1.3%

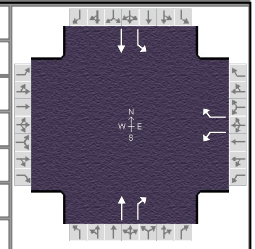
PSCF 1.22

	ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
6/28/2023	0	0	0	271	0	36	0	507	377	20	241	0
Peak Season Factor	0	0	0	60	0	8	0	112	83	4	53	0
Adjusted Volumes	0	0	0	331	0	44	0	619	460	24	294	0
	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth 1.3%	0	0	0	36	0	5	0	67	50	3	32	0
2030 Volumes	**0**	**0**	**0**	**367**	**0**	**49**	**0**	**686**	**510**	**27**	**326**	**0**
Pre Dev	0	0	0	367	0	49	0	686	510	27	326	0
Project Traffic	0	0	0	22	0	0	0	13	15	12	0	0
Post Dev	**0**	**0**	**0**	**389**	**0**	**49**	**0**	**699**	**525**	**39**	**326**	**0**

Project Traffic Assignment		In		Out	Out	Out			In	In		
	0%	4%	0%	7%	4%	10%	0%	0%	7%	10%	0%	0%
Existing	0	0	0	331	0	44	0	619	460	24	294	0
Pre-Development	0	0	0	367	0	49	0	686	510	27	326	0
Post-Development	0	0	0	389	0	49	0	699	525	39	326	0

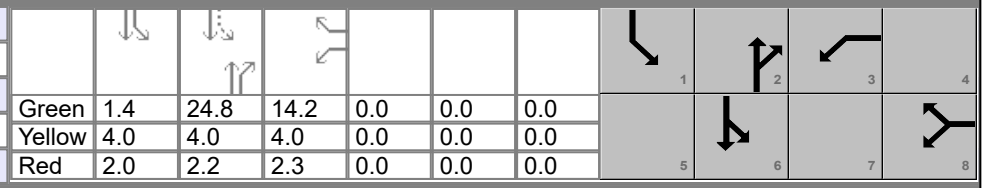
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst	MEP	Analysis Date	9/2/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Green River Parkway	Analysis Year	2024	Analysis Period	1> 16:00
Intersection	NE Dixie Hwy and Gree…	File Name	Green River and Dixie PM.xus		
Project Description	PM Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				331		44		619	460	24	294	

Signal Information			
Cycle, s	58.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.4	24.8	14.2	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.2	2.3	0.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				331		44		619	460	24	294	
Initial Queue (Q_b), veh/h				0		0		0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h				1900		1900		1900	1900	1900	1900	
Parking (N_m), man/h					None			None			None	
Heavy Vehicles (P_{HV}), %				2		2		2	2	2	2	
Ped / Bike / RTOR, /h	0	0		0	0		0	0	0	0	0	
Buses (N_b), buses/h				0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)				3		3		3	3	3	3	
Upstream Filtering (*I*)				1.00		1.00		1.00	1.00	1.00	1.00	
Lane Width (*W*), ft				12.0		12.0		12.0	12.0	12.0	12.0	
Turn Bay Length, ft				0		0		0	0	0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h				35		35		35	35	35	35	

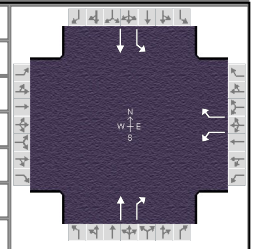
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s			45.0	45.0		55.0	15.0	55.0
Yellow Change Interval (*Y*), s			4.0	4.0		4.0	4.0	4.0
Red Clearance Interval (R_c), s			2.3	2.3		2.2	2.0	2.2
Minimum Green (G_{min}), s			7	7		15	4	15
Start-Up Lost Time (*l*t), s			2.0			2.0	2.0	2.0
Extension of Effective Green (*e*), s			2.0			2.0	2.0	2.0
Passage (*PT*), s			2.0	2.0		2.0	2.0	2.0
Recall Mode			Off	Off		Min	Off	Min
Dual Entry			No	Yes		Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25			
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0			
Street Width / Island / Curb		0		0	0	No	0	0	No	0		No
Width Outside / Bike Lane / Shoulder, ft				12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No			No		0.50	No		0.50			0.50

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HCS7 Signalized Intersection Results Summary

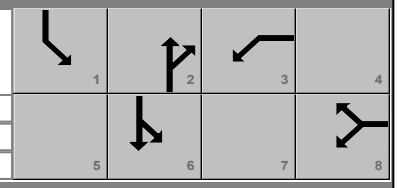
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst	MEP	Analysis Date	9/2/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Green River Parkway	Analysis Year	2024	Analysis Period	1> 16:00
Intersection	NE Dixie Hwy and Gree…	File Name	Green River and Dixie PM.xus		
Project Description	PM Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				331		44		619	460	24	294	

Signal Information			
Cycle, s	58.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.4	24.8	14.2	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.2	2.3	0.0	0.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		7.3	1.0	4.0
Phase Duration, s				20.5		31.0	7.4	38.4
Change Period, ($Y+R_c$), s				6.3		6.2	6.0	6.2
Max Allow Headway (*MAH*), s				3.1		3.1	3.1	3.1
Queue Clearance Time (g_s), s				13.3		21.2	2.5	7.5
Green Extension Time (g_e), s				0.8		3.5	0.0	3.5
Phase Call Probability				1.00		1.00	0.35	1.00
Max Out Probability				0.00		0.00	0.00	0.00

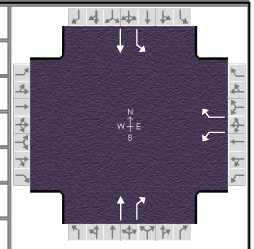
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				360		48		673	500	26	320	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1781		1585		1870	1585	1781	1870	
Queue Service Time (g_s), s				11.3		1.4		19.2	15.8	0.5	5.5	
Cycle Queue Clearance Time (g_c), s				11.3		1.4		19.2	15.8	0.5	5.5	
Green Ratio (*g/C*)				0.24		0.24		0.42	0.42	0.48	0.55	
Capacity (*c*), veh/h				430		383		788	668	239	1023	
Volume-to-Capacity Ratio (*X*)				0.836		0.125		0.853	0.748	0.109	0.312	
Back of Queue (*Q*), ft/ln (95 th percentile)				199.8		21.3		286	212.1	6.7	77.1	
Back of Queue (*Q*), veh/ln (95 th percentile)				7.9		0.8		11.3	8.4	0.3	3.0	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh				21.3		17.5		15.4	14.4	12.1	7.3	
Incremental Delay (d_2), s/veh				1.7		0.1		1.0	0.6	0.1	0.1	
Initial Queue Delay (d_3), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				23.0		17.6		16.5	15.1	12.1	7.4	
Level of Service (LOS)				C		B		B	B	B	A	
Approach Delay, s/veh / LOS	0.0			22.3		C	15.9		B	7.7		A
Intersection Delay, s/veh / LOS	15.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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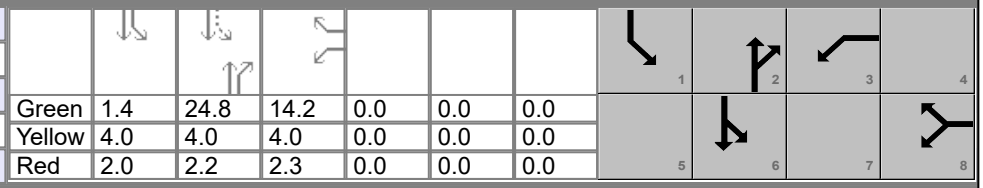
HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst	MEP	Analysis Date	9/2/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Green River Parkway	Analysis Year	2024	Analysis Period	1> 16:00
Intersection	NE Dixie Hwy and Gree…	File Name	Green River and Dixie PM.xus		
Project Description	PM Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				331		44		619	460	24	294	

Signal Information			
Cycle, s	58.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.4	24.8	14.2	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.2	2.3	0.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})				0.984	1.000	0.984	1.000	0.984	0.984	0.984	0.984	1.000
Parking Activity Adjustment Factor (f_p)	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})				0.952	0.000		1.000	1.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})					0.000	0.847		0.000	0.847		1.000	1.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})				1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})						1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h				1781	0	1585	0	1870	1585	1781	1870	0
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.00	0.24	0.00	0.24	0.00	0.42	0.42	0.02	0.55	0.00
Incremental Delay Factor (k)				0.04		0.04		0.04	0.04	0.04	0.04	

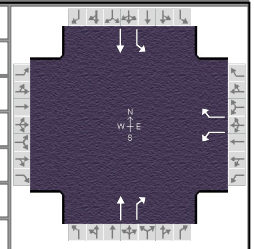
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)				6.3		6.2	6.0	6.2
Green Ratio (g/C)				0.24		0.42	0.48	0.55
Permitted Saturation Flow Rate (s_p), veh/h/ln				1781		1077	765	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						0		
Permitted Effective Green Time (g_p), s				0.0		0.0	26.9	0.0
Permitted Service Time (g_u), s				0.0		0.0	5.7	0.0
Permitted Queue Service Time (g_{ps}), s							0.7	
Time to First Blockage (g_f), s				0.0		24.9	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		
Protected Right Effective Green Time (g_R), s				0.0		0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								
Bicycle F_w / F_v								

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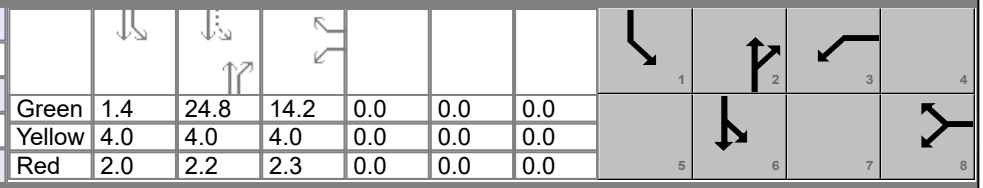
HCS7 Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst	MEP	Analysis Date	9/2/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Green River Parkway	Analysis Year	2024	Analysis Period	1> 16:00
Intersection	NE Dixie Hwy and Gree…	File Name	Green River and Dixie PM.xus		
Project Description	PM Existing				



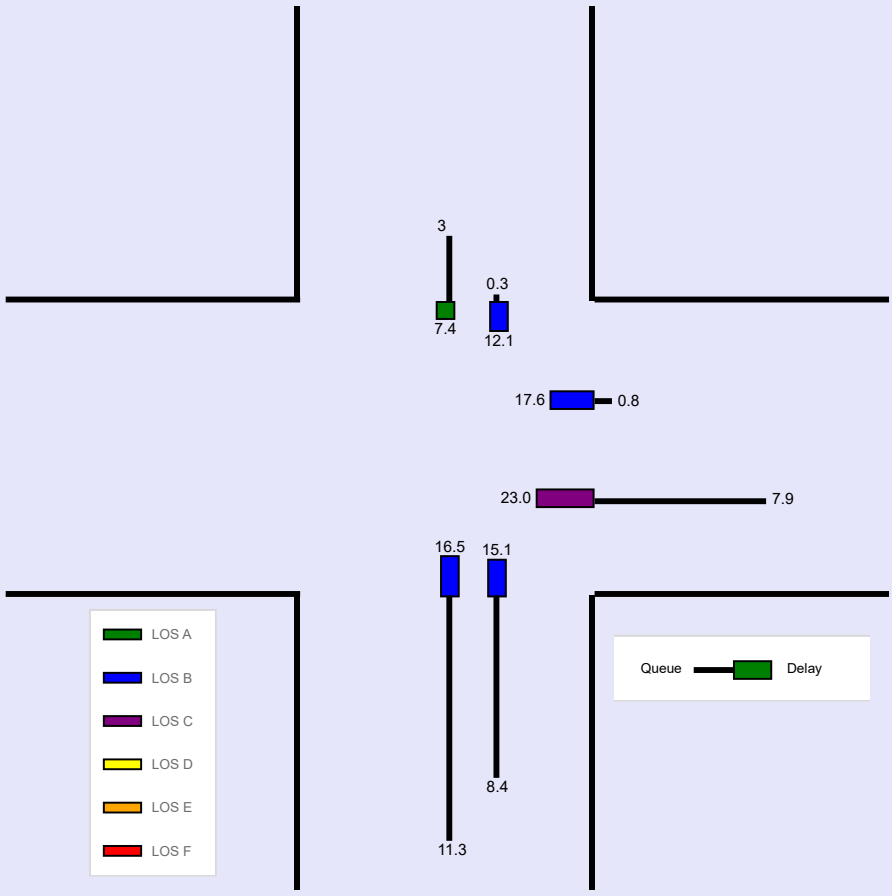
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				331		44		619	460	24	294	

Signal Information			
Cycle, s	58.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.4	24.8	14.2	0.0	0.0	0.0			
Yellow	4.0	4.0	4.0	0.0	0.0	0.0			
Red	2.0	2.2	2.3	0.0	0.0	0.0			

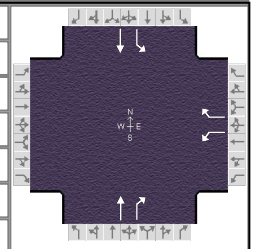
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)				199.8		21.3		286	212.1	6.7	77.1	
Back of Queue (*Q*), veh/ln (95 th percentile)				7.9		0.8		11.3	8.4	0.3	3.0	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Control Delay (*d*), s/veh				23.0		17.6		16.5	15.1	12.1	7.4	
Level of Service (LOS)				C		B		B	B	B	A	
Approach Delay, s/veh / LOS	0.0			22.3		C	15.9		B	7.7		A
Intersection Delay, s/veh / LOS	15.8						B					



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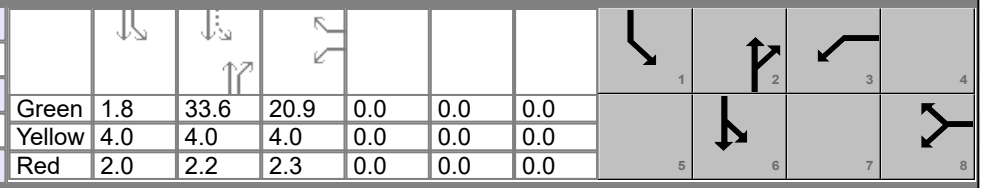
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst	MEP	Analysis Date	9/2/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Green River Parkway	Analysis Year	2030	Analysis Period	1> 16:00
Intersection	NE Dixie Hwy	File Name	Green River and Dixie PM.xus		
Project Description	PM Pre-Dev				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				367		49		686	510	27	326	

Signal Information			
Cycle, s	74.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	1.8	33.6		20.9	0.0	0.0	0.0					
Yellow	4.0	4.0		4.0	0.0	0.0	0.0					
Red	2.0	2.2		2.3	0.0	0.0	0.0					

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				367		49		686	510	27	326	
Initial Queue (Q_b), veh/h				0		0		0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h				1900		1900		1900	1900	1900	1900	
Parking (N_m), man/h				0	L + R	0		None			None	
Heavy Vehicles (P_{HV}), %				2		2		2	2	2	2	
Ped / Bike / RTOR, /h	0	0		0	0		0	0	0	0	0	
Buses (N_b), buses/h				0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)				3		3		3	3	3	3	
Upstream Filtering (*I*)				1.00		1.00		1.00	1.00	1.00	1.00	
Lane Width (*W*), ft				12.0		12.0		12.0	12.0	12.0	12.0	
Turn Bay Length, ft				0		0		0	0	0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h				35		35		35	35	35	35	

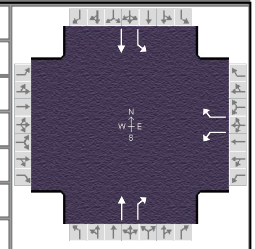
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s			45.0	45.0		55.0	15.0	55.0
Yellow Change Interval (*Y*), s			4.0	4.0		4.0	4.0	4.0
Red Clearance Interval (R_c), s			2.3	2.3		2.2	2.0	2.2
Minimum Green (G_{min}), s			7	7		15	4	15
Start-Up Lost Time (*l*t), s			2.0			2.0	2.0	2.0
Extension of Effective Green (*e*), s			2.0			2.0	2.0	2.0
Passage (*PT*), s			2.0	2.0		2.0	2.0	2.0
Recall Mode			Off	Off		Min	Off	Min
Dual Entry			No	Yes		Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25			
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0			
Street Width / Island / Curb		0		0	0	No	0	0	No	0		No
Width Outside / Bike Lane / Shoulder, ft				12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No			No		0.50	No		0.50			0.50

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HCS7 Signalized Intersection Results Summary

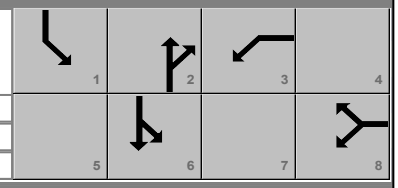
General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst	MEP	Analysis Date	9/2/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Green River Parkway	Analysis Year	2030	Analysis Period	1> 16:00
Intersection	NE Dixie Hwy	File Name	Green River and Dixie PM.xus		
Project Description	PM Pre-Dev				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				367		49		686	510	27	326	

Signal Information			
Cycle, s	74.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.8	33.6	20.9	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	2.0	2.2	2.3	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		7.3	1.0	4.0
Phase Duration, s				27.2		39.8	7.8	47.7
Change Period, ($Y+R_c$), s				6.3		6.2	6.0	6.2
Max Allow Headway (*MAH*), s				3.1		3.1	3.1	3.1
Queue Clearance Time (g_s), s				19.9		29.5	2.6	9.8
Green Extension Time (g_e), s				0.9		4.0	0.0	4.1
Phase Call Probability				1.00		1.00	0.46	1.00
Max Out Probability				0.00		0.02	0.00	0.00

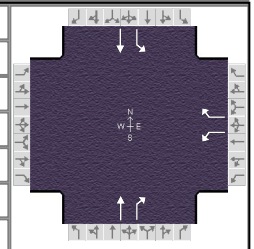
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				399		53		746	554	29	354	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1603		1427		1870	1585	1781	1870	
Queue Service Time (g_s), s				17.9		2.1		27.5	22.3	0.6	7.8	
Cycle Queue Clearance Time (g_c), s				17.9		2.1		27.5	22.3	0.6	7.8	
Green Ratio (*g/C*)				0.28		0.28		0.45	0.45	0.50	0.55	
Capacity (*c*), veh/h				449		400		840	712	200	1036	
Volume-to-Capacity Ratio (*X*)				0.889		0.133		0.887	0.778	0.147	0.342	
Back of Queue (*Q*), ft/ln (95 th percentile)				276.1		30.4		418.5	297.6	10.3	125.2	
Back of Queue (*Q*), veh/ln (95 th percentile)				10.9		1.2		16.5	11.7	0.4	4.9	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh				26.0		20.3		19.0	17.5	15.6	9.2	
Incremental Delay (d_2), s/veh				2.4		0.1		2.6	0.7	0.1	0.1	
Initial Queue Delay (d_3), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				28.4		20.3		21.6	18.2	15.7	9.3	
Level of Service (LOS)				C		C		C	B	B	A	
Approach Delay, s/veh / LOS	0.0			27.4		C	20.2		C	9.8		A
Intersection Delay, s/veh / LOS	19.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst	MEP	Analysis Date	9/2/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Green River Parkway	Analysis Year	2030	Analysis Period	1> 16:00
Intersection	NE Dixie Hwy	File Name	Green River and Dixie PM.xus		
Project Description	PM Pre-Dev				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				367		49		686	510	27	326	

Signal Information												
Cycle, s	74.9	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	1.8	33.6	20.9	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
				Red	2.0	2.2	2.3	0.0	0.0	0.0		

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})				0.984	1.000	0.984	1.000	0.984	0.984	0.984	0.984	1.000
Parking Activity Adjustment Factor (f_p)	0.000	0.000	0.000	0.900	1.000	0.900	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})				0.952	0.000		1.000	1.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})					0.000	0.847		0.000	0.847		1.000	1.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})				1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})						1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h				1603	0	1427	0	1870	1585	1781	1870	0
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.00	0.28	0.00	0.28	0.00	0.45	0.45	0.02	0.55	0.00
Incremental Delay Factor (k)				0.04		0.04		0.08	0.04	0.04	0.04	

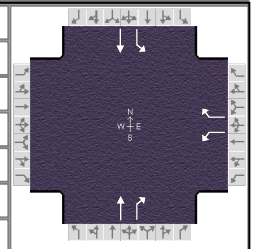
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)				6.3		6.2	6.0	6.2
Green Ratio (g/C)				0.28		0.45	0.50	0.55
Permitted Saturation Flow Rate (s_p), veh/h/ln				1603		1043	715	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						0		
Permitted Effective Green Time (g_p), s				0.0		0.0	35.8	0.0
Permitted Service Time (g_u), s				0.0		0.0	6.3	0.0
Permitted Queue Service Time (g_{ps}), s							1.3	
Time to First Blockage (g_f), s				0.0		33.8	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		
Protected Right Effective Green Time (g_R), s				0.0		0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								
Bicycle F_w / F_v								

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HCS7 Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst	MEP	Analysis Date	9/2/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Green River Parkway	Analysis Year	2030	Analysis Period	1> 16:00
Intersection	NE Dixie Hwy	File Name	Green River and Dixie PM.xus		
Project Description	PM Pre-Dev				

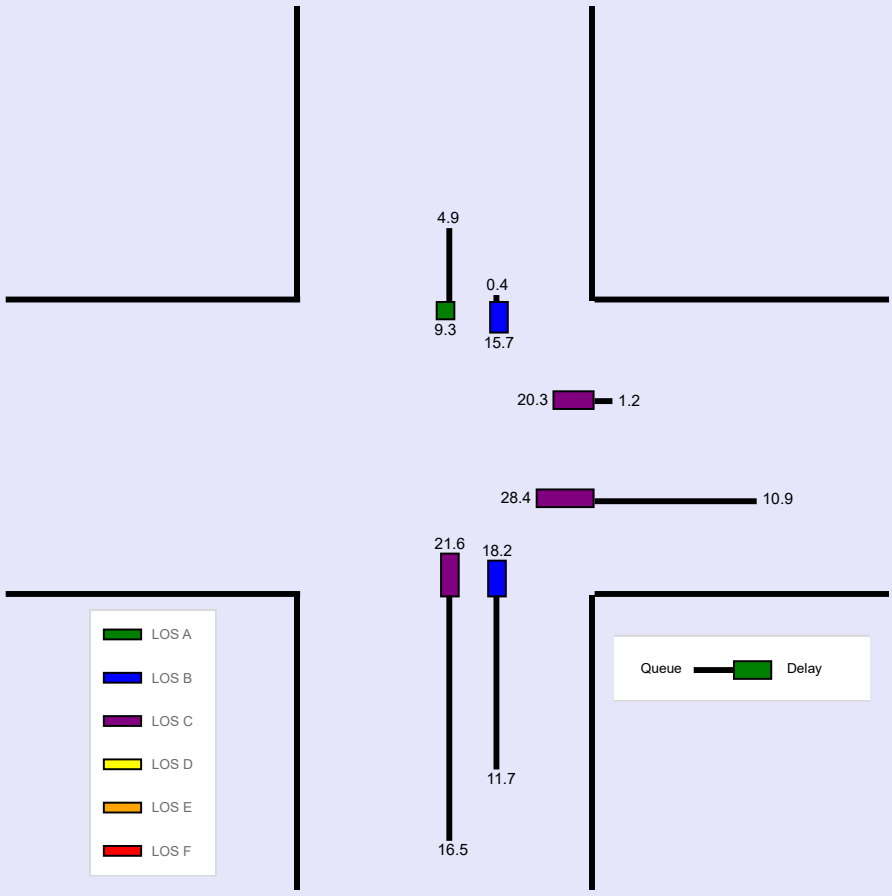


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				367		49		686	510	27	326	

Signal Information			
Cycle, s	74.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
							5	6	7	8
Green	1.8	33.6	20.9	0.0	0.0	0.0				
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	2.0	2.2	2.3	0.0	0.0	0.0				

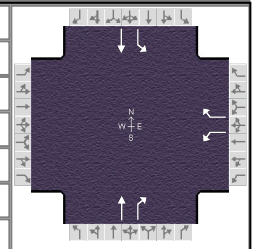
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)				276.1		30.4		418.5	297.6	10.3	125.2	
Back of Queue (*Q*), veh/ln (95 th percentile)				10.9		1.2		16.5	11.7	0.4	4.9	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Control Delay (*d*), s/veh				28.4		20.3		21.6	18.2	15.7	9.3	
Level of Service (LOS)				C		C		C	B	B	A	
Approach Delay, s/veh / LOS	0.0			27.4		C	20.2		C	9.8		A
Intersection Delay, s/veh / LOS	19.8						B					



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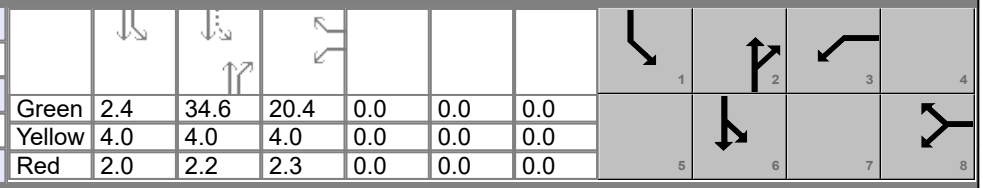
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	9/2/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Green River Parkway	Analysis Year	2030	Analysis Period	1> 16:00
Intersection	NE Dixie Hwy	File Name	Green River and Dixie PM.xus		
Project Description	PM Post				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				389		49		699	525	39	326	

Signal Information			
Cycle, s	75.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.4	34.6	20.4	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.2	2.3	0.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				389		49		699	525	39	326	
Initial Queue (Q_b), veh/h				0		0		0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h				1900		1900		1900	1900	1900	1900	
Parking (N_m), man/h					None			None			None	
Heavy Vehicles (P_{HV}), %				2		2		2	2	2	2	
Ped / Bike / RTOR, /h	0	0		0	0		0	0	0	0	0	
Buses (N_b), buses/h				0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)				3		3		3	3	3	3	
Upstream Filtering (*I*)				1.00		1.00		1.00	1.00	1.00	1.00	
Lane Width (*W*), ft				12.0		12.0		12.0	12.0	12.0	12.0	
Turn Bay Length, ft				0		0		0	0	0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h				35		35		35	35	35	35	

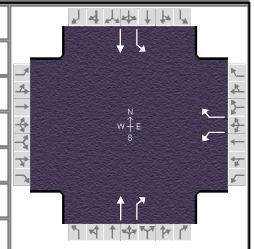
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s			45.0	45.0		55.0	15.0	55.0
Yellow Change Interval (*Y*), s			4.0	4.0		4.0	4.0	4.0
Red Clearance Interval (R_c), s			2.3	2.3		2.2	2.0	2.2
Minimum Green (G_{min}), s			7	7		15	4	15
Start-Up Lost Time (*l*t), s			2.0			2.0	2.0	2.0
Extension of Effective Green (*e*), s			2.0			2.0	2.0	2.0
Passage (*PT*), s			2.0	2.0		2.0	2.0	2.0
Recall Mode			Off	Off		Min	Off	Min
Dual Entry			No	Yes		Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25			
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0			
Street Width / Island / Curb		0		0	0	No	0	0	No	0		No
Width Outside / Bike Lane / Shoulder, ft				12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No			No		0.50	No		0.50			0.50

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HCS7 Signalized Intersection Results Summary

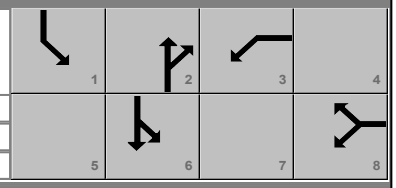
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	9/2/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Green River Parkway	Analysis Year	2030	Analysis Period	1> 16:00
Intersection	NE Dixie Hwy	File Name	Green River and Dixie PM.xus		
Project Description	PM Post				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				389		49		699	525	39	326	

Signal Information			
Cycle, s	75.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.4	34.6	20.4	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	2.0	2.2	2.3	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		7.3	1.0	4.0
Phase Duration, s				26.7		40.8	8.4	49.1
Change Period, ($Y+R_c$), s				6.3		6.2	6.0	6.2
Max Allow Headway (*MAH*), s				3.1		3.1	3.1	3.1
Queue Clearance Time (g_s), s				19.3		30.3	2.9	9.7
Green Extension Time (g_e), s				0.9		4.1	0.0	4.2
Phase Call Probability				1.00		1.00	0.59	1.00
Max Out Probability				0.00		0.03	0.00	0.00

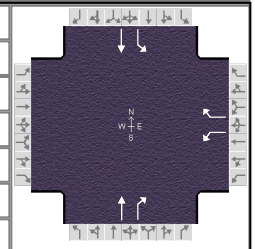
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				423		53		760	571	42	354	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1781		1585		1870	1585	1781	1870	
Queue Service Time (g_s), s				17.3		1.9		28.3	23.3	0.9	7.7	
Cycle Queue Clearance Time (g_c), s				17.3		1.9		28.3	23.3	0.9	7.7	
Green Ratio (*g/C*)				0.27		0.27		0.46	0.46	0.52	0.57	
Capacity (*c*), veh/h				479		426		854	723	210	1060	
Volume-to-Capacity Ratio (*X*)				0.882		0.125		0.890	0.789	0.202	0.334	
Back of Queue (*Q*), ft/ln (95 th percentile)				292.5		31.3		432.1	308.2	14.6	121.5	
Back of Queue (*Q*), veh/ln (95 th percentile)				11.5		1.2		17.0	12.1	0.6	4.8	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh				26.7		21.0		18.9	17.6	15.6	8.8	
Incremental Delay (d_2), s/veh				2.2		0.0		3.1	0.7	0.2	0.1	
Initial Queue Delay (d_3), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				28.8		21.1		22.1	18.3	15.8	8.9	
Level of Service (LOS)				C		C		C	B	B	A	
Approach Delay, s/veh / LOS	0.0			28.0		C	20.4		C	9.6		A
Intersection Delay, s/veh / LOS	20.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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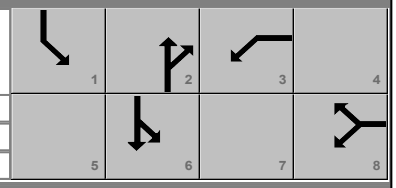
HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	9/2/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Green River Parkway	Analysis Year	2030	Analysis Period	1> 16:00
Intersection	NE Dixie Hwy	File Name	Green River and Dixie PM.xus		
Project Description	PM Post				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				389		49		699	525	39	326	

Signal Information			
Cycle, s	75.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.4	34.6	20.4	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	2.0	2.2	2.3	0.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})				0.984	1.000	0.984	1.000	0.984	0.984	0.984	0.984	1.000
Parking Activity Adjustment Factor (f_p)	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})				0.952	0.000		1.000	1.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})					0.000	0.847		0.000	0.847		1.000	1.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})				1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})						1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})				1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h				1781	0	1585	0	1870	1585	1781	1870	0
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.00	0.27	0.00	0.27	0.00	0.46	0.46	0.03	0.57	0.00
Incremental Delay Factor (k)				0.04		0.04		0.10	0.04	0.04	0.04	

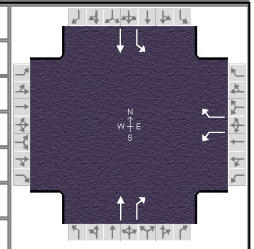
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)				6.3		6.2	6.0	6.2
Green Ratio (g/C)				0.27		0.46	0.52	0.57
Permitted Saturation Flow Rate (s_p), veh/h/ln				1781		1043	706	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						0		
Permitted Effective Green Time (g_p), s				0.0		0.0	36.7	0.0
Permitted Service Time (g_u), s				0.0		0.0	6.4	0.0
Permitted Queue Service Time (g_{ps}), s							1.9	
Time to First Blockage (g_f), s				0.0		34.7	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		
Protected Right Effective Green Time (g_R), s				0.0		0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								
Bicycle F_w / F_v								

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HCS7 Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	9/2/2023	Area Type	Other
Jurisdiction		Time Period		PHF	0.92
Urban Street	Green River Parkway	Analysis Year	2030	Analysis Period	1> 16:00
Intersection	NE Dixie Hwy	File Name	Green River and Dixie PM.xus		
Project Description	PM Post				

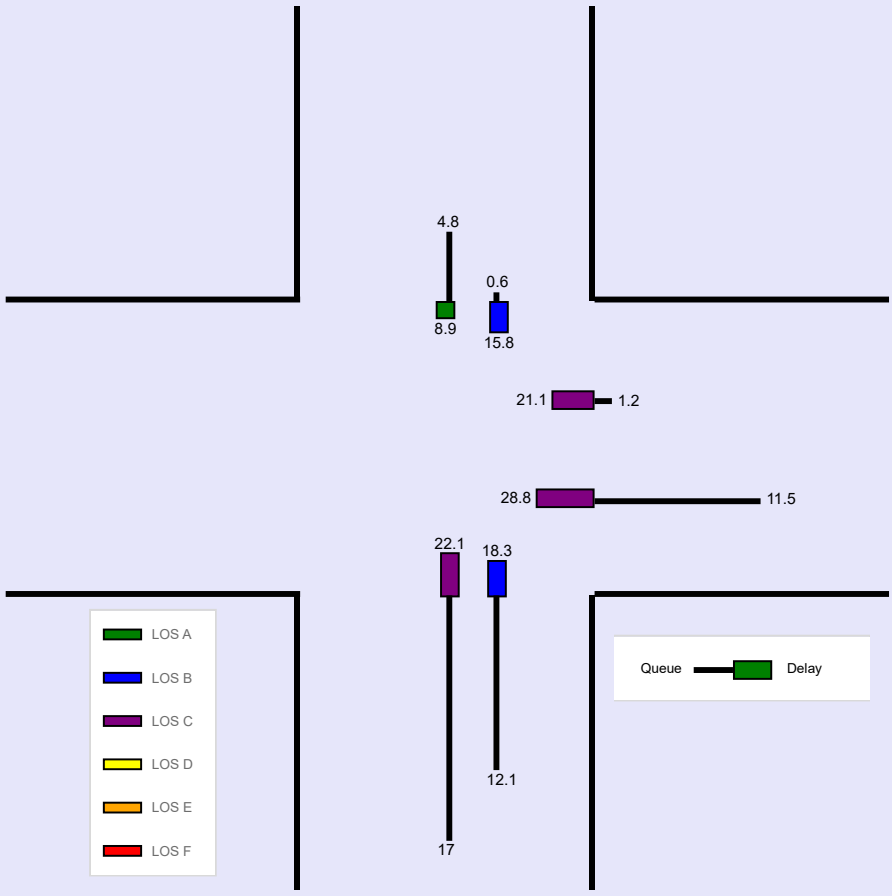


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				389		49		699	525	39	326	

Signal Information			
Cycle, s	75.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.4	34.6	20.4	0.0	0.0	0.0	1	2	3	4		
Yellow	4.0	4.0	4.0	0.0	0.0	0.0	5	6	7	8		
Red	2.0	2.2	2.3	0.0	0.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)				292.5		31.3		432.1	308.2	14.6	121.5	
Back of Queue (*Q*), veh/ln (95 th percentile)				11.5		1.2		17.0	12.1	0.6	4.8	
Queue Storage Ratio (*RQ*) (95 th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Control Delay (*d*), s/veh				28.8		21.1		22.1	18.3	15.8	8.9	
Level of Service (LOS)				C		C		C	B	B	A	
Approach Delay, s/veh / LOS	0.0			28.0		C	20.4		C	9.6		A
Intersection Delay, s/veh / LOS	20.1						C					



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Avonlea 10-11-13-14-15

AM PEAK HOUR TURNING MOVEMENTS

EXHIBIT 11

Dixie Highway & Cardinal Road

		ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
7:00 AM	7:15 AM	16	25	5	36	20	5	2	30	9	10	59	0
7:15 AM	7:30 AM	13	19	0	25	14	2	0	27	17	13	70	1
7:30 AM	7:45 AM	11	28	3	37	24	7	0	39	29	13	79	10
7:45 AM	8:00 AM	21	32	3	29	26	6	0	43	27	20	69	4
8:00 AM	8:15 AM	13	30	1	29	23	9	0	52	33	17	87	7
8:15 AM	8:30 AM	20	31	3	34	25	21	1	46	27	22	66	7
8:30 AM	8:45 AM	13	25	3	23	32	14	0	42	17	18	66	3
8:45 AM	9:00 AM	19	30	0	30	27	17	0	46	27	21	47	4
9:00 AM	9:15 AM												
9:15 AM	9:30 AM												
9:30 AM	9:45 AM												
9:45 AM	10:00 AM												
		126	220	18	243	191	81	3	325	186	134	543	36

Peak Hour Traffic Volume

7:30 AM	8:30 AM	65	121	10	129	98	43	1	180	116	72	301	28

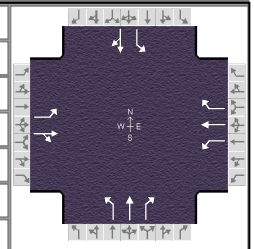
Count Taken:	6/29/2023	PHF	0.96
Buildout year:	2030		
Growth Rate:	1.3%		
PSCF	1.22		

		Cardinal			NE Dixie			NE Dixie			Savanna		
	ebl	**ebt**	**ebr**	**wbl**	**wbt**	**wbr**	**nbl**	**nbt**	**nbr**	**sbl**	**sbt**	**sbr**
6/28/2023	65	121	10	129	98	43	1	180	116	72	301	28
Peak Season Factor	14	27	2	28	22	9	0	40	26	16	66	6
Adjusted Volumes	79	148	12	157	120	52	1	220	142	88	367	34
	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth 1.3%	9	16	1	17	13	6	0	24	15	10	40	4
2030 Volumes	**88**	**164**	**13**	**174**	**133**	**58**	**1**	**244**	**157**	**98**	**407**	**38**
Pre Dev	88	164	13	174	133	58	1	244	157	98	407	38
Project Traffic	1	0	6	2	2	0	4	9	5	3	11	1
Post Dev	**89**	**164**	**19**	**176**	**135**	**58**	**5**	**253**	**162**	**101**	**418**	**39**

Project Traffic Assignment		In		Out	Out	Out			In	In		
	0%	4%	0%	7%	4%	10%	0%	0%	7%	10%	0%	0%
Existing	79	148	12	157	120	52	1	220	142	88	367	34
Pre-Development	88	164	13	174	133	58	1	244	157	98	407	38
Post-Development	89	164	19	176	135	58	5	253	162	101	418	39

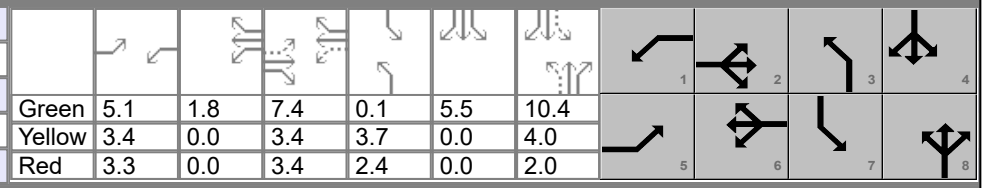
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Apr 24, 2024	Area Type	Other
Jurisdiction		Time Period	7:00-9:00 AM	PHF	0.95
Urban Street	Cardinal Road/NE Dixie…	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	NE Dixie Hwy/Savannah…	File Name	Cardinal and Dixie AM.xus		
Project Description	AM Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	79	148	12	157	120	52	1	220	142	88	367	34

Signal Information			
Cycle, s	55.9	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	1.8	7.4	0.1	5.5	10.4						
Yellow	3.4	0.0	3.4	3.7	0.0	4.0						
Red	3.3	0.0	3.4	2.4	0.0	2.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	79	148	12	157	120	52	1	220	142	88	367	34
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	2		2	2	2	2	2	2	2	2	
Ped / Bike / RTOR, /h	0	0	0	0	0	20	0	0	60	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Turn Bay Length, ft	170	0		340	0	0	240	0	220	0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

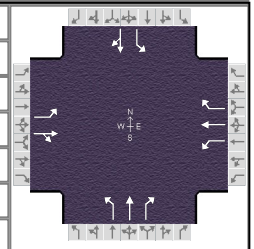
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	25.0	20.0	25.0	15.0	45.0	15.0	45.0
Yellow Change Interval (*Y*), s	3.4	3.4	3.7	4.0	3.7	4.0	4.0	4.4
Red Clearance Interval (R_c), s	3.3	3.4	3.4	2.0	2.4	2.0	2.4	2.0
Minimum Green (G_{min}), s	7	7	7	7	7	10	7	10
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Ped	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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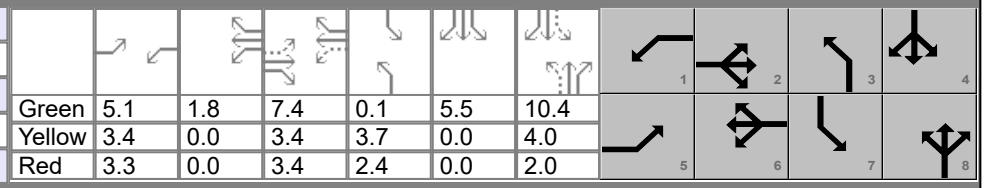
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Apr 24, 2024	Area Type	Other
Jurisdiction		Time Period	7:00-9:00 AM	PHF	0.95
Urban Street	Cardinal Road/NE Dixie…	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	NE Dixie Hwy/Savannah…	File Name	Cardinal and Dixie AM.xus		
Project Description	AM Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	79	148	12	157	120	52	1	220	142	88	367	34

Signal Information			
Cycle, s	55.9	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	1.8	7.4	0.1	5.5	10.4
Yellow	3.4	0.0	3.4	3.7	0.0	4.0
Red	3.3	0.0	3.4	2.4	0.0	2.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	11.8	14.2	13.6	16.0	6.2	16.4	11.7	21.9
Change Period, ($Y+R_c$), s	6.7	6.8	7.1	6.8	6.1	6.4	6.4	6.4
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	4.1	6.9	6.3	5.4	2.0	8.5	4.2	14.0
Green Extension Time (g_e), s	0.1	0.5	0.2	0.5	0.0	1.4	0.1	1.4
Phase Call Probability	0.73	1.00	1.00	1.00	0.02	1.00	0.76	1.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

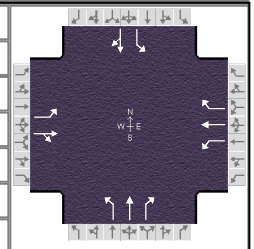
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	83	168		165	126	34	1	232	86	93	422	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1845		1781	1870	1585	1781	1870	1585	1781	1842	
Queue Service Time (g_s), s	2.1	4.9		4.3	3.4	1.0	0.0	6.5	2.6	2.2	12.0	
Cycle Queue Clearance Time (g_c), s	2.1	4.9		4.3	3.4	1.0	0.0	6.5	2.6	2.2	12.0	
Green Ratio (*g/C*)	0.22	0.13		0.25	0.16	0.16	0.18	0.18	0.18	0.29	0.28	
Capacity (*c*), veh/h	378	245		391	308	261	159	335	284	372	512	
Volume-to-Capacity Ratio (*X*)	0.220	0.687		0.423	0.410	0.129	0.007	0.692	0.304	0.249	0.825	
Back of Queue (*Q*), ft/ln (95 th percentile)	36	91.9		72.5	62.4	15.8	0.5	120.9	41	35.5	207.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.4	3.6		2.9	2.5	0.6	0.0	4.8	1.6	1.4	8.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.21	0.00		0.21	0.00	0.00	0.00	0.00	0.19	0.00	0.00	
Uniform Delay (d_1), s/veh	17.8	23.2		17.7	20.9	20.0	19.4	21.5	20.0	15.2	18.9	
Incremental Delay (d_2), s/veh	0.1	1.3		0.3	0.3	0.1	0.0	1.0	0.2	0.1	1.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	17.9	24.4		17.9	21.3	20.0	19.4	22.5	20.2	15.4	20.2	
Level of Service (LOS)	B	C		B	C	C	B	C	C	B	C	
Approach Delay, s/veh / LOS	22.3	C		19.5	B		21.9	C		19.4	B	
Intersection Delay, s/veh / LOS	20.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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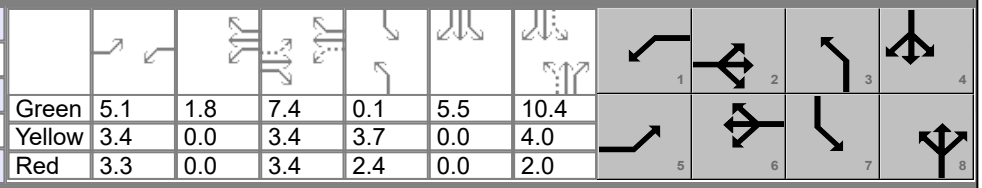
HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Apr 24, 2024	Area Type	Other
Jurisdiction		Time Period	7:00-9:00 AM	PHF	0.95
Urban Street	Cardinal Road/NE Dixie…	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	NE Dixie Hwy/Savannah…	File Name	Cardinal and Dixie AM.xus		
Project Description	AM Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	79	148	12	157	120	52	1	220	142	88	367	34

Signal Information			
Cycle, s	55.9	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	1.8	7.4	0.1	5.5	10.4						
Yellow	3.4	0.0	3.4	3.7	0.0	4.0						
Red	3.3	0.0	3.4	2.4	0.0	2.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.984	0.984	1.000	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.987	0.987		0.000	0.847		0.000	0.847		0.985	0.985
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1781	1707	138	1781	1870	1585	1781	1870	1585	1781	1686	156
Proportion of Vehicles Arriving on Green (P)	0.09	0.13	0.13	0.12	0.16	0.16	0.00	0.18	0.18	0.10	0.28	0.28
Incremental Delay Factor (k)	0.04	0.04		0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	

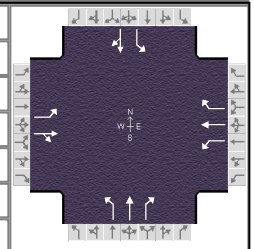
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.7	6.8	7.1	6.8	6.1	6.4	6.4	6.4
Green Ratio (g/C)	0.22	0.13	0.25	0.16	0.18	0.18	0.29	0.28
Permitted Saturation Flow Rate (s_p), veh/h/ln	1264	0	1217	0	965	0	1149	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	7.4	0.0	7.4	0.0	10.0	0.0	11.2	0.0
Permitted Service Time (g_u), s	3.9	0.0	2.6	0.0	1.6	0.0	3.5	0.0
Permitted Queue Service Time (g_{ps}), s	0.3		0.8		0.0		0.7	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		
Protected Right Effective Green Time (g_R), s				0.0		0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								
Bicycle F_w / F_v								

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HCS7 Signalized Intersection Results Graphical Summary

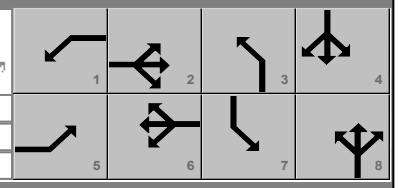
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Apr 24, 2024	Area Type	Other
Jurisdiction		Time Period	7:00-9:00 AM	PHF	0.95
Urban Street	Cardinal Road/NE Dixie…	Analysis Year	2024	Analysis Period	1> 7:00
Intersection	NE Dixie Hwy/Savannah…	File Name	Cardinal and Dixie AM.xus		
Project Description	AM Existing				



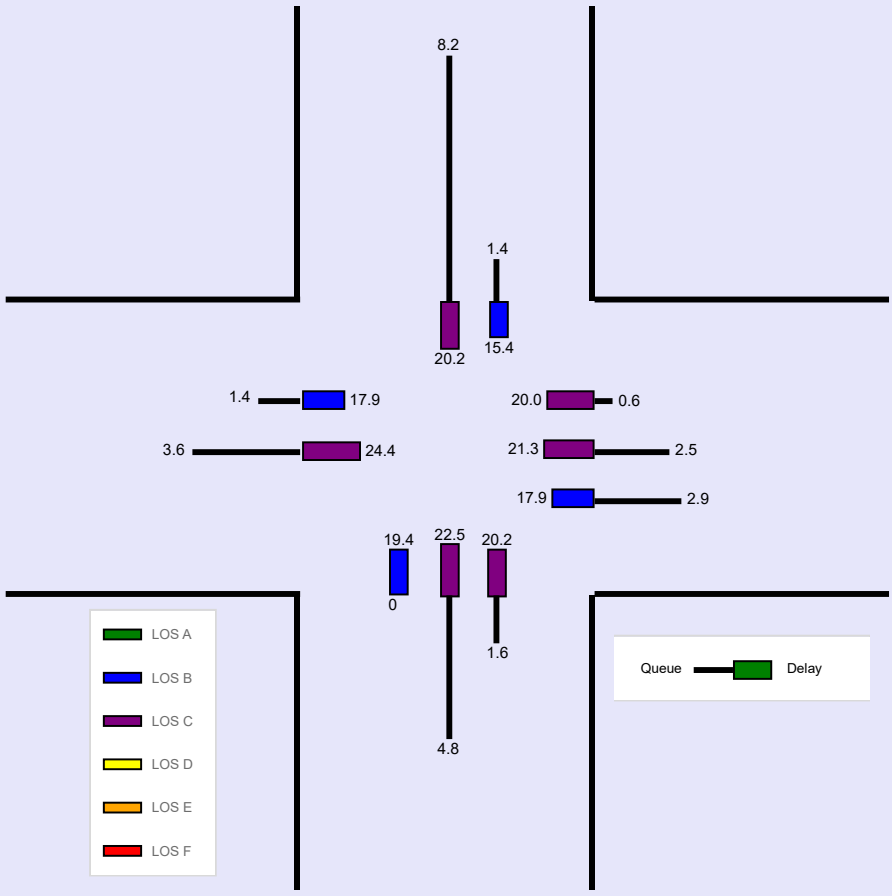
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	79	148	12	157	120	52	1	220	142	88	367	34

Signal Information			
Cycle, s	55.9	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	1.8	7.4	0.1	5.5	10.4						
Yellow	3.4	0.0	3.4	3.7	0.0	4.0						
Red	3.3	0.0	3.4	2.4	0.0	2.0						



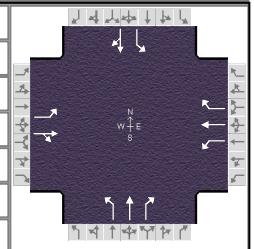
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	36	91.9		72.5	62.4	15.8	0.5	120.9	41	35.5	207.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.4	3.6		2.9	2.5	0.6	0.0	4.8	1.6	1.4	8.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.21	0.00		0.21	0.00	0.00	0.00	0.00	0.19	0.00	0.00	
Control Delay (*d*), s/veh	17.9	24.4		17.9	21.3	20.0	19.4	22.5	20.2	15.4	20.2	
Level of Service (LOS)	B	C		B	C	C	B	C	C	B	C	
Approach Delay, s/veh / LOS	22.3	C		19.5	B		21.9	C		19.4	B	
Intersection Delay, s/veh / LOS	20.5						C					



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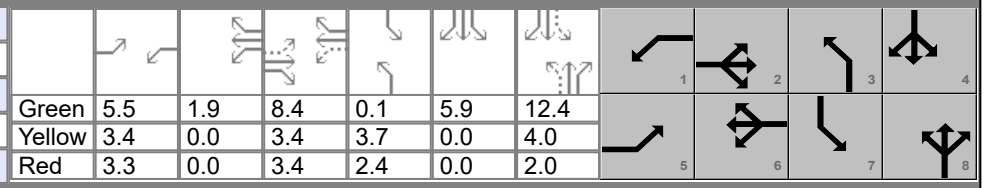
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Apr 24, 2024	Area Type	Other
Jurisdiction		Time Period	7:00-9:00 AM	PHF	0.95
Urban Street	Cardinal Road/NE Dixie…	Analysis Year	2030	Analysis Period	1> 7:00
Intersection	NE Dixie Hwy/Savannah…	File Name	Cardinal and Dixie AM.xus		
Project Description	AM Pre-Development				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	88	164	13	174	133	58	1	244	157	98	407	38

Signal Information			
Cycle, s	59.9	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.5	1.9		8.4	0.1		5.9	12.4				
Yellow	3.4	0.0		3.4	3.7		0.0	4.0				
Red	3.3	0.0		3.4	2.4		0.0	2.0				

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	88	164	13	174	133	58	1	244	157	98	407	38
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	2		2	2	2	2	2	2	2	2	
Ped / Bike / RTOR, /h	0	0	0	0	0	20	0	0	60	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Turn Bay Length, ft	170	0		340	0	0	240	0	220	0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

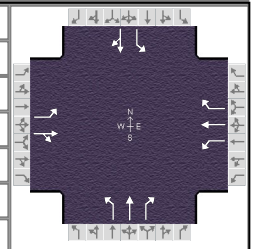
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	25.0	20.0	25.0	15.0	45.0	15.0	45.0
Yellow Change Interval (*Y*), s	3.4	3.4	3.7	4.0	3.7	4.0	4.0	4.4
Red Clearance Interval (R_c), s	3.3	3.4	3.4	2.0	2.4	2.0	2.4	2.0
Minimum Green (G_{min}), s	7	7	7	7	7	10	7	10
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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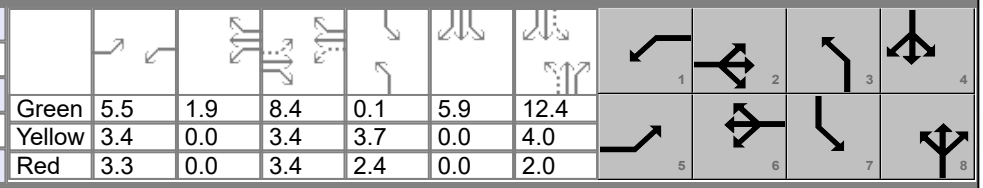
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Apr 24, 2024	Area Type	Other
Jurisdiction		Time Period	7:00-9:00 AM	PHF	0.95
Urban Street	Cardinal Road/NE Dixie…	Analysis Year	2030	Analysis Period	1> 7:00
Intersection	NE Dixie Hwy/Savannah…	File Name	Cardinal and Dixie AM.xus		
Project Description	AM Pre-Development				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	88	164	13	174	133	58	1	244	157	98	407	38

Signal Information			
Cycle, s	59.9	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.5	1.9	8.4	0.1	5.9	12.4
Yellow	3.4	0.0	3.4	3.7	0.0	4.0
Red	3.3	0.0	3.4	2.4	0.0	2.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	12.2	15.2	14.1	17.1	6.2	18.4	12.2	24.4
Change Period, ($Y+R_c$), s	6.7	6.8	7.1	6.8	6.1	6.4	6.4	6.4
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	4.5	7.8	7.1	6.0	2.0	9.6	4.5	16.3
Green Extension Time (g_e), s	0.1	0.6	0.3	0.6	0.0	1.6	0.1	1.6
Phase Call Probability	0.79	1.00	0.95	1.00	0.02	1.00	0.82	1.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

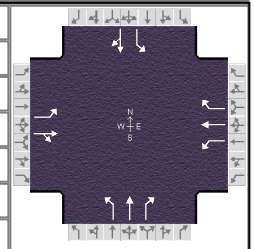
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	93	186		183	140	40	1	257	102	103	468	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1846		1781	1870	1585	1781	1870	1585	1781	1842	
Queue Service Time (g_s), s	2.5	5.8		5.1	4.0	1.3	0.0	7.6	3.3	2.5	14.3	
Cycle Queue Clearance Time (g_c), s	2.5	5.8		5.1	4.0	1.3	0.0	7.6	3.3	2.5	14.3	
Green Ratio (*g/C*)	0.23	0.14		0.26	0.17	0.17	0.20	0.20	0.20	0.32	0.30	
Capacity (*c*), veh/h	376	259		382	323	274	150	376	319	375	553	
Volume-to-Capacity Ratio (*X*)	0.247	0.718		0.479	0.434	0.146	0.007	0.683	0.320	0.275	0.847	
Back of Queue (*Q*), ft/ln (95 th percentile)	43.7	110.9		87.8	75.4	20.3	0.5	142.9	51.7	41.4	241	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.7	4.4		3.5	3.0	0.8	0.0	5.6	2.0	1.6	9.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.26	0.00		0.26	0.00	0.00	0.00	0.00	0.23	0.00	0.00	
Uniform Delay (d_1), s/veh	18.8	24.7		18.7	22.2	21.1	20.0	22.2	20.5	15.4	19.7	
Incremental Delay (d_2), s/veh	0.1	1.4		0.3	0.3	0.1	0.0	0.8	0.2	0.1	1.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	18.9	26.1		19.1	22.5	21.2	20.0	23.0	20.7	15.5	21.1	
Level of Service (LOS)	B	C		B	C	C	B	C	C	B	C	
Approach Delay, s/veh / LOS	23.7	C		20.7	C		22.4	C		20.1	C	
Intersection Delay, s/veh / LOS	21.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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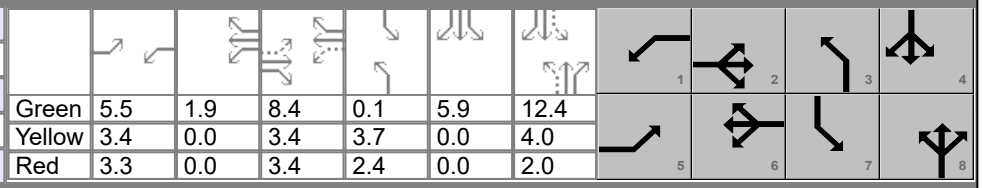
HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Apr 24, 2024	Area Type	Other
Jurisdiction		Time Period	7:00-9:00 AM	PHF	0.95
Urban Street	Cardinal Road/NE Dixie…	Analysis Year	2030	Analysis Period	1> 7:00
Intersection	NE Dixie Hwy/Savannah…	File Name	Cardinal and Dixie AM.xus		
Project Description	AM Pre-Development				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	88	164	13	174	133	58	1	244	157	98	407	38

Signal Information			
Cycle, s	59.9	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.5	1.9		8.4	0.1		5.9	12.4				
Yellow	3.4	0.0		3.4	3.7		0.0	4.0				
Red	3.3	0.0		3.4	2.4		0.0	2.0				

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.984	0.984	1.000	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.987	0.987		0.000	0.847		0.000	0.847		0.985	0.985
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1781	1710	136	1781	1870	1585	1781	1870	1585	1781	1685	157
Proportion of Vehicles Arriving on Green (P)	0.09	0.14	0.14	0.12	0.17	0.17	0.00	0.20	0.20	0.10	0.30	0.30
Incremental Delay Factor (k)	0.04	0.04		0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	

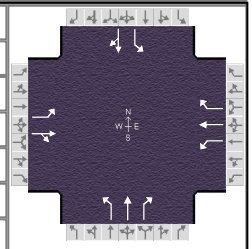
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.7	6.8	7.1	6.8	6.1	6.4	6.4	6.4
Green Ratio (g/C)	0.23	0.14	0.26	0.17	0.20	0.20	0.32	0.30
Permitted Saturation Flow Rate (s_p), veh/h/ln	1249	0	1197	0	925	0	1123	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	8.4	0.0	8.4	0.0	12.1	0.0	13.6	0.0
Permitted Service Time (g_u), s	4.4	0.0	2.7	0.0	1.7	0.0	4.5	0.0
Permitted Queue Service Time (g_{ps}), s	0.3		1.0		0.0		0.9	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		
Protected Right Effective Green Time (g_R), s				0.0		0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								
Bicycle F_w / F_v								

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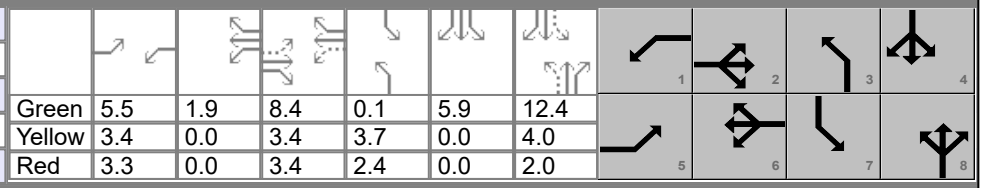
HCS7 Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Apr 24, 2024	Area Type	Other
Jurisdiction		Time Period	7:00-9:00 AM	PHF	0.95
Urban Street	Cardinal Road/NE Dixie…	Analysis Year	2030	Analysis Period	1> 7:00
Intersection	NE Dixie Hwy/Savannah…	File Name	Cardinal and Dixie AM.xus		
Project Description	AM Pre-Development				



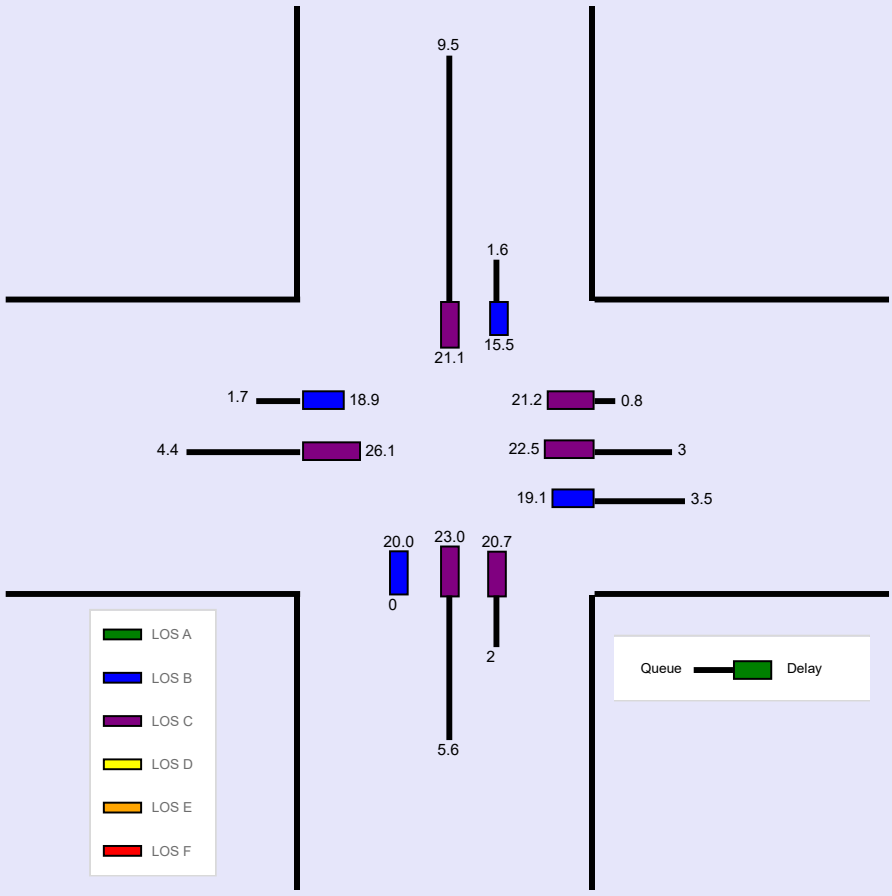
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	88	164	13	174	133	58	1	244	157	98	407	38

Signal Information			
Cycle, s	59.9	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.5	1.9		8.4	0.1	5.9	12.4					
Yellow	3.4	0.0		3.4	3.7	0.0	4.0					
Red	3.3	0.0		3.4	2.4	0.0	2.0					

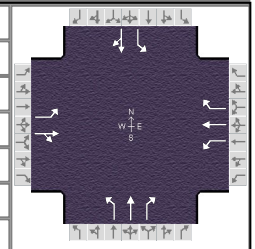
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	43.7	110.9		87.8	75.4	20.3	0.5	142.9	51.7	41.4	241	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.7	4.4		3.5	3.0	0.8	0.0	5.6	2.0	1.6	9.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.26	0.00		0.26	0.00	0.00	0.00	0.00	0.23	0.00	0.00	
Control Delay (*d*), s/veh	18.9	26.1		19.1	22.5	21.2	20.0	23.0	20.7	15.5	21.1	
Level of Service (LOS)	B	C		B	C	C	B	C	C	B	C	
Approach Delay, s/veh / LOS	23.7	C		20.7	C		22.4	C		20.1	C	
Intersection Delay, s/veh / LOS	21.4						C					



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HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Jun 29, 2023	Area Type	Other
Jurisdiction		Time Period	7:00-9:00 AM	PHF	0.95
Urban Street	Cardinal Road/NE Dixie…	Analysis Year	2030	Analysis Period	1> 7:00
Intersection	NE Dixie Hwy/Savannah…	File Name	Cardinal and Dixie AM.xus		
Project Description	AM POST				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	89	164	19	176	135	58	5	253	162	101	418	39

Signal Information			
Cycle, s	62.2	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.6	2.1	8.9	0.6	5.6	13.8	1	2	3	4	5	6	7	8
Yellow	3.4	0.0	3.4	3.7	0.0	4.0								
Red	3.3	0.0	3.4	2.4	0.0	2.0								

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	89	164	19	176	135	58	5	253	162	101	418	39
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	2		2	2	2	2	2	2	2	2	
Ped / Bike / RTOR, /h	0	0	0	0	0	20	0	0	60	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Turn Bay Length, ft	170	0		340	0	0	240	0	220	0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

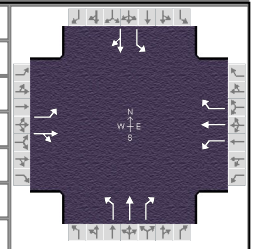
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	25.0	20.0	25.0	15.0	45.0	15.0	45.0
Yellow Change Interval (*Y*), s	3.4	3.4	3.7	4.0	3.7	4.0	4.0	4.4
Red Clearance Interval (R_c), s	3.3	3.4	3.4	2.0	2.4	2.0	2.4	2.0
Minimum Green (G_{min}), s	7	7	7	7	7	10	7	10
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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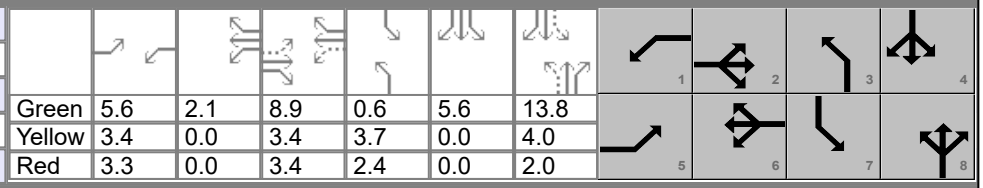
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Jun 29, 2023	Area Type	Other
Jurisdiction		Time Period	7:00-9:00 AM	PHF	0.95
Urban Street	Cardinal Road/NE Dixie…	Analysis Year	2030	Analysis Period	1> 7:00
Intersection	NE Dixie Hwy/Savannah…	File Name	Cardinal and Dixie AM.xus		
Project Description	AM POST				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	89	164	19	176	135	58	5	253	162	101	418	39

Signal Information			
Cycle, s	62.2	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.6	2.1	8.9	0.6	5.6	13.8
Yellow	3.4	0.0	3.4	3.7	0.0	4.0
Red	3.3	0.0	3.4	2.4	0.0	2.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	12.3	15.7	14.4	17.8	6.7	19.8	12.3	25.4
Change Period, ($Y+R_c$), s	6.7	6.8	7.1	6.8	6.1	6.4	6.4	6.4
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	4.7	8.3	7.3	6.2	2.1	10.1	4.7	17.3
Green Extension Time (g_e), s	0.1	0.6	0.3	0.6	0.0	1.7	0.1	1.7
Phase Call Probability	0.80	1.00	0.96	1.00	0.09	1.00	0.84	1.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

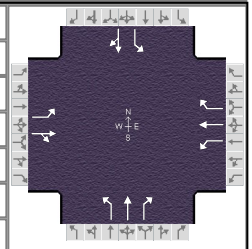
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	94	193		185	142	40	5	266	107	106	481	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1836		1781	1870	1585	1781	1870	1585	1781	1842	
Queue Service Time (g_s), s	2.7	6.3		5.3	4.2	1.3	0.1	8.1	3.6	2.7	15.3	
Cycle Queue Clearance Time (g_c), s	2.7	6.3		5.3	4.2	1.3	0.1	8.1	3.6	2.7	15.3	
Green Ratio (*g/C*)	0.23	0.14		0.26	0.18	0.18	0.23	0.22	0.22	0.33	0.31	
Capacity (*c*), veh/h	374	263		376	331	280	159	404	342	381	563	
Volume-to-Capacity Ratio (*X*)	0.250	0.733		0.492	0.430	0.143	0.033	0.659	0.314	0.279	0.854	
Back of Queue (*Q*), ft/ln (95 th percentile)	46.3	120.4		92.8	79.9	21.1	2.5	152	55.8	44.5	255.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	4.7		3.7	3.1	0.8	0.1	6.0	2.2	1.8	10.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.27	0.00		0.27	0.00	0.00	0.01	0.00	0.25	0.00	0.00	
Uniform Delay (d_1), s/veh	19.5	25.6		19.4	22.9	21.7	19.8	22.3	20.5	15.6	20.3	
Incremental Delay (d_2), s/veh	0.1	1.5		0.4	0.3	0.1	0.0	0.7	0.2	0.1	1.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	19.6	27.0		19.7	23.2	21.7	19.9	23.0	20.7	15.8	21.8	
Level of Service (LOS)	B	C		B	C	C	B	C	C	B	C	
Approach Delay, s/veh / LOS	24.6	C		21.3	C		22.3	C		20.7	C	
Intersection Delay, s/veh / LOS	21.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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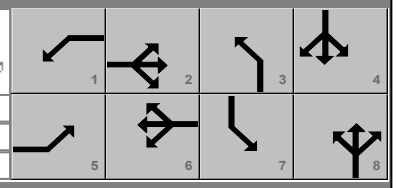
HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Jun 29, 2023	Area Type	Other
Jurisdiction		Time Period	7:00-9:00 AM	PHF	0.95
Urban Street	Cardinal Road/NE Dixie…	Analysis Year	2030	Analysis Period	1> 7:00
Intersection	NE Dixie Hwy/Savannah…	File Name	Cardinal and Dixie AM.xus		
Project Description	AM POST				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	89	164	19	176	135	58	5	253	162	101	418	39

Signal Information													
Cycle, s	62.2	Reference Phase	2										
Offset, s	0	Reference Point	Begin										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	5.6	2.1	8.9	0.6	5.6	13.8			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.4	0.0	3.4	3.7	0.0	4.0			
				Red	3.3	0.0	3.4	2.4	0.0	2.0			



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.984	0.984	1.000	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.982	0.982		0.000	0.847		0.000	0.847		0.985	0.985
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1781	1645	191	1781	1870	1585	1781	1870	1585	1781	1685	157
Proportion of Vehicles Arriving on Green (P)	0.09	0.14	0.14	0.12	0.18	0.18	0.01	0.22	0.22	0.09	0.31	0.31
Incremental Delay Factor (k)	0.04	0.04		0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	

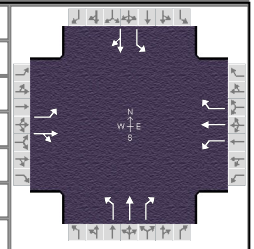
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.7	6.8	7.1	6.8	6.1	6.4	6.4	6.4
Green Ratio (g/C)	0.23	0.14	0.26	0.18	0.23	0.22	0.33	0.31
Permitted Saturation Flow Rate (s_p), veh/h/ln	1246	0	1190	0	914	0	1113	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	8.9	0.0	8.9	0.0	13.5	0.0	14.7	0.0
Permitted Service Time (g_u), s	4.9	0.0	2.7	0.0	1.8	0.0	5.4	0.0
Permitted Queue Service Time (g_{ps}), s	0.3		1.2		0.1		1.0	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		
Protected Right Effective Green Time (g_R), s				0.0		0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								
Bicycle F_w / F_v								

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HCS7 Signalized Intersection Results Graphical Summary

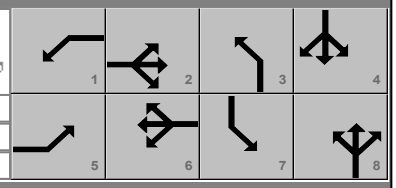
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	Jun 29, 2023	Area Type	Other
Jurisdiction		Time Period	7:00-9:00 AM	PHF	0.95
Urban Street	Cardinal Road/NE Dixie…	Analysis Year	2030	Analysis Period	1> 7:00
Intersection	NE Dixie Hwy/Savannah…	File Name	Cardinal and Dixie AM.xus		
Project Description	AM POST				



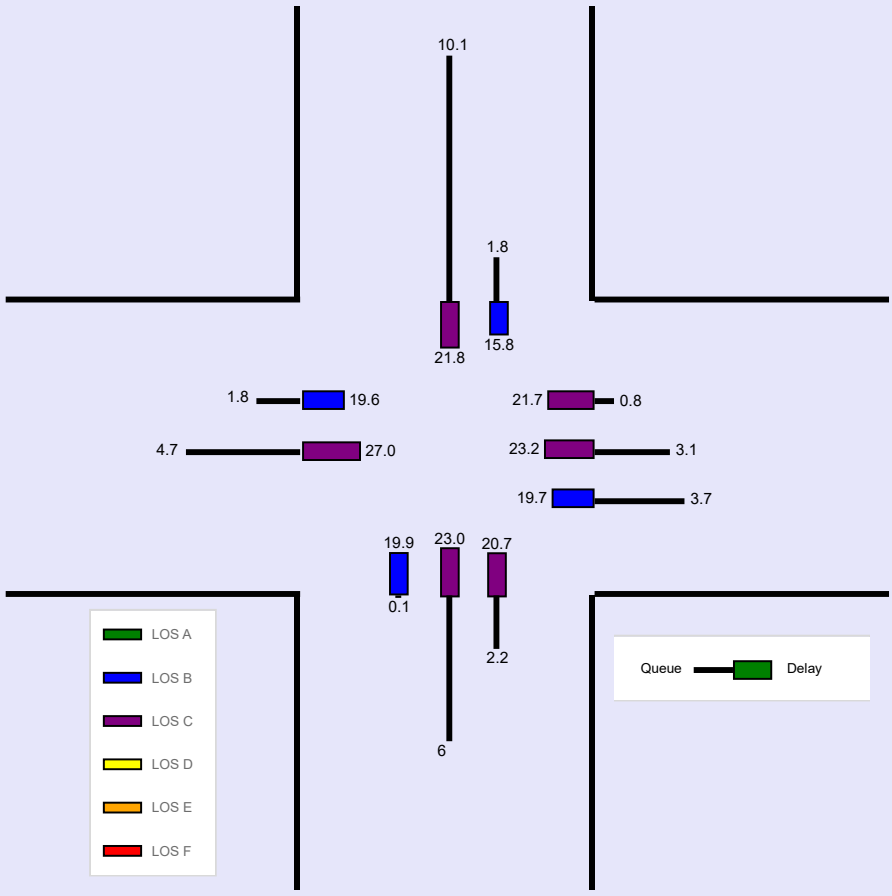
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	89	164	19	176	135	58	5	253	162	101	418	39

Signal Information			
Cycle, s	62.2	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.6	2.1	8.9	0.6	5.6	13.8	
Yellow	3.4	0.0	3.4	3.7	0.0	4.0	
Red	3.3	0.0	3.4	2.4	0.0	2.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	46.3	120.4		92.8	79.9	21.1	2.5	152	55.8	44.5	255.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	4.7		3.7	3.1	0.8	0.1	6.0	2.2	1.8	10.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.27	0.00		0.27	0.00	0.00	0.01	0.00	0.25	0.00	0.00	
Control Delay (*d*), s/veh	19.6	27.0		19.7	23.2	21.7	19.9	23.0	20.7	15.8	21.8	
Level of Service (LOS)	B	C		B	C	C	B	C	C	B	C	
Approach Delay, s/veh / LOS	24.6	C		21.3	C		22.3	C		20.7	C	
Intersection Delay, s/veh / LOS	21.9						C					



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Avonlea 10-11-13-14-15

PM PEAK HOUR TURNING MOVEMENTS

EXHIBIT 12

Dixie Highway & Cardinal Road

		ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
4:00 PM	4:15 PM	17	29	0	28	38	18	1	80	41	17	42	4
4:15 PM	4:30 PM	13	27	0	20	31	23	0	78	32	23	42	5
4:30 PM	4:45 PM	11	15	0	25	34	17	0	60	24	17	49	2
4:45 PM	5:00 PM	18	33	2	25	33	21	2	85	30	22	48	1
5:00 PM	5:15 PM	14	31	0	31	41	19	2	73	30	18	53	0
5:15 PM	5:30 PM	17	31	0	21	37	19	0	111	31	17	36	0
5:30 PM	5:45 PM	7	24	2	28	24	22	1	73	29	13	41	1
5:45 PM	6:00 PM	8	14	3	28	29	21	2	51	22	17	42	2
6:00 PM	6:15 PM												
6:15 PM	6:30 PM												
6:30 PM	6:45 PM												
6:45 PM	7:00 PM												
		105	204	7	206	267	160	8	611	239	144	353	15

Peak Hour Traffic Volume

4:45 PM	5:45 PM	56	119	4	105	135	81	5	342	120	70	178	2

Count Taken: 6/29/2023 PHF 0.95

Buildout year: 2030

Growth Rate: 1.3%

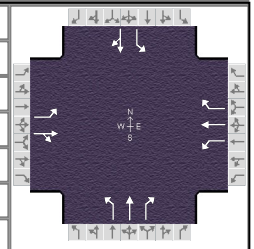
PSCF 1.22

		Cardinal			NE Dixie			NE Dixie			Savanna		
	ebl	**ebt**	**ebr**	**wbl**	**wbt**	**wbr**	**nbl**	**nbt**	**nbr**	**sbl**	**sbt**	**sbr**
6/29/2023	56	119	4	105	135	81	5	342	120	70	178	2
Peak Season Factor	12	26	1	23	30	18	1	75	26	15	39	0
Adjusted Volumes	68	145	5	128	165	99	6	417	146	85	217	2
	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth 1.3%	7	16	1	14	18	11	1	45	16	9	24	0
2030 Volumes	**75**	**161**	**6**	**142**	**183**	**110**	**7**	**462**	**162**	**94**	**241**	**2**
Pre Dev	75	161	6	142	183	110	7	462	162	94	241	2
Project Traffic	3	2	17	6	4	0	11	4	5	1	14	3
Post Dev	**78**	**163**	**23**	**148**	**187**	**110**	**18**	**466**	**167**	**95**	**255**	**5**

Project Traffic Assignment		In		Out	Out	Out			In	In		
	0%	4%	0%	7%	4%	10%	0%	0%	7%	10%	0%	0%
Existing	68	145	5	128	165	99	6	417	146	85	217	2
Pre-Development	75	161	6	142	183	110	7	462	162	94	241	2
Post-Development	78	163	23	148	187	110	18	466	167	95	255	5

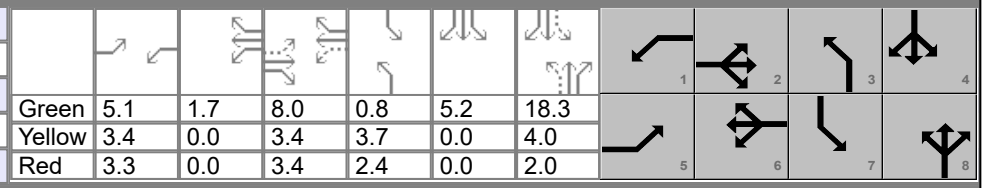
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	7/24/2023	Area Type	Other
Jurisdiction		Time Period	4:00-6:00 PM	PHF	0.95
Urban Street	Cardinal Road/NE Dixie…	Analysis Year	2024	Analysis Period	1> 16:00
Intersection	NE Dixie Hwy/Savannah…	File Name	Cardinal and Dixie PM.xus		
Project Description	PM Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	68	145	5	128	165	99	6	417	146	85	217	2

Signal Information			
Cycle, s	64.6	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	1.7	8.0	0.8	5.2	18.3						
Yellow	3.4	0.0	3.4	3.7	0.0	4.0						
Red	3.3	0.0	3.4	2.4	0.0	2.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	68	145	5	128	165	99	6	417	146	85	217	2
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	2		2	2	2	2	2	2	2	2	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Turn Bay Length, ft	170	0		340	0	0	240	0	220	0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

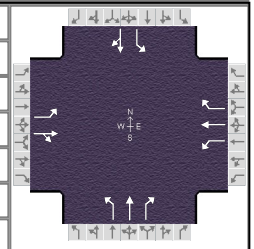
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	25.0	20.0	25.0	15.0	45.0	15.0	45.0
Yellow Change Interval (*Y*), s	3.4	3.4	3.7	4.0	3.7	4.0	4.0	4.4
Red Clearance Interval (R_c), s	3.3	3.4	3.4	2.0	2.4	2.0	2.4	2.0
Minimum Green (G_{min}), s	7	7	7	7	7	10	7	10
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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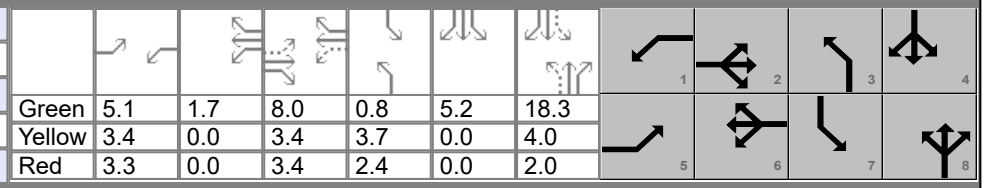
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	7/24/2023	Area Type	Other
Jurisdiction		Time Period	4:00-6:00 PM	PHF	0.95
Urban Street	Cardinal Road/NE Dixie…	Analysis Year	2024	Analysis Period	1> 16:00
Intersection	NE Dixie Hwy/Savannah…	File Name	Cardinal and Dixie PM.xus		
Project Description	PM Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	68	145	5	128	165	99	6	417	146	85	217	2

Signal Information			
Cycle, s	64.6	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	1.7	8.0	0.8	5.2	18.3
Yellow	3.4	0.0	3.4	3.7	0.0	4.0
Red	3.3	0.0	3.4	2.4	0.0	2.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	11.8	14.8	13.5	16.5	6.9	24.3	12.0	29.5
Change Period, ($Y+R_c$), s	6.7	6.8	7.1	6.8	6.1	6.4	6.4	6.4
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	4.2	7.3	6.1	7.6	2.2	16.3	4.1	7.9
Green Extension Time (g_e), s	0.1	0.8	0.2	0.7	0.0	1.6	0.1	1.6
Phase Call Probability	0.72	1.00	0.91	1.00	0.11	1.00	0.80	1.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

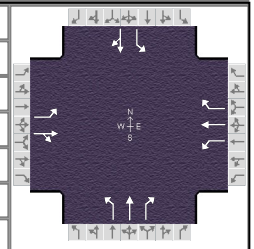
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	72	158		135	174	104	6	439	154	89	231	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1859		1781	1870	1585	1781	1870	1585	1781	1867	
Queue Service Time (g_s), s	2.2	5.3		4.1	5.6	3.9	0.2	14.3	5.0	2.1	5.9	
Cycle Queue Clearance Time (g_c), s	2.2	5.3		4.1	5.6	3.9	0.2	14.3	5.0	2.1	5.9	
Green Ratio (*g/C*)	0.20	0.12		0.22	0.15	0.15	0.29	0.28	0.28	0.38	0.36	
Capacity (*c*), veh/h	291	231		340	282	239	405	519	440	320	667	
Volume-to-Capacity Ratio (*X*)	0.246	0.684		0.396	0.617	0.437	0.016	0.845	0.349	0.280	0.346	
Back of Queue (*Q*), ft/ln (95 th percentile)	38.7	103.6		73.2	109.3	63.2	2.8	250.5	77.7	35.4	102.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.5	4.1		2.9	4.3	2.5	0.1	9.9	3.1	1.4	4.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.23	0.00		0.22	0.00	0.00	0.01	0.00	0.35	0.00	0.00	
Uniform Delay (d_1), s/veh	21.7	27.1		21.4	25.7	25.0	16.4	22.1	18.7	15.2	15.2	
Incremental Delay (d_2), s/veh	0.2	1.3		0.3	0.8	0.5	0.0	1.5	0.2	0.2	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	21.9	28.5		21.6	26.5	25.4	16.5	23.5	18.9	15.4	15.4	
Level of Service (LOS)	C	C		C	C	C	B	C	B	B	B	
Approach Delay, s/veh / LOS	26.4	C		24.7	C		22.3	C		15.4	B	
Intersection Delay, s/veh / LOS	22.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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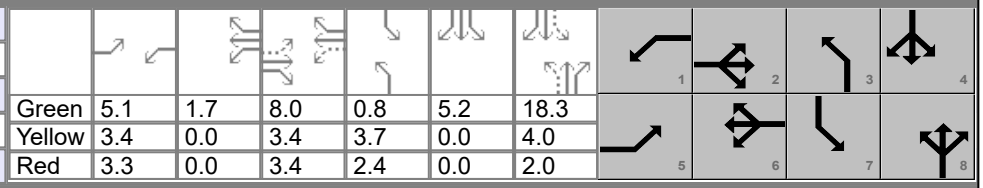
HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	7/24/2023	Area Type	Other
Jurisdiction		Time Period	4:00-6:00 PM	PHF	0.95
Urban Street	Cardinal Road/NE Dixie…	Analysis Year	2024	Analysis Period	1> 16:00
Intersection	NE Dixie Hwy/Savannah…	File Name	Cardinal and Dixie PM.xus		
Project Description	PM Existing				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	68	145	5	128	165	99	6	417	146	85	217	2

Signal Information			
Cycle, s	64.6	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	1.7	8.0	0.8	5.2	18.3						
Yellow	3.4	0.0	3.4	3.7	0.0	4.0						
Red	3.3	0.0	3.4	2.4	0.0	2.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.984	0.984	1.000	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.994	0.994		0.000	0.847		0.000	0.847		0.998	0.998
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1781	1797	62	1781	1870	1585	1781	1870	1585	1781	1850	17
Proportion of Vehicles Arriving on Green (P)	0.08	0.12	0.12	0.10	0.15	0.15	0.01	0.28	0.28	0.09	0.36	0.36
Incremental Delay Factor (k)	0.04	0.04		0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	

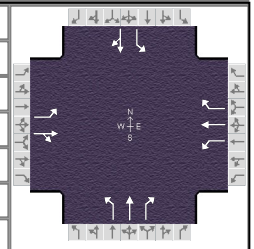
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.7	6.8	7.1	6.8	6.1	6.4	6.4	6.4
Green Ratio (g/C)	0.20	0.12	0.22	0.15	0.29	0.28	0.38	0.36
Permitted Saturation Flow Rate (s_p), veh/h/ln	1211	0	1229	0	1150	0	950	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	8.0	0.0	8.0	0.0	18.0	0.0	18.7	0.0
Permitted Service Time (g_u), s	2.1	0.0	2.8	0.0	15.3	0.0	3.7	0.0
Permitted Queue Service Time (g_{ps}), s	0.4		0.6		0.0		1.6	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		
Protected Right Effective Green Time (g_R), s				0.0		0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								
Bicycle F_w / F_v								

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HCS7 Signalized Intersection Results Graphical Summary

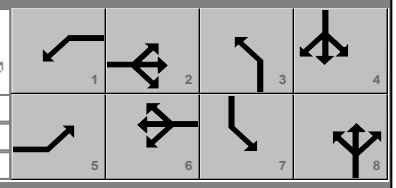
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	7/24/2023	Area Type	Other
Jurisdiction		Time Period	4:00-6:00 PM	PHF	0.95
Urban Street	Cardinal Road/NE Dixie…	Analysis Year	2024	Analysis Period	1> 16:00
Intersection	NE Dixie Hwy/Savannah…	File Name	Cardinal and Dixie PM.xus		
Project Description	PM Existing				



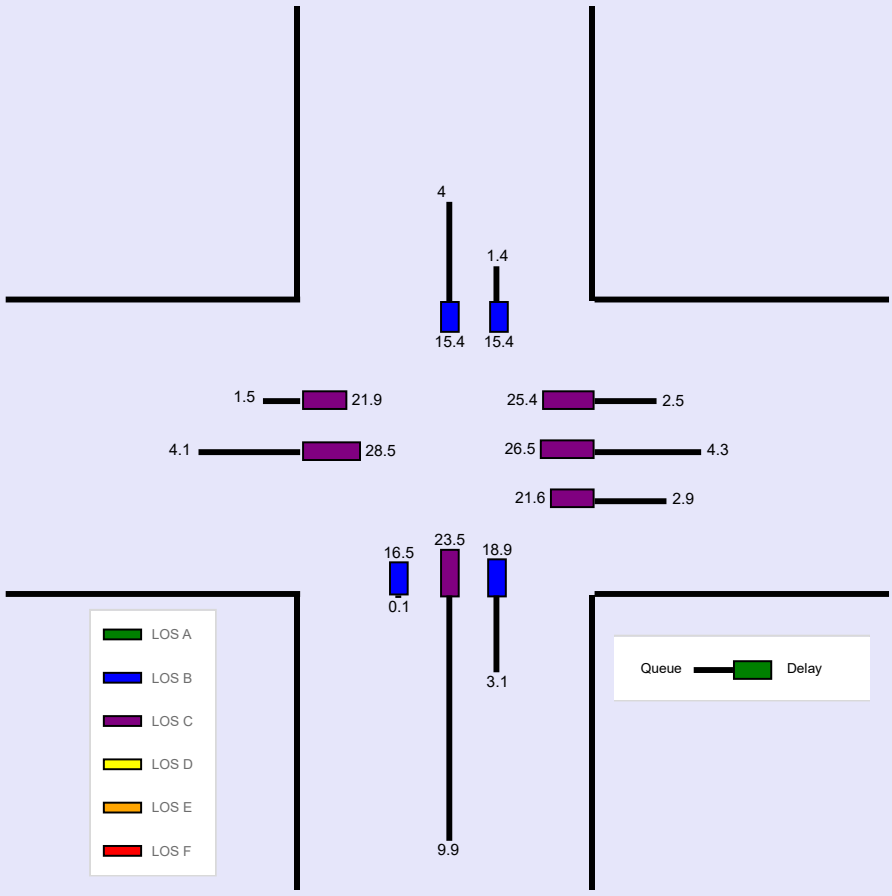
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	68	145	5	128	165	99	6	417	146	85	217	2

Signal Information			
Cycle, s	64.6	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	1.7	8.0	0.8	5.2	18.3	
Yellow	3.4	0.0	3.4	3.7	0.0	4.0	
Red	3.3	0.0	3.4	2.4	0.0	2.0	



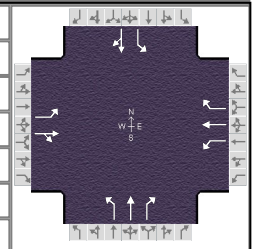
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	38.7	103.6		73.2	109.3	63.2	2.8	250.5	77.7	35.4	102.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.5	4.1		2.9	4.3	2.5	0.1	9.9	3.1	1.4	4.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.23	0.00		0.22	0.00	0.00	0.01	0.00	0.35	0.00	0.00	
Control Delay (*d*), s/veh	21.9	28.5		21.6	26.5	25.4	16.5	23.5	18.9	15.4	15.4	
Level of Service (LOS)	C	C		C	C	C	B	C	B	B	B	
Approach Delay, s/veh / LOS	26.4	C		24.7	C		22.3	C		15.4	B	
Intersection Delay, s/veh / LOS	22.1						C					



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HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	7/24/2023	Area Type	Other
Jurisdiction		Time Period	4:00-6:00 PM	PHF	0.95
Urban Street	Cardinal Road/NE Dixie…	Analysis Year	2024	Analysis Period	1> 16:00
Intersection	NE Dixie Hwy/Savannah…	File Name	Cardinal and Dixie PM.xus		
Project Description	PM Pre-Development				

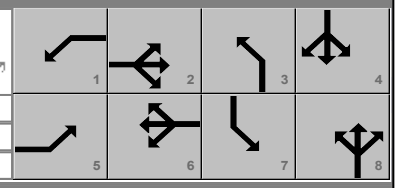


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	75	161	6	142	183	110	7	462	162	94	241	2

Signal Information			
Cycle, s	69.5	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.5	1.6	9.2	0.9	5.3	21.3						
Yellow	3.4	0.0	3.4	3.7	0.0	4.0						
Red	3.3	0.0	3.4	2.4	0.0	2.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	75	161	6	142	183	110	7	462	162	94	241	2
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	2		2	2	2	2	2	2	2	2	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Turn Bay Length, ft	170	0		340	0	0	240	0	220	0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

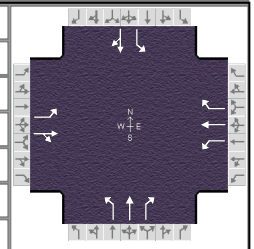
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	25.0	20.0	25.0	15.0	45.0	15.0	45.0
Yellow Change Interval (*Y*), s	3.4	3.4	3.7	4.0	3.7	4.0	4.0	4.4
Red Clearance Interval (R_c), s	3.3	3.4	3.4	2.0	2.4	2.0	2.4	2.0
Minimum Green (G_{min}), s	7	7	7	7	7	10	7	10
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS7 Signalized Intersection Results Summary

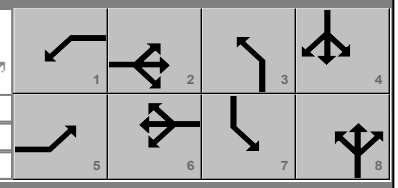
General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	7/24/2023	Area Type	Other
Jurisdiction		Time Period	4:00-6:00 PM	PHF	0.95
Urban Street	Cardinal Road/NE Dixie…	Analysis Year	2024	Analysis Period	1> 16:00
Intersection	NE Dixie Hwy/Savannah…	File Name	Cardinal and Dixie PM.xus		
Project Description	PM Pre-Development				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	75	161	6	142	183	110	7	462	162	94	241	2

Signal Information			
Cycle, s	69.5	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.5	1.6	9.2	0.9	5.3	21.3						
Yellow	3.4	0.0	3.4	3.7	0.0	4.0						
Red	3.3	0.0	3.4	2.4	0.0	2.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	12.2	16.0	13.8	17.6	7.0	27.3	12.4	32.6
Change Period, ($Y+R_c$), s	6.7	6.8	7.1	6.8	6.1	6.4	6.4	6.4
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	4.5	8.3	6.9	8.7	2.2	19.1	4.5	8.9
Green Extension Time (g_e), s	0.1	0.8	0.2	0.8	0.0	1.8	0.1	1.8
Phase Call Probability	0.78	1.00	0.94	1.00	0.13	1.00	0.85	1.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

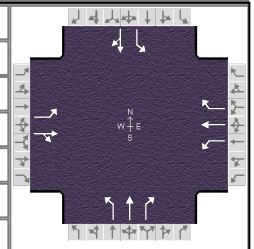
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	79	176		149	193	116	7	486	171	99	256	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1858		1781	1870	1585	1781	1870	1585	1781	1868	
Queue Service Time (g_s), s	2.5	6.3		4.9	6.7	4.6	0.2	17.1	5.9	2.5	6.9	
Cycle Queue Clearance Time (g_c), s	2.5	6.3		4.9	6.7	4.6	0.2	17.1	5.9	2.5	6.9	
Green Ratio (*g/C*)	0.21	0.13		0.23	0.16	0.16	0.31	0.30	0.30	0.40	0.38	
Capacity (*c*), veh/h	281	245		326	291	247	410	563	477	308	706	
Volume-to-Capacity Ratio (*X*)	0.281	0.717		0.458	0.661	0.469	0.018	0.864	0.357	0.322	0.362	
Back of Queue (*Q*), ft/ln (95 th percentile)	46.4	125.8		89.1	133.2	76.8	3.4	290.3	91.5	41.2	121.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	5.0		3.5	5.2	3.0	0.1	11.4	3.6	1.6	4.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.27	0.00		0.26	0.00	0.00	0.01	0.00	0.42	0.00	0.00	
Uniform Delay (d_1), s/veh	23.0	28.9		22.9	27.6	26.7	16.5	22.9	19.0	15.8	15.6	
Incremental Delay (d_2), s/veh	0.2	1.5		0.4	1.0	0.5	0.0	1.6	0.2	0.2	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	23.2	30.4		23.3	28.6	27.3	16.5	24.5	19.2	16.1	15.7	
Level of Service (LOS)	C	C		C	C	C	B	C	B	B	B	
Approach Delay, s/veh / LOS	28.2	C		26.5	C		23.1	C		15.8	B	
Intersection Delay, s/veh / LOS	23.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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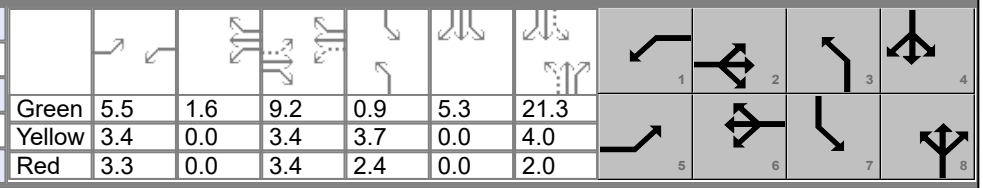
HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	7/24/2023	Area Type	Other
Jurisdiction		Time Period	4:00-6:00 PM	PHF	0.95
Urban Street	Cardinal Road/NE Dixie…	Analysis Year	2024	Analysis Period	1> 16:00
Intersection	NE Dixie Hwy/Savannah…	File Name	Cardinal and Dixie PM.xus		
Project Description	PM Pre-Development				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	75	161	6	142	183	110	7	462	162	94	241	2

Signal Information			
Cycle, s	69.5	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.5	1.6	9.2	0.9	5.3	21.3						
Yellow	3.4	0.0	3.4	3.7	0.0	4.0						
Red	3.3	0.0	3.4	2.4	0.0	2.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.984	0.984	1.000	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.994	0.994		0.000	0.847		0.000	0.847		0.999	0.999
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1781	1792	67	1781	1870	1585	1781	1870	1585	1781	1852	15
Proportion of Vehicles Arriving on Green (P)	0.08	0.13	0.13	0.10	0.16	0.16	0.01	0.30	0.30	0.09	0.38	0.38
Incremental Delay Factor (k)	0.04	0.04		0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	

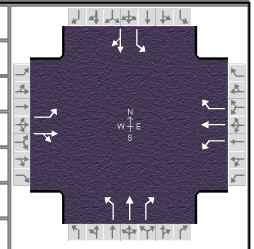
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.7	6.8	7.1	6.8	6.1	6.4	6.4	6.4
Green Ratio (g/C)	0.21	0.13	0.23	0.16	0.31	0.30	0.40	0.38
Permitted Saturation Flow Rate (s_p), veh/h/ln	1190	0	1209	0	1124	0	909	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	9.2	0.0	9.2	0.0	20.9	0.0	21.9	0.0
Permitted Service Time (g_u), s	2.1	0.0	2.9	0.0	17.5	0.0	3.9	0.0
Permitted Queue Service Time (g_{ps}), s	0.5		0.9		0.0		2.2	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		
Protected Right Effective Green Time (g_R), s				0.0		0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								
Bicycle F_w / F_v								

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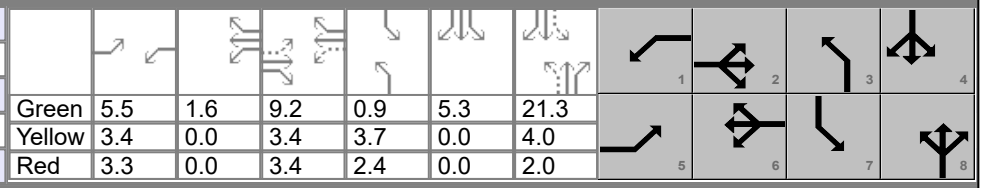
HCS7 Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	7/24/2023	Area Type	Other
Jurisdiction		Time Period	4:00-6:00 PM	PHF	0.95
Urban Street	Cardinal Road/NE Dixie…	Analysis Year	2024	Analysis Period	1> 16:00
Intersection	NE Dixie Hwy/Savannah…	File Name	Cardinal and Dixie PM.xus		
Project Description	PM Pre-Development				



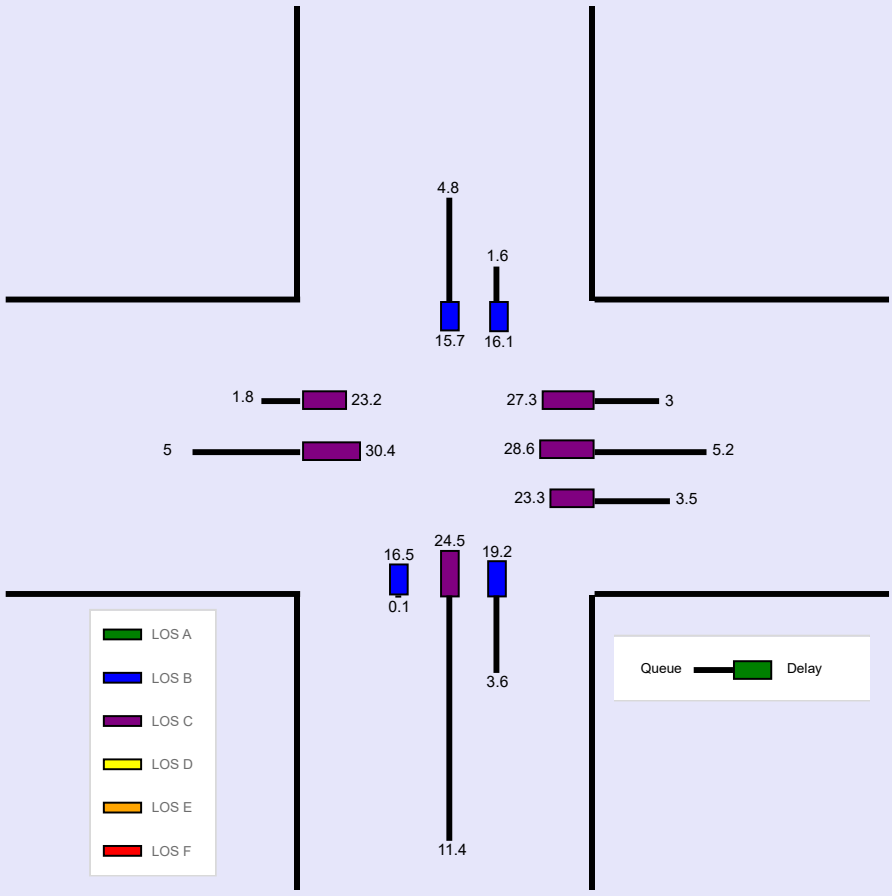
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	75	161	6	142	183	110	7	462	162	94	241	2

Signal Information			
Cycle, s	69.5	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.5	1.6	9.2	0.9	5.3	21.3						
Yellow	3.4	0.0	3.4	3.7	0.0	4.0						
Red	3.3	0.0	3.4	2.4	0.0	2.0						

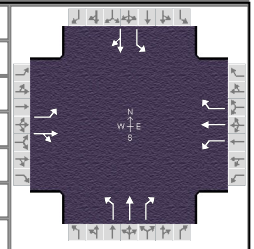
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	46.4	125.8		89.1	133.2	76.8	3.4	290.3	91.5	41.2	121.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	5.0		3.5	5.2	3.0	0.1	11.4	3.6	1.6	4.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.27	0.00		0.26	0.00	0.00	0.01	0.00	0.42	0.00	0.00	
Control Delay (*d*), s/veh	23.2	30.4		23.3	28.6	27.3	16.5	24.5	19.2	16.1	15.7	
Level of Service (LOS)	C	C		C	C	C	B	C	B	B	B	
Approach Delay, s/veh / LOS	28.2	C		26.5	C		23.1	C		15.8	B	
Intersection Delay, s/veh / LOS	23.2						C					



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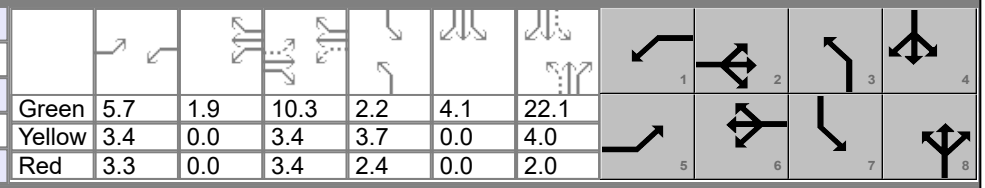
HCS7 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	7/24/2023	Area Type	Other
Jurisdiction		Time Period	4:00-6:00 PM	PHF	0.95
Urban Street	Cardinal Road/NE Dixie…	Analysis Year	2030	Analysis Period	1> 16:00
Intersection	NE Dixie Hwy/Savannah…	File Name	Cardinal and Dixie PM.xus		
Project Description	PM POST				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	78	163	23	148	187	110	18	466	167	95	255	5

Signal Information			
Cycle, s	71.9	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.7	1.9	10.3	2.2	4.1	22.1						
Yellow	3.4	0.0	3.4	3.7	0.0	4.0						
Red	3.3	0.0	3.4	2.4	0.0	2.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	78	163	23	148	187	110	18	466	167	95	255	5
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	2		2	2	2	2	2	2	2	2	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Turn Bay Length, ft	170	0		340	0	0	240	0	220	0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

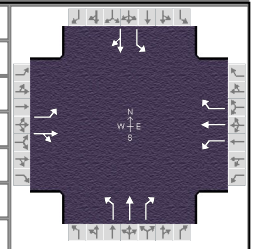
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	25.0	20.0	25.0	15.0	45.0	15.0	45.0
Yellow Change Interval (*Y*), s	3.4	3.4	3.7	4.0	3.7	4.0	4.0	4.4
Red Clearance Interval (R_c), s	3.3	3.4	3.4	2.0	2.4	2.0	2.4	2.0
Minimum Green (G_{min}), s	7	7	7	7	7	10	7	10
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Island / Curb	0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / Bike Lane / Shoulder, ft	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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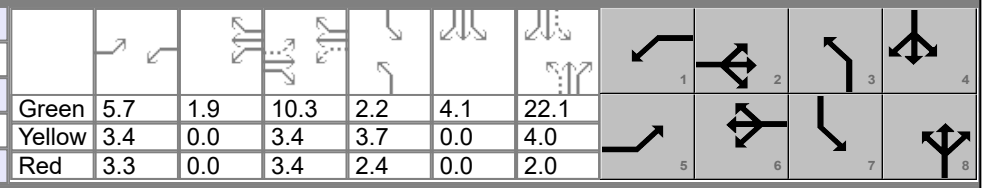
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	7/24/2023	Area Type	Other
Jurisdiction		Time Period	4:00-6:00 PM	PHF	0.95
Urban Street	Cardinal Road/NE Dixie…	Analysis Year	2030	Analysis Period	1> 16:00
Intersection	NE Dixie Hwy/Savannah…	File Name	Cardinal and Dixie PM.xus		
Project Description	PM POST				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	78	163	23	148	187	110	18	466	167	95	255	5

Signal Information			
Cycle, s	71.9	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.7	1.9	10.3	2.2	4.1	22.1		
Yellow	3.4	0.0	3.4	3.7	0.0	4.0		
Red	3.3	0.0	3.4	2.4	0.0	2.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	1.1	4.0	1.1	3.0	1.1	3.0	1.1	4.0
Phase Duration, s	12.4	17.1	14.2	19.0	8.3	28.1	12.5	32.3
Change Period, ($Y+R_c$), s	6.7	6.8	7.1	6.8	6.1	6.4	6.4	6.4
Max Allow Headway (*MAH*), s	3.1	3.1	3.1	3.1	3.1	3.1	3.1	3.1
Queue Clearance Time (g_s), s	4.7	9.4	7.2	9.0	2.5	19.8	4.6	9.9
Green Extension Time (g_e), s	0.1	0.9	0.2	0.9	0.0	1.8	0.1	1.9
Phase Call Probability	0.81	1.00	0.96	1.00	0.32	1.00	0.86	1.00
Max Out Probability	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

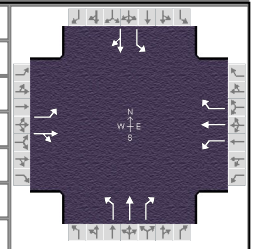
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	82	196		156	197	116	19	491	176	100	274	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1830		1781	1870	1585	1781	1870	1585	1781	1864	
Queue Service Time (g_s), s	2.7	7.4		5.2	7.0	4.7	0.5	17.8	6.3	2.6	7.9	
Cycle Queue Clearance Time (g_c), s	2.7	7.4		5.2	7.0	4.7	0.5	17.8	6.3	2.6	7.9	
Green Ratio (*g/C*)	0.22	0.14		0.24	0.17	0.17	0.33	0.30	0.30	0.39	0.36	
Capacity (*c*), veh/h	293	262		325	317	268	402	566	479	300	671	
Volume-to-Capacity Ratio (*X*)	0.281	0.747		0.479	0.622	0.432	0.047	0.867	0.367	0.333	0.408	
Back of Queue (*Q*), ft/ln (95 th percentile)	49.5	145.8		95.3	138.7	78.4	9	303.8	98.8	45.1	143.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.9	5.7		3.8	5.5	3.1	0.4	12.0	3.9	1.8	5.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.29	0.00		0.28	0.00	0.00	0.04	0.00	0.45	0.00	0.00	
Uniform Delay (d_1), s/veh	23.2	29.6		23.1	27.8	26.8	16.4	23.7	19.7	16.8	17.3	
Incremental Delay (d_2), s/veh	0.2	1.6		0.4	0.7	0.4	0.0	1.6	0.2	0.2	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	23.4	31.2		23.5	28.5	27.2	16.4	25.4	19.9	17.1	17.4	
Level of Service (LOS)	C	C		C	C	C	B	C	B	B	B	
Approach Delay, s/veh / LOS	28.9	C		26.5	C		23.7	C		17.3	B	
Intersection Delay, s/veh / LOS	23.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS								
Bicycle LOS Score / LOS								

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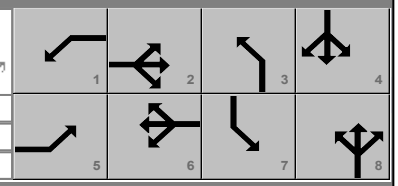
HCS7 Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	7/24/2023	Area Type	Other
Jurisdiction		Time Period	4:00-6:00 PM	PHF	0.95
Urban Street	Cardinal Road/NE Dixie…	Analysis Year	2030	Analysis Period	1> 16:00
Intersection	NE Dixie Hwy/Savannah…	File Name	Cardinal and Dixie PM.xus		
Project Description	PM POST				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	78	163	23	148	187	110	18	466	167	95	255	5

Signal Information			
Cycle, s	71.9	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.7	1.9		10.3	2.2		4.1	22.1				
Yellow	3.4	0.0		3.4	3.7		0.0	4.0				
Red	3.3	0.0		3.4	2.4		0.0	2.0				

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.984	0.984	1.000	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.978	0.978		0.000	0.847		0.000	0.847		0.997	0.997
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Movement Saturation Flow Rate (s), veh/h	1781	1603	226	1781	1870	1585	1781	1870	1585	1781	1828	36
Proportion of Vehicles Arriving on Green (P)	0.08	0.14	0.14	0.10	0.17	0.17	0.03	0.30	0.30	0.08	0.36	0.36
Incremental Delay Factor (k)	0.04	0.04		0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	

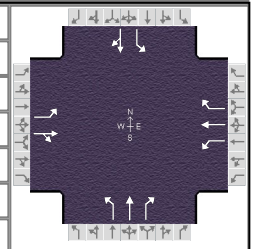
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.7	6.8	7.1	6.8	6.1	6.4	6.4	6.4
Green Ratio (g/C)	0.22	0.14	0.24	0.17	0.33	0.30	0.39	0.36
Permitted Saturation Flow Rate (s_p), veh/h/ln	1186	0	1187	0	1106	0	906	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	10.3	0.0	10.3	0.0	21.8	0.0	21.8	0.0
Permitted Service Time (g_u), s	3.2	0.0	2.9	0.0	16.1	0.0	4.0	0.0
Permitted Queue Service Time (g_{ps}), s	0.5		1.1		0.1		2.2	
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		
Protected Right Effective Green Time (g_R), s				0.0		0.0		

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v								
Pedestrian F_s / F_{delay}								
Pedestrian M_{corner} / M_{cw}								
Bicycle c_b / d_b								
Bicycle F_w / F_v								

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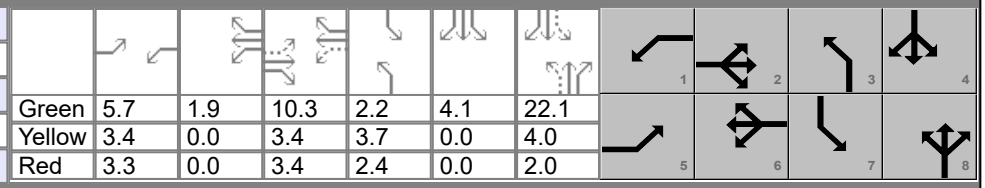
HCS7 Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	MEP			Duration, h	0.250
Analyst	MEP	Analysis Date	7/24/2023	Area Type	Other
Jurisdiction		Time Period	4:00-6:00 PM	PHF	0.95
Urban Street	Cardinal Road/NE Dixie…	Analysis Year	2030	Analysis Period	1> 16:00
Intersection	NE Dixie Hwy/Savannah…	File Name	Cardinal and Dixie PM.xus		
Project Description	PM POST				



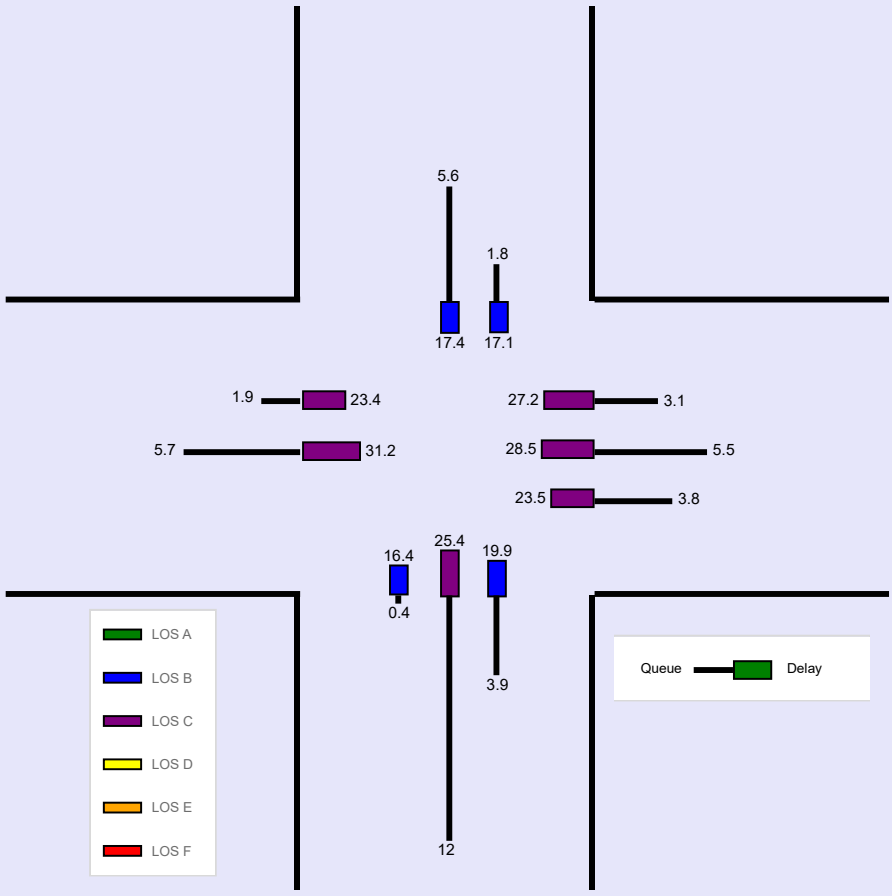
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	78	163	23	148	187	110	18	466	167	95	255	5

Signal Information			
Cycle, s	71.9	Reference Phase	2
Offset, s	0	Reference Point	Begin
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.7	1.9	10.3	2.2	4.1	22.1						
Yellow	3.4	0.0	3.4	3.7	0.0	4.0						
Red	3.3	0.0	3.4	2.4	0.0	2.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	49.5	145.8		95.3	138.7	78.4	9	303.8	98.8	45.1	143.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.9	5.7		3.8	5.5	3.1	0.4	12.0	3.9	1.8	5.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.29	0.00		0.28	0.00	0.00	0.04	0.00	0.45	0.00	0.00	
Control Delay (*d*), s/veh	23.4	31.2		23.5	28.5	27.2	16.4	25.4	19.9	17.1	17.4	
Level of Service (LOS)	C	C		C	C	C	B	C	B	B	B	
Approach Delay, s/veh / LOS	28.9	C		26.5	C		23.7	C		17.3	B	
Intersection Delay, s/veh / LOS	23.9						C					



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Avonlea 10-11-13-14-15

AM PEAK HOUR TURNING MOVEMENTS

EXHIBIT 13

Baker Road & Cardinal Road

		ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
7:00 AM	7:15 AM	2	0	36	0	8	0	14	3	0	0	9	7
7:15 AM	7:30 AM	3	2	22	0	9	0	12	4	0	0	6	10
7:30 AM	7:45 AM	1	1	40	0	8	1	27	3	0	0	8	11
7:45 AM	8:00 AM	3	1	44	0	13	0	24	2	0	0	13	14
8:00 AM	8:15 AM	3	0	36	0	15	0	16	4	0	0	5	18
8:15 AM	8:30 AM	6	0	38	0	13	0	24	6	0	0	14	14
8:30 AM	8:45 AM	10	1	28	0	15	0	26	4	0	0	11	8
8:45 AM	9:00 AM	10	0	44	0	17	1	30	4	0	0	9	6
9:00 AM	9:15 AM												
9:15 AM	9:30 AM												
9:30 AM	9:45 AM												
9:45 AM	10:00 AM												
		38	5	288	0	98	2	173	30	0	0	75	88
Peak Hour Traffic Volume													
8:00 AM	9:00 AM	29	1	146	0	60	1	96	18	0	0	39	46

Count Taken:	6/29/2023	PHF	0.90		0.92
Buildout year:	2030				
Growth Rate:	1.3%				
PSCF	1.22				

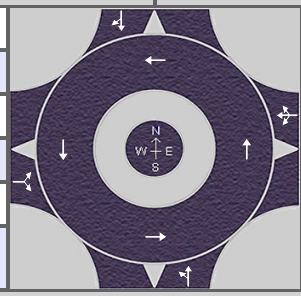
	ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
6/29/2023	29	0	146	0	60	1	96	18	0	0	39	46
Peak Season Factor	6	0	32	0	13	0	21	4	0	0	9	10
Adjusted Volumes	35	0	178	0	73	1	117	22	0	0	48	56
	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth 1.3%	4	0	19	0	8	0	13	2	0	0	5	6
2030 Volumes	**39**	**0**	**197**	**0**	**81**	**1**	**130**	**24**	**0**	**0**	**53**	**62**
Pre Dev	39	0	197	0	81	1	130	24	0	0	53	62
Project Traffic	0	0	11	0	0	0	13	0	0	0	0	0
Post Dev	**39**	**0**	**208**	**0**	**81**	**1**	**143**	**24**	**0**	**0**	**53**	**62**

Project Traffic Assignment		In		Out	Out	Out			In	In		
	0%	4%	0%	7%	4%	10%	0%	0%	7%	10%	0%	0%
Existing	35	0	178	0	73	1	117	22	0	0	48	56
Pre-Development	39	0	197	0	81	1	130	24	0	0	53	62
Post-Development	39	0	208	0	81	1	143	24	0	0	53	62

HCS7 Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	4/24/2024
Analysis Year	2024
Time Analyzed	Existing AM Peak Hour
Project Description	Avonlea 10-11-13-14-15



Site Information

Intersection	Baker & Cardinal
E/W Street Name	Baker Road
N/S Street Name	Cardinal Road
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.92
Jurisdiction	

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LR				LTR				LT				TR	
Volume (V), veh/h	0	35		178	0	0	73	1	0	117	22		0		48	56
Percent Heavy Vehicles, %	3	3		3	3	3	3	3	3	3	3		3		3	3
Flow Rate (v_{PCE}), pc/h	0	39		199	0	0	82	1	0	131	25		0		54	63
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway (s)		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		238			83			156			117	
Entry Volume, veh/h		231			81			151			114	
Circulating Flow (v_c), pc/h	54			195			39			213		
Exiting Flow (v_{ex}), pc/h	0			276			65			253		
Capacity (c_{pce}), pc/h		1306			1131			1326			1111	
Capacity (c), veh/h		1268			1098			1288			1078	
v/c Ratio (x)		0.18			0.07			0.12			0.11	

Delay and Level of Service

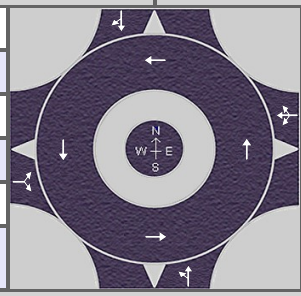
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.4			3.9			3.8			4.3	
Lane LOS		A			A			A			A	
95% Queue, veh		0.7			0.2			0.4			0.4	
Approach Delay, s/veh	4.4			3.9			3.8			4.3		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	4.1						A					

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HCS7 Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	4/24/2024
Analysis Year	2030
Time Analyzed	Pre-dev AM Peak Hour
Project Description	Avonlea 10-11-13-14-15



Site Information

Intersection	Baker & Cardinal
E/W Street Name	Baker Road
N/S Street Name	Cardinal Road
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.92
Jurisdiction	

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LR				LTR				LT				TR	
Volume (V), veh/h	0	39		197	0	0	81	1	0	130	24		0		53	62
Percent Heavy Vehicles, %	3	3		3	3	3	3	3	3	3	3		3		3	3
Flow Rate (v_{PCE}), pc/h	0	44		221	0	0	91	1	0	146	27		0		59	69
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway (s)		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		265			92			173			128	
Entry Volume, veh/h		257			89			168			124	
Circulating Flow (v_c), pc/h		59			217			44			237	
Exiting Flow (v_{ex}), pc/h		0			306			72			280	
Capacity (c_{pce}), pc/h		1299			1106			1319			1084	
Capacity (c), veh/h		1262			1074			1281			1052	
v/c Ratio (x)		0.20			0.08			0.13			0.12	

Delay and Level of Service

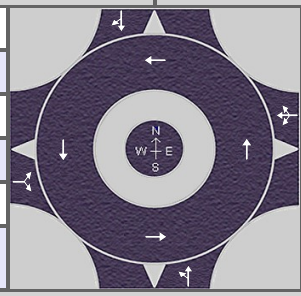
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.6			4.1			3.9			4.5	
Lane LOS		A			A			A			A	
95% Queue, veh		0.8			0.3			0.5			0.4	
Approach Delay, s/veh	4.6			4.1			3.9			4.5		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	4.3						A					

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HCS7 Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	4/24/2024
Analysis Year	2030
Time Analyzed	Post-dev AM Peak Hour
Project Description	Avonlea 10-11-13-14-15



Site Information

Intersection	Baker & Cardinal
E/W Street Name	Baker Road
N/S Street Name	Cardinal Road
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.92
Jurisdiction	

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LR				LTR				LT				TR	
Volume (V), veh/h	0	39		208	0	0	81	1	0	143	24		0		53	62
Percent Heavy Vehicles, %	3	3		3	3	3	3	3	3	3	3		3		3	3
Flow Rate (v_{PCE}), pc/h	0	44		233	0	0	91	1	0	160	27		0		59	69
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway (s)		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		277			92			187			128	
Entry Volume, veh/h		269			89			182			124	
Circulating Flow (v_c), pc/h	59			231			44			251		
Exiting Flow (v_{ex}), pc/h	0			320			72			292		
Capacity (c_{pce}), pc/h		1299			1090			1319			1068	
Capacity (c), veh/h		1262			1059			1281			1037	
v/c Ratio (x)		0.21			0.08			0.14			0.12	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.7			4.1			4.0			4.5	
Lane LOS		A			A			A			A	
95% Queue, veh		0.8			0.3			0.5			0.4	
Approach Delay, s/veh	4.7			4.1			4.0			4.5		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	4.4						A					

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Avonlea 10-11-13-14-15

PM PEAK HOUR TURNING MOVEMENTS

EXHIBIT 14

Baker Road & Cardinal Road

		ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
4:00 PM	4:15 PM	14	0	43	0	18	1	35	6	0	0	3	5
4:15 PM	4:30 PM	9	0	39	0	13	2	34	4	0	0	1	4
4:30 PM	4:45 PM	11	0	24	0	15	1	36	7	0	0	4	9
4:45 PM	5:00 PM	13	0	43	1	8	3	26	13	0	0	8	6
5:00 PM	5:15 PM	10	0	39	0	22	2	36	6	0	0	3	7
5:15 PM	5:30 PM	18	1	42	0	13	1	28	8	0	0	5	13
5:30 PM	5:45 PM	13	2	25	1	3	2	25	4	0	0	4	10
5:45 PM	6:00 PM	13	0	28	1	6	1	25	7	0	0	4	7
6:00 PM	6:15 PM												
6:15 PM	6:30 PM												
6:30 PM	6:45 PM												
6:45 PM	7:00 PM												
		101	3	283	3	98	13	245	55	0	0	32	61

Peak Hour Traffic Volume

4:30 PM	5:30 PM	52	1	148	1	58	7	126	34	0	0	20	35

Count Taken: 6/29/2023 PHF 0.93

Buildout year: 2030

Growth Rate: 1.3%

PSCF 1.22

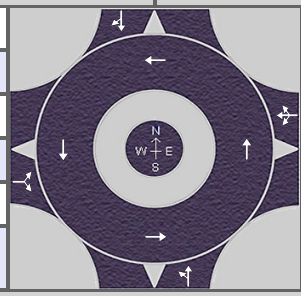
	ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
6/29/2023	52	0	148	1	58	7	126	34	0	0	20	35
Peak Season Factor	11	0	33	0	13	2	28	7	0	0	4	8
Adjusted Volumes	63	0	181	1	71	9	154	41	0	0	24	43
	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth 1.3%	7	0	20	0	8	1	17	4	0	0	3	5
2030 Volumes	**70**	**0**	**201**	**1**	**79**	**10**	**171**	**45**	**0**	**0**	**27**	**48**
Pre Dev	70	0	201	1	79	10	171	45	0	0	27	48
Project Traffic	0	0	26	0	0	0	9	0	0	0	0	0
Post Dev	**70**	**0**	**227**	**1**	**79**	**10**	**180**	**45**	**0**	**0**	**27**	**48**

Project Traffic Assignment		In		Out	Out	Out			In	In		
	0%	4%	0%	7%	4%	10%	0%	0%	7%	10%	0%	0%
Existing	63	0	181	1	71	9	154	41	0	0	24	43
Pre-Development	70	0	201	1	79	10	171	45	0	0	27	48
Post-Development	70	0	227	1	79	10	180	45	0	0	27	48

HCS7 Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	4/24/2024
Analysis Year	2024
Time Analyzed	Existing PM Peak Hour
Project Description	Avonlea 10-11-13-14-15



Site Information

Intersection	Baker & Cardinal Rd
E/W Street Name	Baker Road
N/S Street Name	Cardinal Road
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.93
Jurisdiction	

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LR				LTR				LT				TR	
Volume (V), veh/h	0	63		181	0	1	71	9	0	154	41		0		24	43
Percent Heavy Vehicles, %	3	3		3	3	3	3	3	3	3	3		3		3	3
Flow Rate (v_{PCE}), pc/h	0	70		200	0	1	79	10	0	171	45		0		27	48
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway (s)		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		270			90			216			75	
Entry Volume, veh/h		262			87			210			73	
Circulating Flow (v_c), pc/h	28			286			70			251		
Exiting Flow (v_{ex}), pc/h	0			298			125			228		
Capacity (c_{pce}), pc/h		1341			1031			1285			1068	
Capacity (c), veh/h		1302			1001			1247			1037	
v/c Ratio (x)		0.20			0.09			0.17			0.07	

Delay and Level of Service

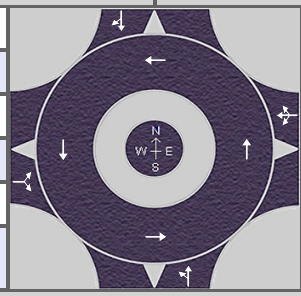
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.5			4.4			4.3			4.1	
Lane LOS		A			A			A			A	
95% Queue, veh		0.8			0.3			0.6			0.2	
Approach Delay, s/veh	4.5			4.4			4.3			4.1		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	4.4						A					

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HCS7 Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	4/24/2024
Analysis Year	2030
Time Analyzed	Pre-Dev PM Peak Hour
Project Description	Avonlea 10-11-13-14-15



Site Information

Intersection	Baker & Cardinal Rd
E/W Street Name	Baker Road
N/S Street Name	Cardinal Road
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.93
Jurisdiction	

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LR				LTR				LT				TR	
Volume (V), veh/h	0	70		201	0	1	79	10	0	171	45		0		27	48
Percent Heavy Vehicles, %	3	3		3	3	3	3	3	3	3	3		3		3	3
Flow Rate (v_{PCE}), pc/h	0	78		223	0	1	87	11	0	189	50		0		30	53
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway (s)		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		301			99			239			83	
Entry Volume, veh/h		292			96			232			81	
Circulating Flow (v_c), pc/h	31			317			78			277		
Exiting Flow (v_{ex}), pc/h	0			329			139			254		
Capacity (c_{pce}), pc/h		1337			999			1274			1040	
Capacity (c), veh/h		1298			970			1237			1010	
v/c Ratio (x)		0.23			0.10			0.19			0.08	

Delay and Level of Service

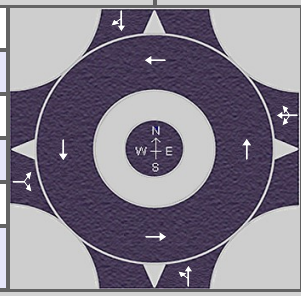
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.7			4.6			4.5			4.3	
Lane LOS		A			A			A			A	
95% Queue, veh		0.9			0.3			0.7			0.3	
Approach Delay, s/veh	4.7			4.6			4.5			4.3		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	4.6						A					

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HCS7 Roundabouts Report

General Information

Analyst	MEP
Agency or Co.	MEP
Date Performed	4/24/2024
Analysis Year	2030
Time Analyzed	Post-Dev PM Peak Hour
Project Description	Avonlea 10-11-13-14-15



Site Information

Intersection	Baker & Cardinal Rd
E/W Street Name	Baker Road
N/S Street Name	Cardinal Road
Analysis Time Period (hrs)	0.25
Peak Hour Factor	0.93
Jurisdiction	

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LR				LTR				LT				TR	
Volume (V), veh/h	0	70		227	0	1	79	10	0	180	45		0		27	48
Percent Heavy Vehicles, %	3	3		3	3	3	3	3	3	3	3		3		3	3
Flow Rate (v_{PCE}), pc/h	0	78		251	0	1	87	11	0	199	50		0		30	53
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway (s)		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway (s)		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		329			99			249			83	
Entry Volume, veh/h		319			96			242			81	
Circulating Flow (v_c), pc/h	31			327			78			287		
Exiting Flow (v_{ex}), pc/h	0			339			139			282		
Capacity (c_{pce}), pc/h		1337			989			1274			1030	
Capacity (c), veh/h		1298			960			1237			1000	
v/c Ratio (x)		0.25			0.10			0.20			0.08	

Delay and Level of Service

Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.9			4.7			4.6			4.3	
Lane LOS		A			A			A			A	
95% Queue, veh		1.0			0.3			0.7			0.3	
Approach Delay, s/veh	4.9			4.7			4.6			4.3		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	4.7						A					

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Avonlea 10-11-13-14-15

AM PEAK HOUR TURNING MOVEMENTS

EXHIBIT 15

Dixie Highway & DW 5

		ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
7:00 AM	7:15 AM	0	43	0	0	86	0	0	0	0	0	0	0
7:15 AM	7:30 AM	0	39	0	0	105	0	0	0	0	0	0	0
7:30 AM	7:45 AM	0	50	0	0	107	0	0	0	0	0	0	0
7:45 AM	8:00 AM	0	67	0	0	112	0	0	0	0	0	0	0
8:00 AM	8:15 AM	0	79	0	0	112	0	0	0	0	0	0	0
8:15 AM	8:30 AM	0	76	0	0	120	0	0	0	0	0	0	0
8:30 AM	8:45 AM	0	52	0	0	97	0	0	0	0	0	0	0
8:45 AM	9:00 AM	0	65	0	0	73	0	0	0	0	0	0	0
9:00 AM	9:15 AM												
9:15 AM	9:30 AM												
9:30 AM	9:45 AM												
9:45 AM	10:00 AM												
		0	471	0	0	812	0	0	0	0	0	0	0

Peak Hour Traffic Volume

7:30 AM	8:30 AM	0	272	0	0	451	0	0	0	0	0	0	0

Count Taken: 6/29/2023 PHF 0.92

Buildout year: 2030

Growth Rate: 1.3%

PSCF 1.22

	ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
6/29/2023	0	272	0	0	451	0	0	0	0	0	0	0
Peak Season Factor	0	60	0	0	99	0	0	0	0	0	0	0
Adjusted Volumes	0	332	0	0	550	0	0	0	0	0	0	0
	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth 1.3%	0	36	0	0	60	0	0	0	0	0	0	0
2030 Volumes	**0**	**368**	**0**	**0**	**610**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Pre Dev	0	368	0	0	610	0	0	0	0	0	0	0
Project Traffic	8	0	0	0	0	5	0	0	0	14	0	14
Post Dev	**8**	**368**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**14**	**0**	**14**

Project Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Existing	0	332	0	0	550	0	0	0	0	0	0	0
Pre-Development	0	368	0	0	610	0	0	0	0	0	0	0
Post-Development	8	368	0	0	0	5	0	0	0	14	0	14

HCS Two-Way Stop-Control Report

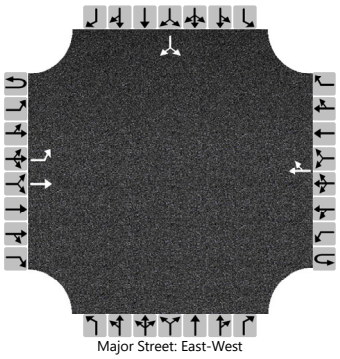
General Information

Analyst	MEP
Agency/Co.	MEP
Date Performed	6/17/2025
Analysis Year	2030
Time Analyzed	
Intersection Orientation	East-West
Project Description	2030 Post AM

Site Information

Intersection	Dixie Hwy & DW 5
Jurisdiction	
East/West Street	Dixie Hwy
North/South Street	DW 5
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		8	368				610	5						14		14
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.12												6.42		6.22
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		9													30	
Capacity, c (veh/h)		921													314	
v/c Ratio		0.01													0.10	
95% Queue Length, Q_{95} (veh)		0.0													0.3	
95% Queue Length, Q_{95} (ft)		0.0													7.6	
Control Delay (s/veh)		8.9													17.7	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)	0.2												17.7			
Approach LOS	A												C			

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Avonlea 10-11-13-14-15

PM PEAK HOUR TURNING MOVEMENTS

EXHIBIT 16

Dixie Highway & DW 5

		ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
4:00 PM	4:15 PM	0	94	0	0	80	0	0	0	0	0	0	0
4:15 PM	4:30 PM	0	95	0	0	73	0	0	0	0	0	0	0
4:30 PM	4:45 PM	0	74	0	0	64	0	0	0	0	0	0	0
4:45 PM	5:00 PM	0	102	0	0	84	0	0	0	0	0	0	0
5:00 PM	5:15 PM	0	85	0	0	96	0	0	0	0	0	0	0
5:15 PM	5:30 PM	0	136	0	0	63	0	0	0	0	0	0	0
5:30 PM	5:45 PM	0	89	0	0	61	0	0	0	0	0	0	0
5:45 PM	6:00 PM	0	78	0	0	77	0	0	0	0	0	0	0
6:00 PM	6:15 PM												
6:15 PM	6:30 PM												
6:30 PM	6:45 PM												
6:45 PM	7:00 PM												
		0	753	0	0	598	0	0	0	0	0	0	0

Peak Hour Traffic Volume

4:45 PM	5:45 PM	0	412	0	0	304	0	0	0	0	0	0	0
Count Taken:	6/29/2023	PHF	0.90		0.92								
Buildout year:	2030												
Growth Rate:	1.3%												
PSCF	1.22												

	ebl	ebt	ebr	wbl	wbt	wbr	nbl	nbt	nbr	sbl	sbt	sbr
6/28/2023	0	412	0	0	304	0	0	0	0	0	0	0
Peak Season Factor	0	91	0	0	67	0	0	0	0	0	0	0
Adjusted Volumes	0	503	0	0	371	0	0	0	0	0	0	0
	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%	1.3%
Growth 1.3%	0	55	0	0	40	0	0	0	0	0	0	0
2030 Volumes	**0**	**558**	**0**	**0**	**411**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Pre Dev	0	558	0	0	411	0	0	0	0	0	0	0
Project Traffic	25	0	0	0	0	14	0	0	0	8	0	9
Post Dev	**25**	**558**	**0**	**0**	**411**	**14**	**0**	**0**	**0**	**8**	**0**	**9**

Project Traffic Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Existing	0	503	0	0	371	0	0	0	0	0	0	0
Pre-Development	0	558	0	0	411	0	0	0	0	0	0	0
Post-Development	25	558	0	0	411	14	0	0	0	8	0	9

HCS Two-Way Stop-Control Report

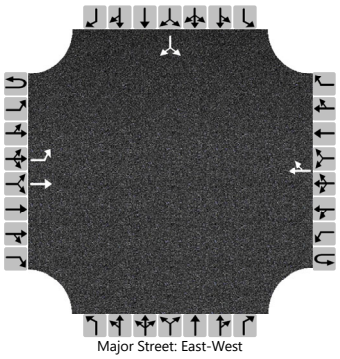
General Information

Analyst	MEP
Agency/Co.	MEP
Date Performed	6/17/2025
Analysis Year	2030
Time Analyzed	
Intersection Orientation	East-West
Project Description	2030 Post PM

Site Information

Intersection	Dixie Hwy & DW 5
Jurisdiction	
East/West Street	Dixie Hwy
North/South Street	DW 5
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	1	0
Configuration		L	T					TR							LR	
Volume (veh/h)		25	558				411	14						8		9
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.12												6.42		6.22
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		27													18	
Capacity, c (veh/h)		1099													336	
v/c Ratio		0.02													0.05	
95% Queue Length, Q_{95} (veh)		0.1													0.2	
95% Queue Length, Q_{95} (ft)		2.5													5.1	
Control Delay (s/veh)		8.4													16.3	
Level of Service (LOS)		A													C	
Approach Delay (s/veh)		0.4												16.3		
Approach LOS		A												C		

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Land Use: 230
Low-Rise Residential with Ground-Floor Commercial

Description

Low-rise residential with ground-floor commercial is a mixed-use multifamily housing building with two or three floors of residential living space and commercial space open to the public on the ground level. These facilities are typically found in dense multi-use urban and center city core settings. Multifamily housing (low-rise) (Land Use 220), mid-rise residential with ground floor commercial (Land Use 231), and high-rise residential with ground-floor commercial (Land Use 232) are related land uses.

Land Use Subcategory

The data included in this land use have been stratified into two subcategories: (1) sites with a commercial gross leasable area that ranges between 1,000 and 25,000 square feet (2) sites with a commercial gross leasable area that ranges between 25,000 and 65,000 square feet.

Additional Data

The trips displayed in the data plots represent the total trips that enter or exit the site. Any trips internal to the site between its residential and commercial components are not included.

The ITE *Trip Generation Handbook* (TGH) presents an alternative approach for estimating trips generated by a site that fits this land use. The TGH method involves the estimation of the internal trip-making at a mixed-use site.

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/).

Additional Data

The sites were surveyed in the 2010s in the District of Columbia and Oregon.

Source Numbers

901, 949, 950

Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

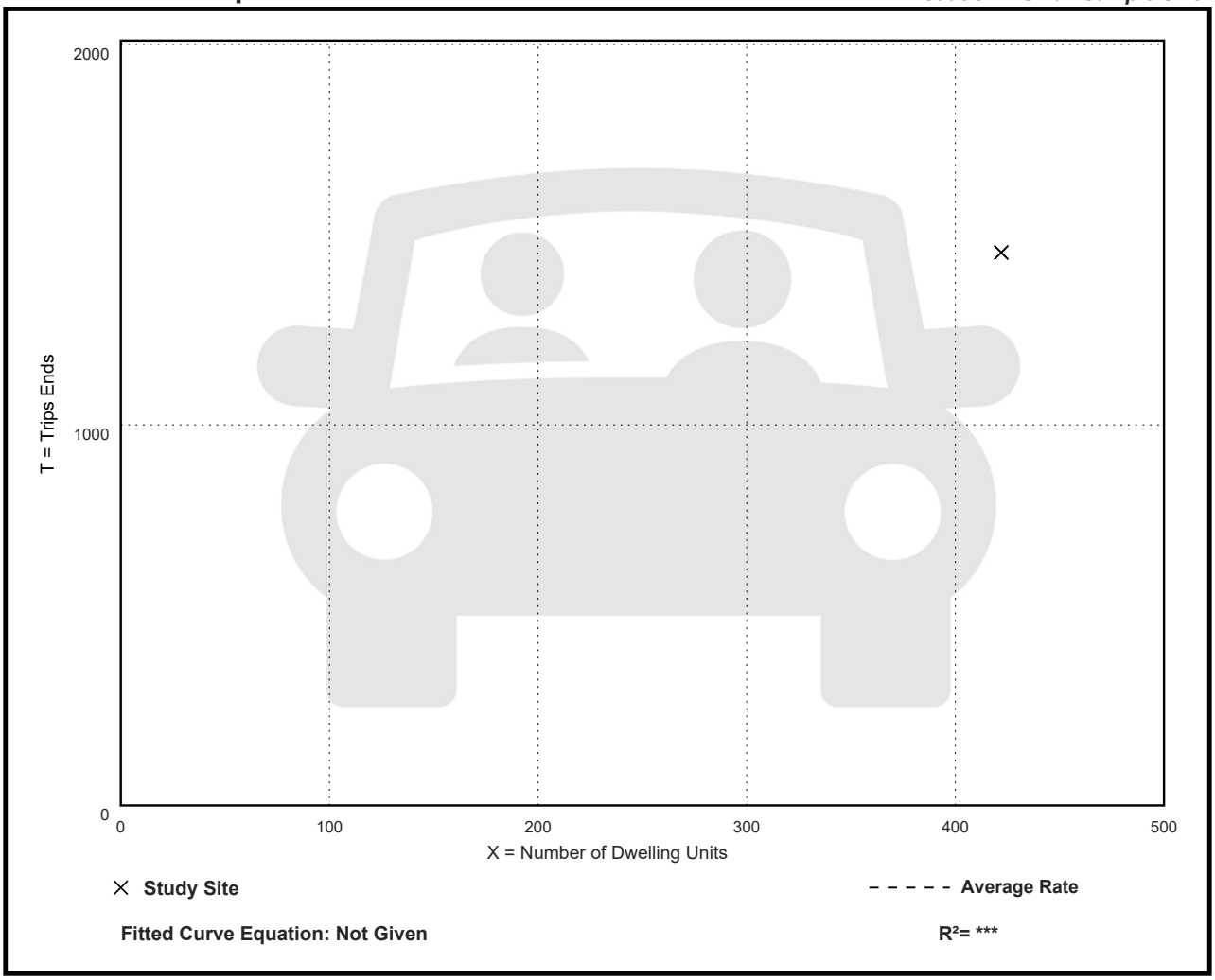
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 422
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
3.44	3.44 - 3.44	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

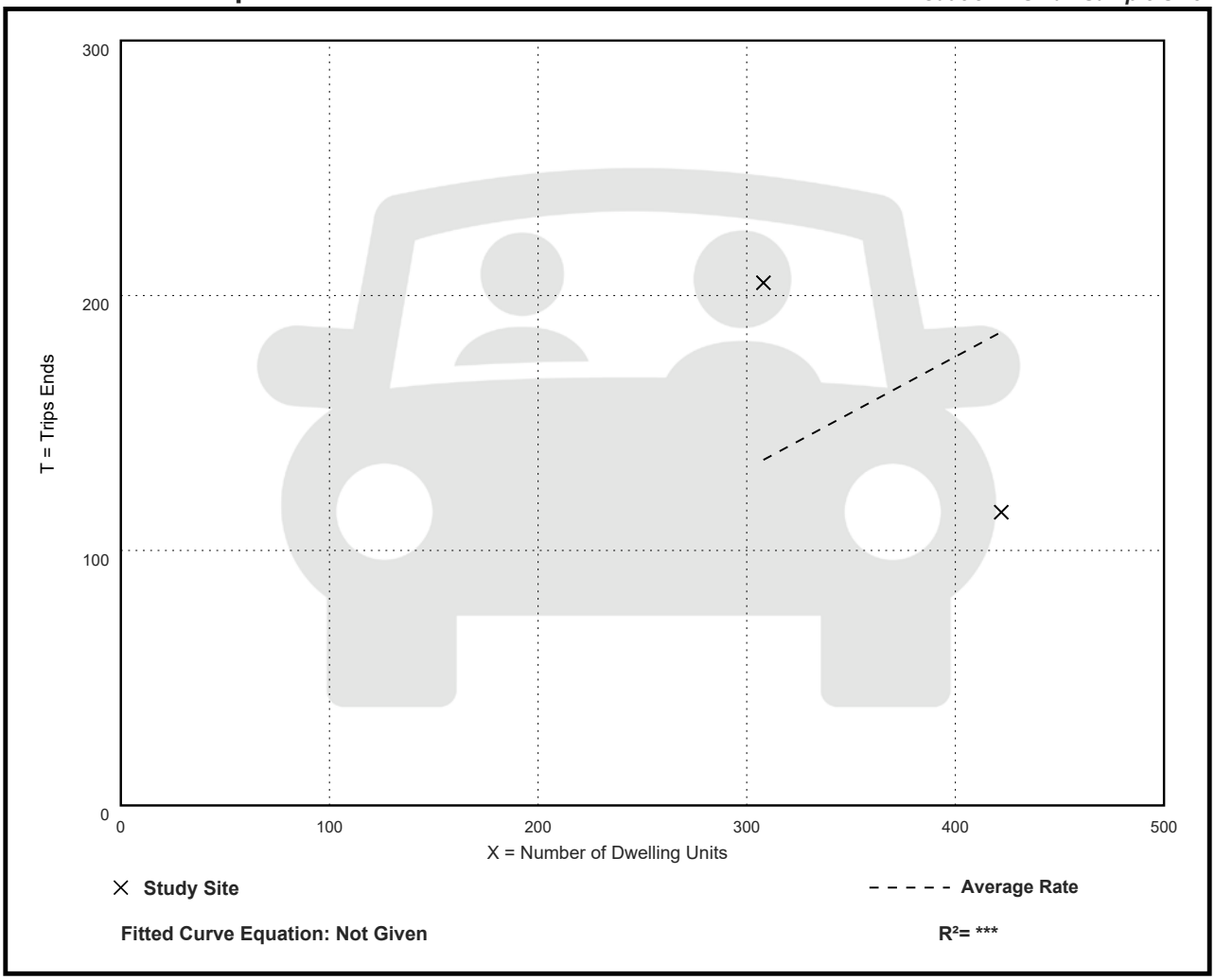
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Dwelling Units: 365
Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.27 - 0.67	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

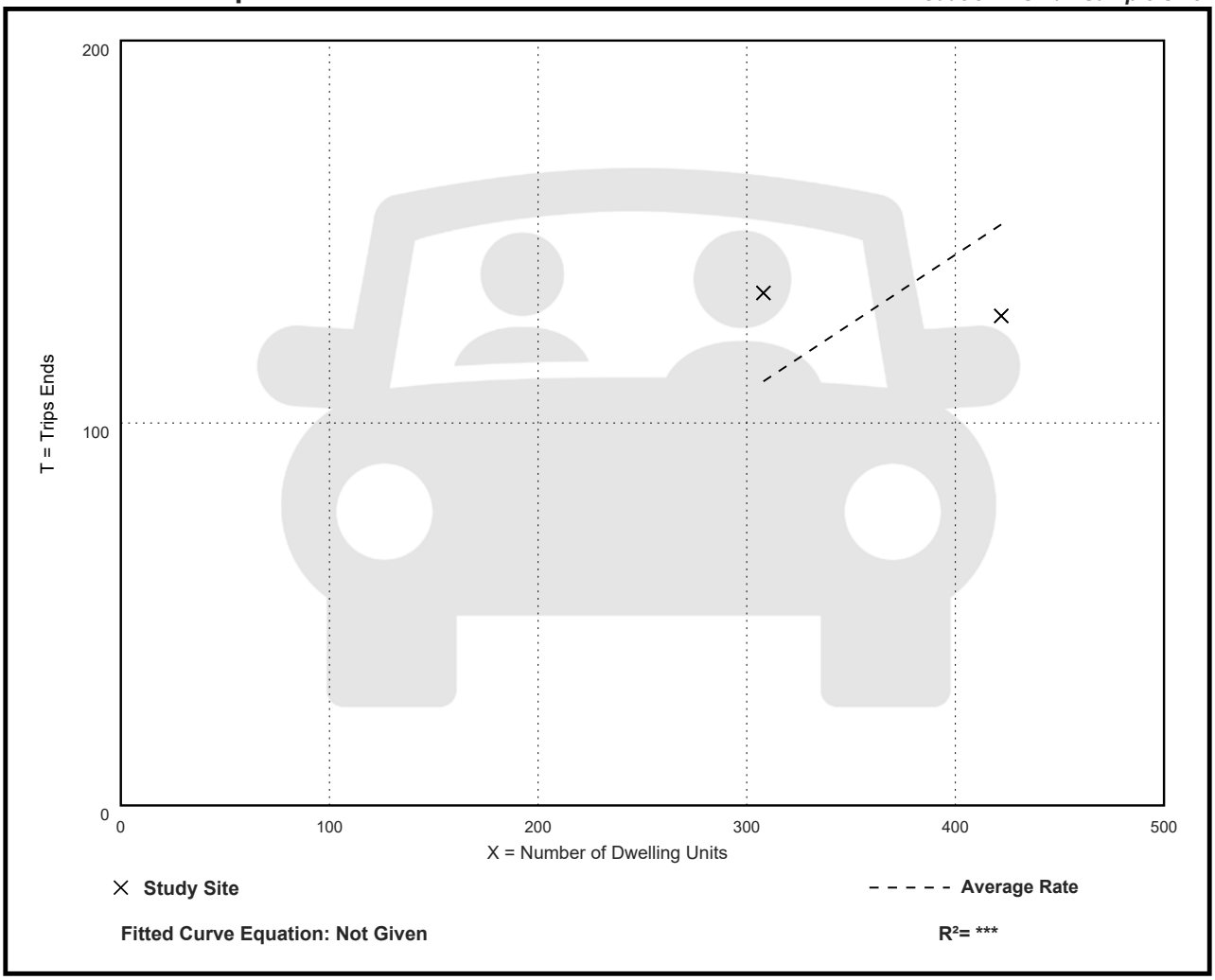
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Dwelling Units: 365
Directional Distribution: 71% entering, 29% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.30 - 0.44	***

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

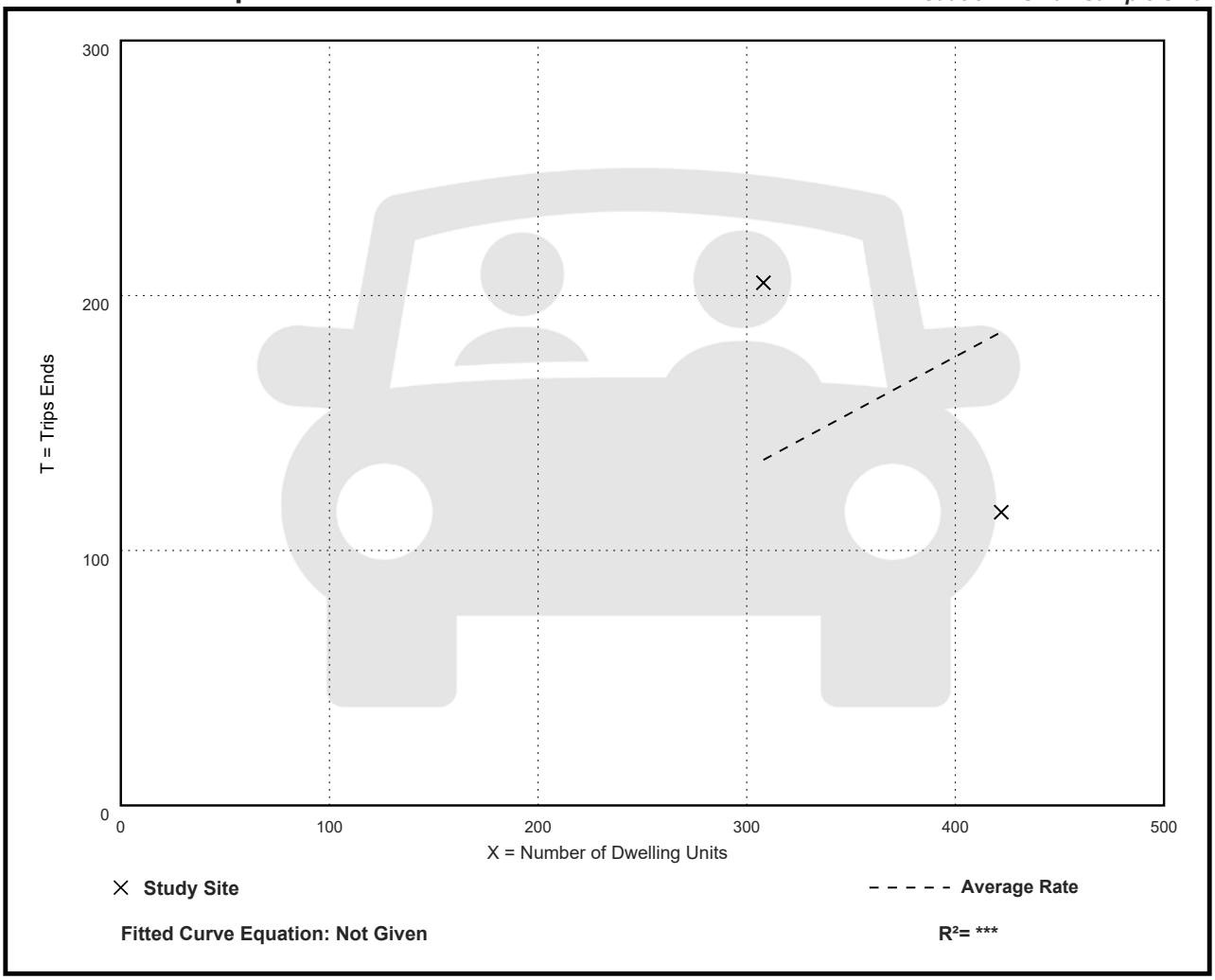
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Dwelling Units: 365
Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.27 - 0.67	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

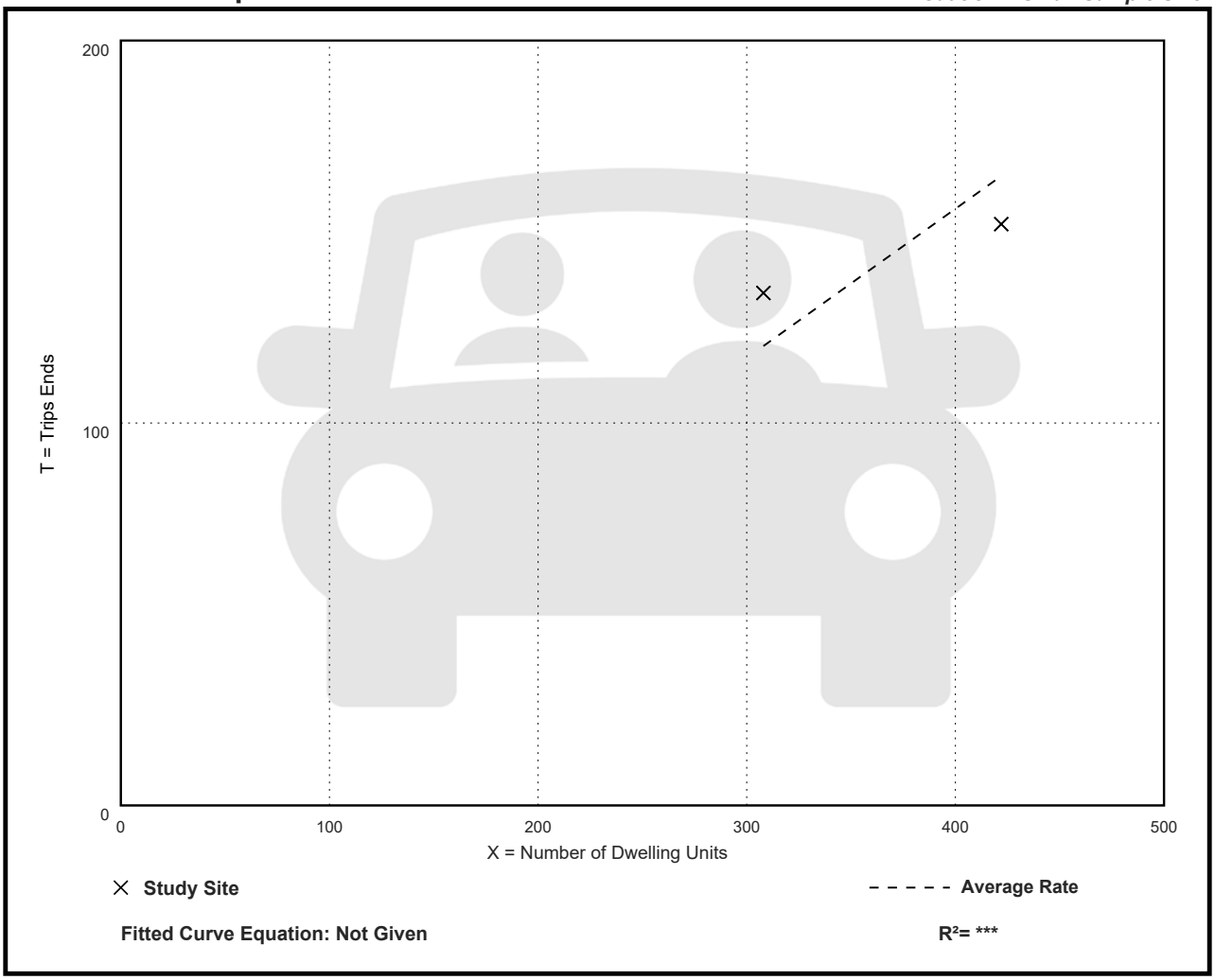
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Dwelling Units: 365
Directional Distribution: 65% entering, 35% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.36 - 0.44	***

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

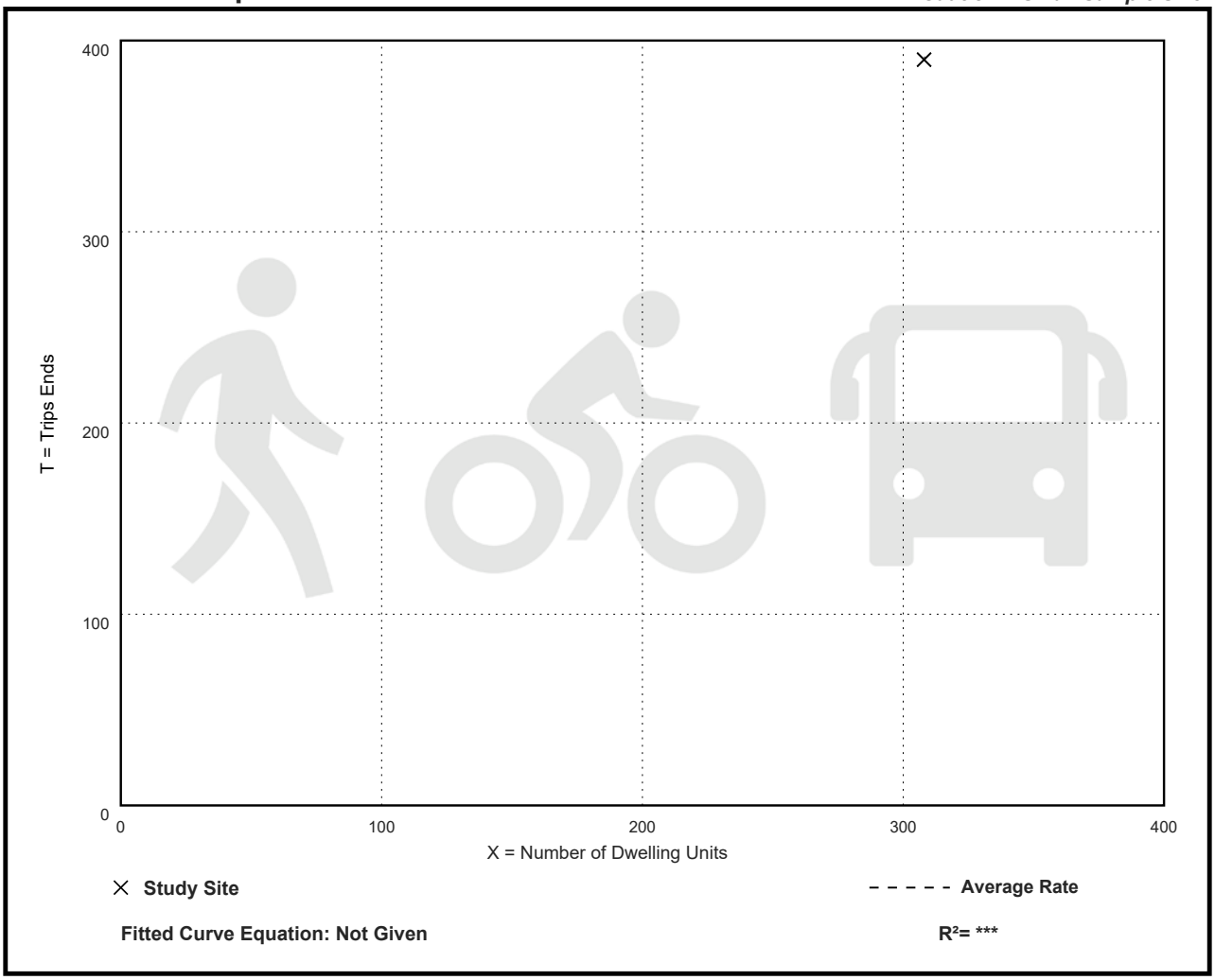
Walk+Bike+Transit Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 308
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.27	1.27 - 1.27	***

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

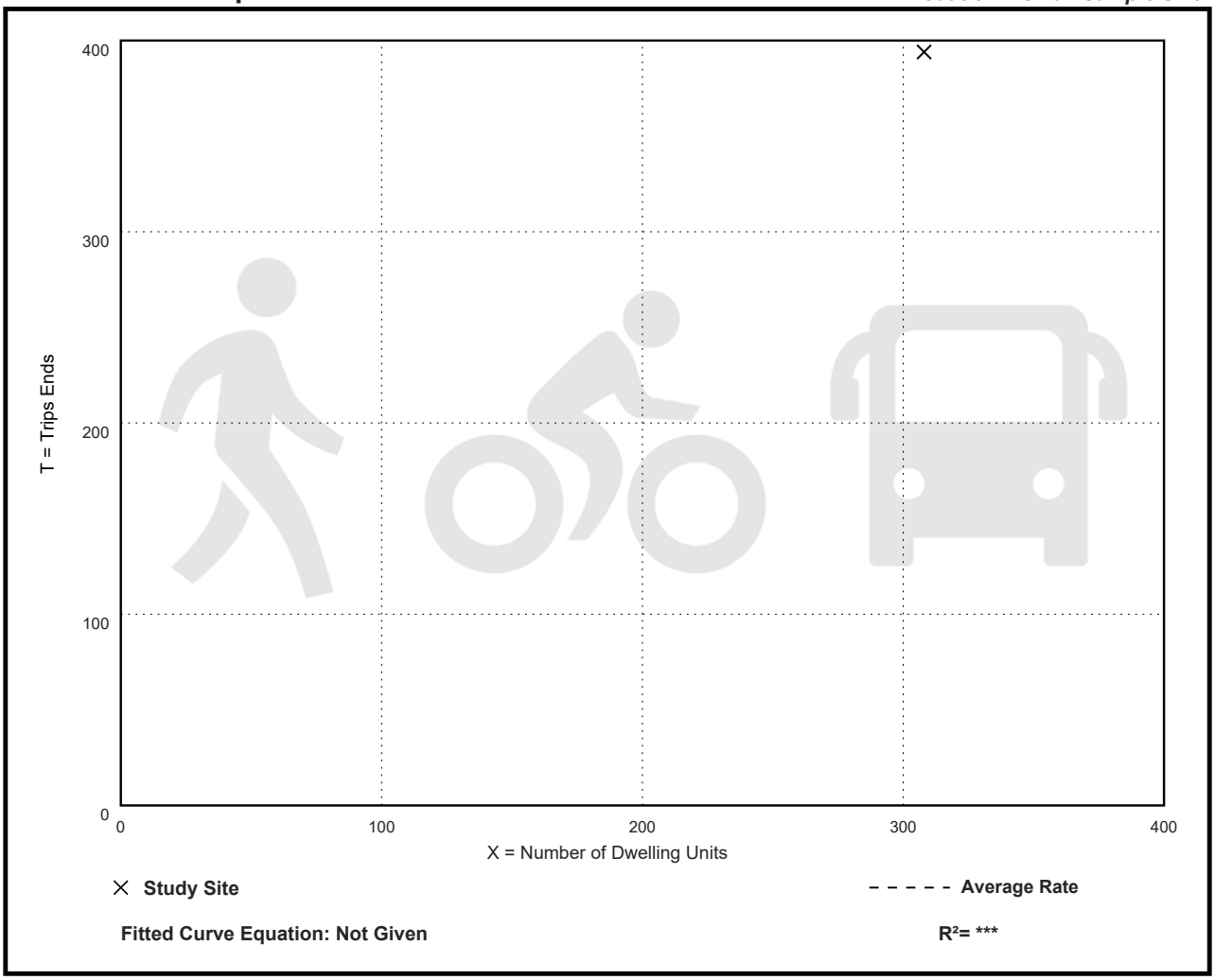
Walk+Bike+Transit Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 308
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.28	1.28 - 1.28	***

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Walk+Bike+Transit Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

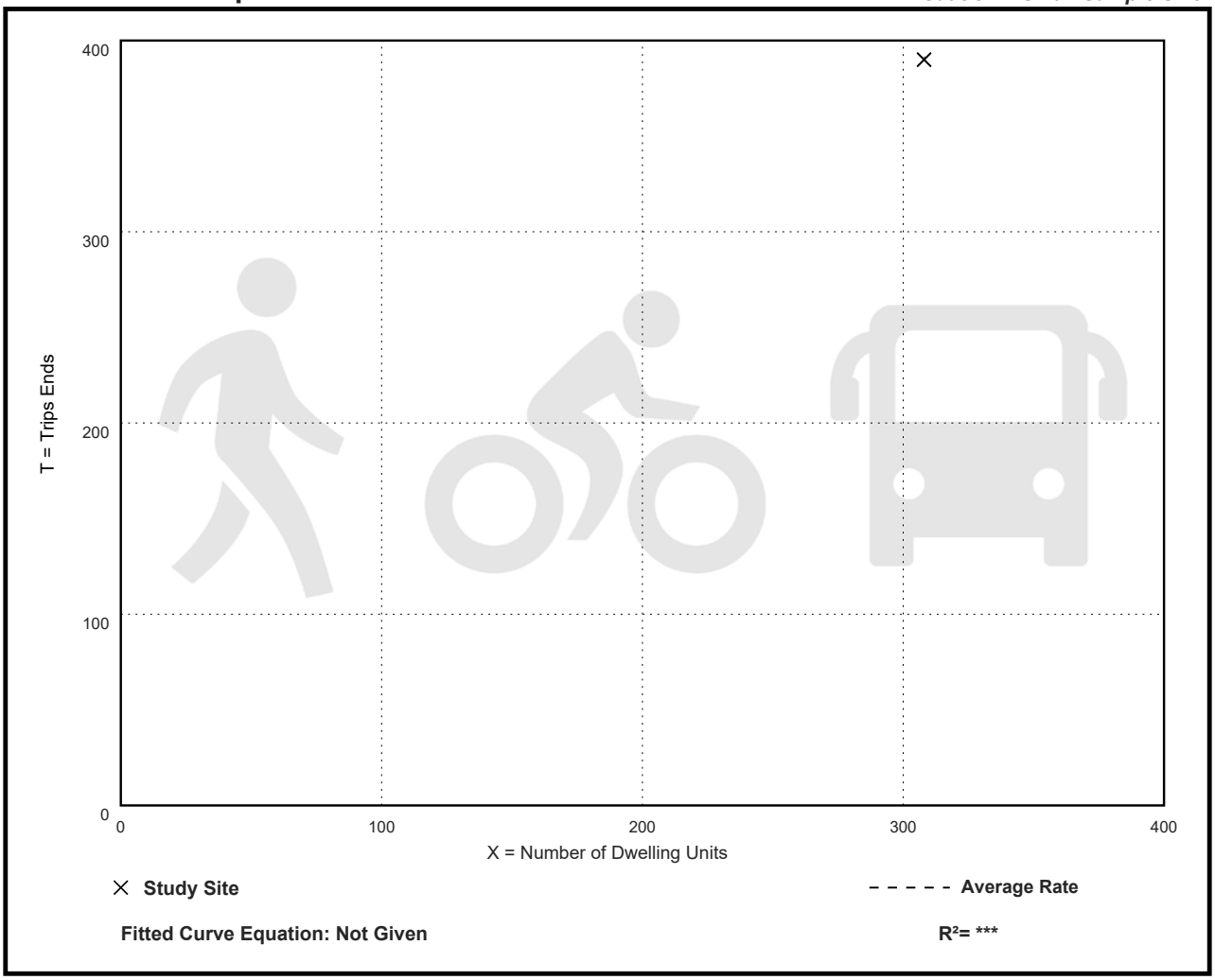
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 308
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.27	1.27 - 1.27	***

Data Plot and Equation

Caution – Small Sample Size



Low-Rise Residential with Ground-Floor Commercial GFA (1-25k) (230)

Walk+Bike+Transit Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

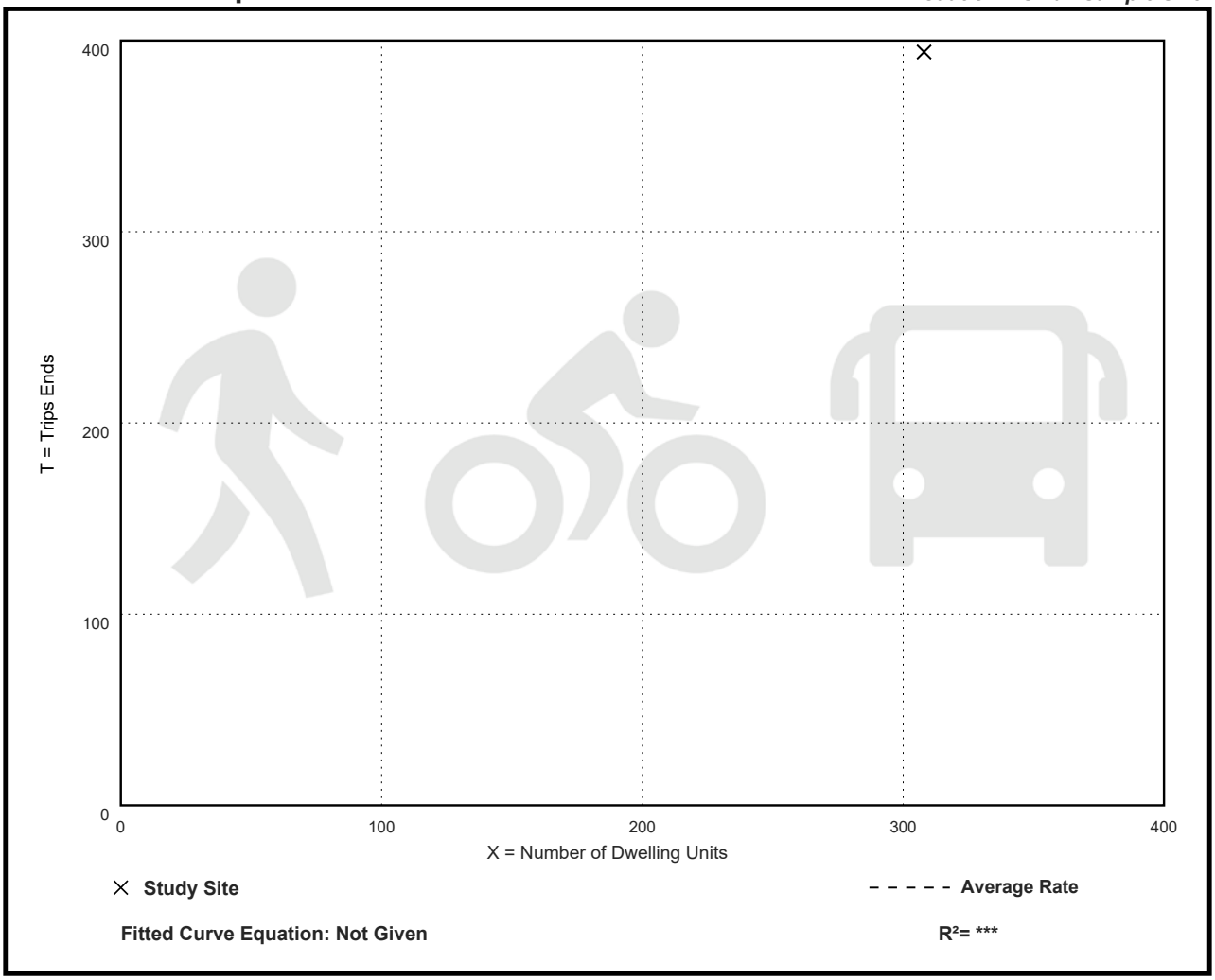
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 308
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.28	1.28 - 1.28	***

Data Plot and Equation

Caution – Small Sample Size



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)

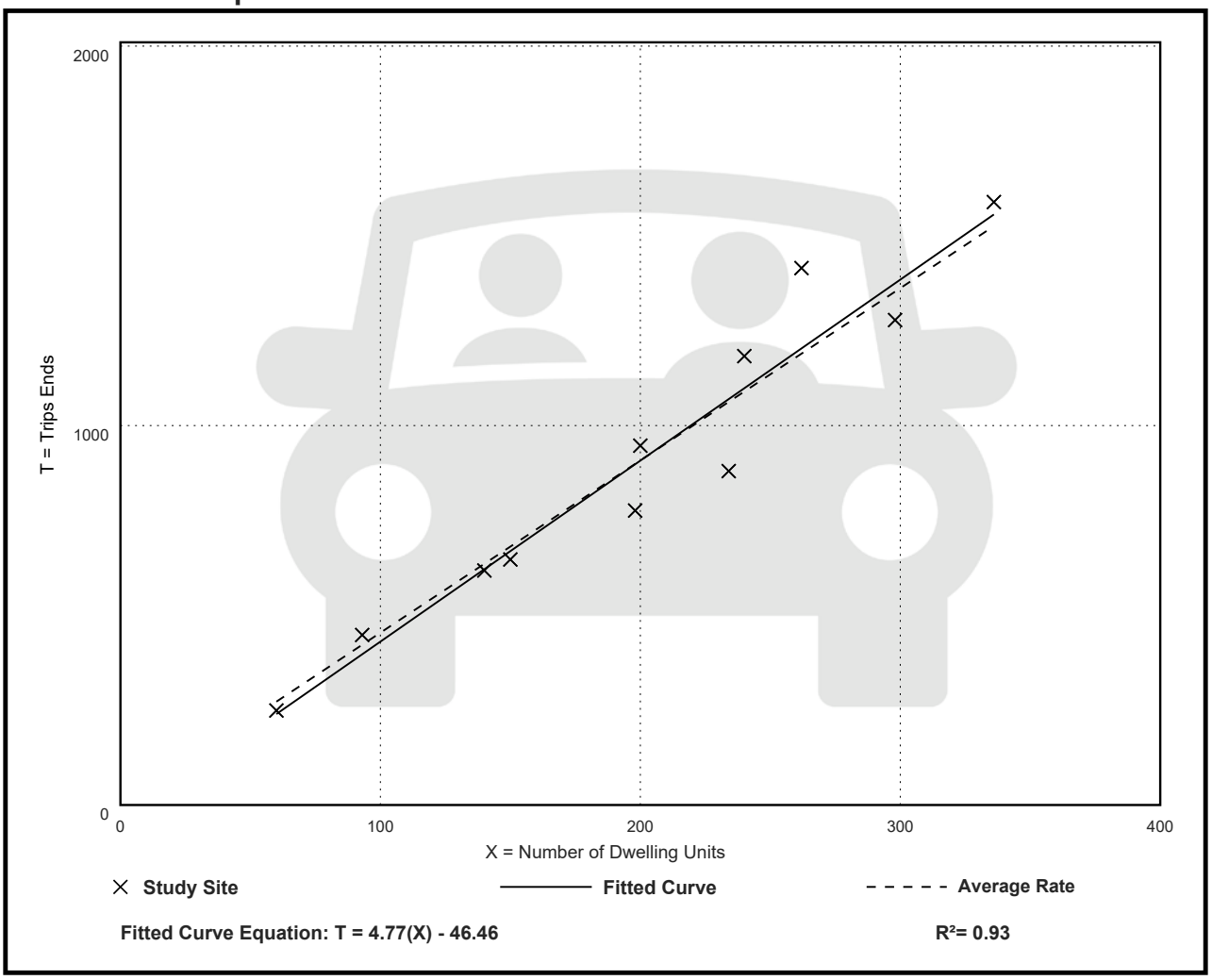
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

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



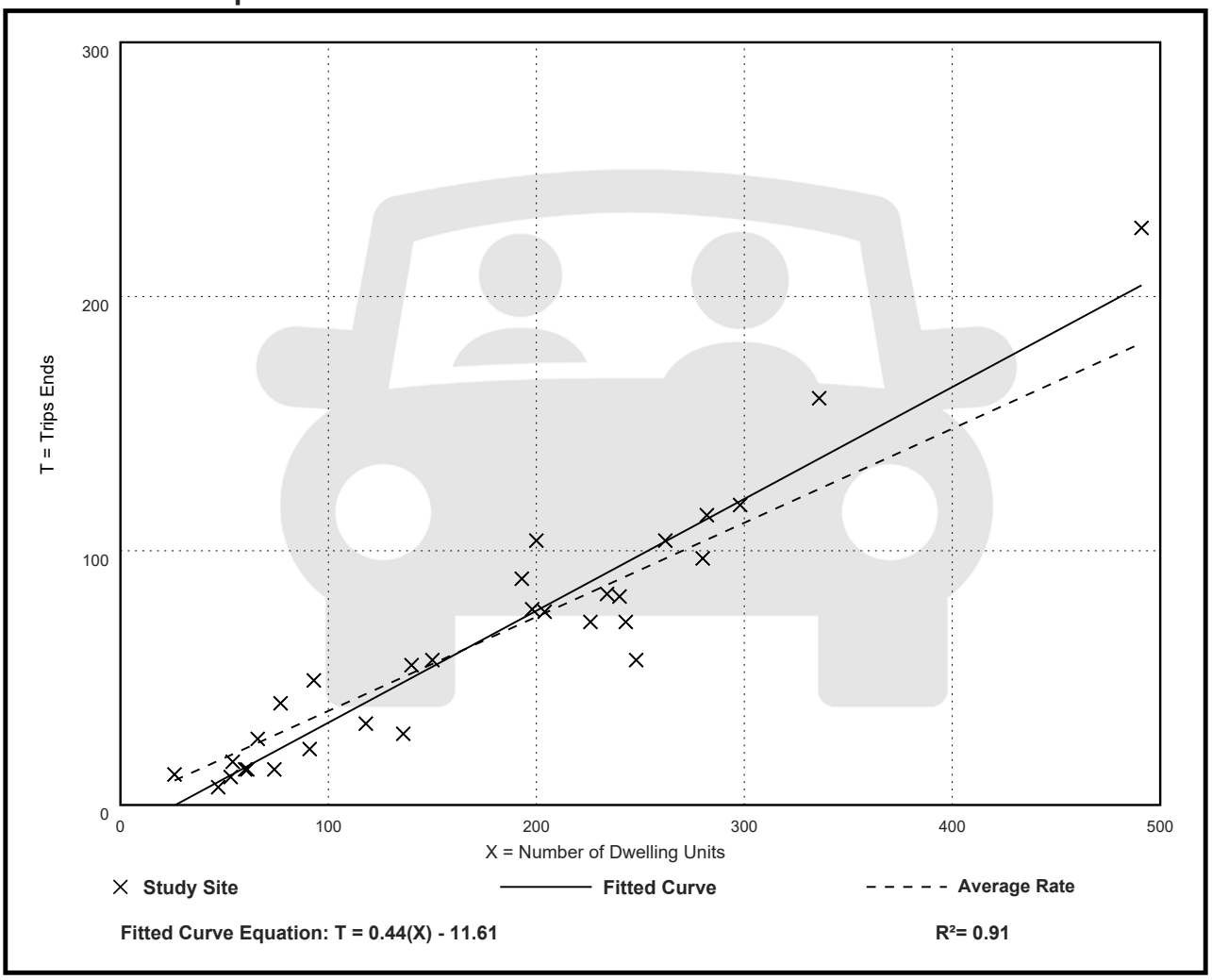
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

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



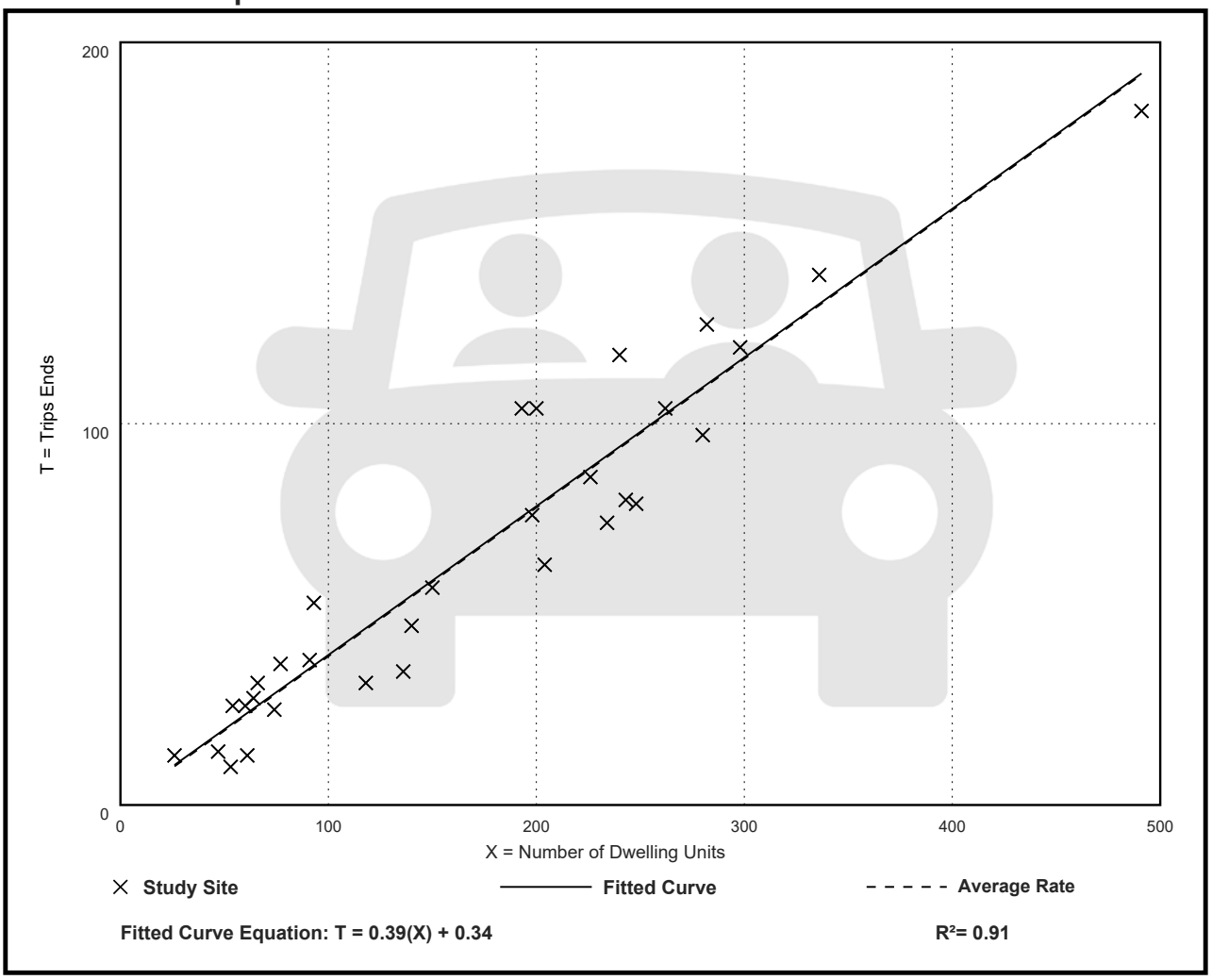
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

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



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

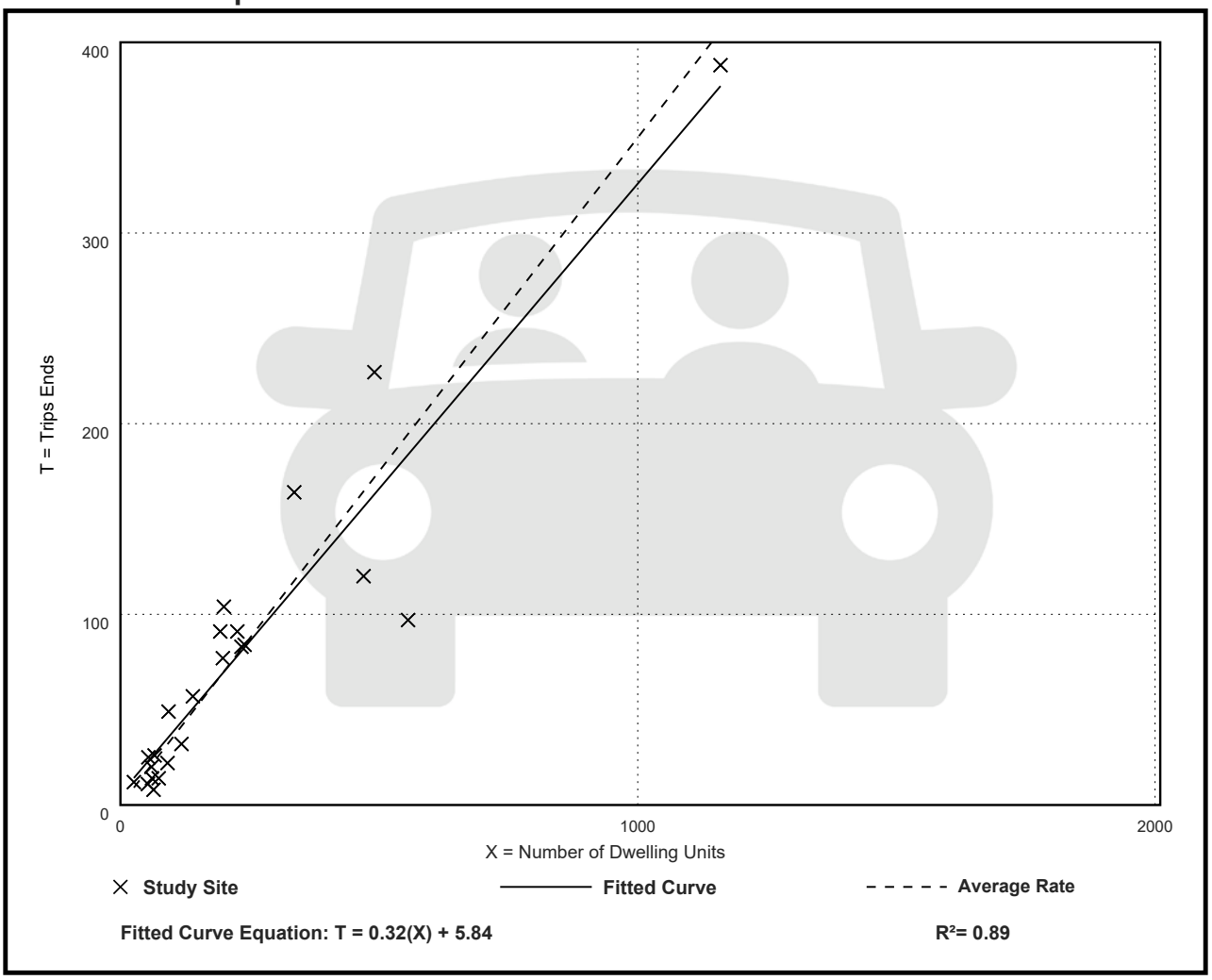
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 23
Avg. Num. of Dwelling Units: 226
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.35	0.13 - 0.53	0.11

Data Plot and Equation



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

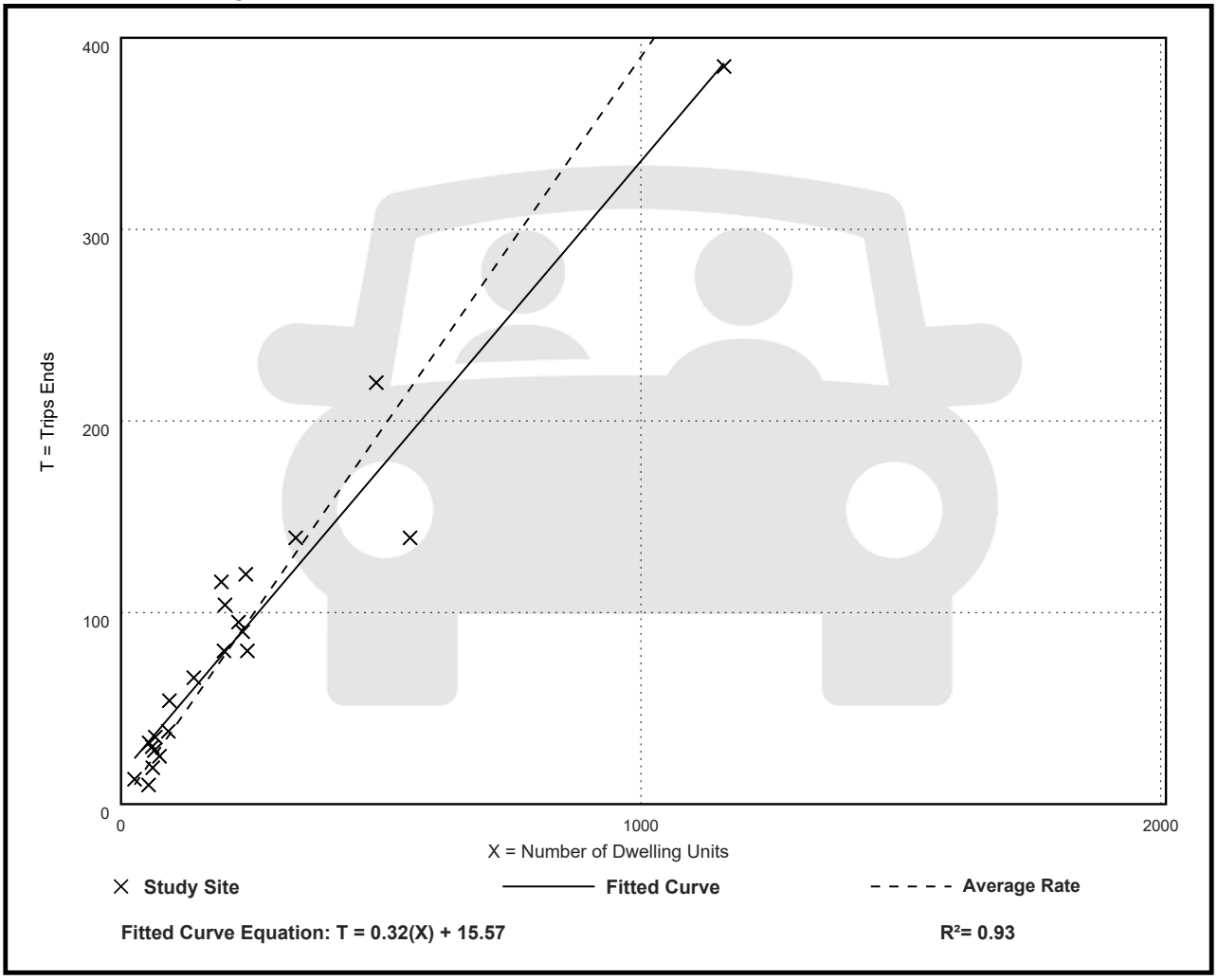
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 221
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.60	0.10

Data Plot and Equation



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

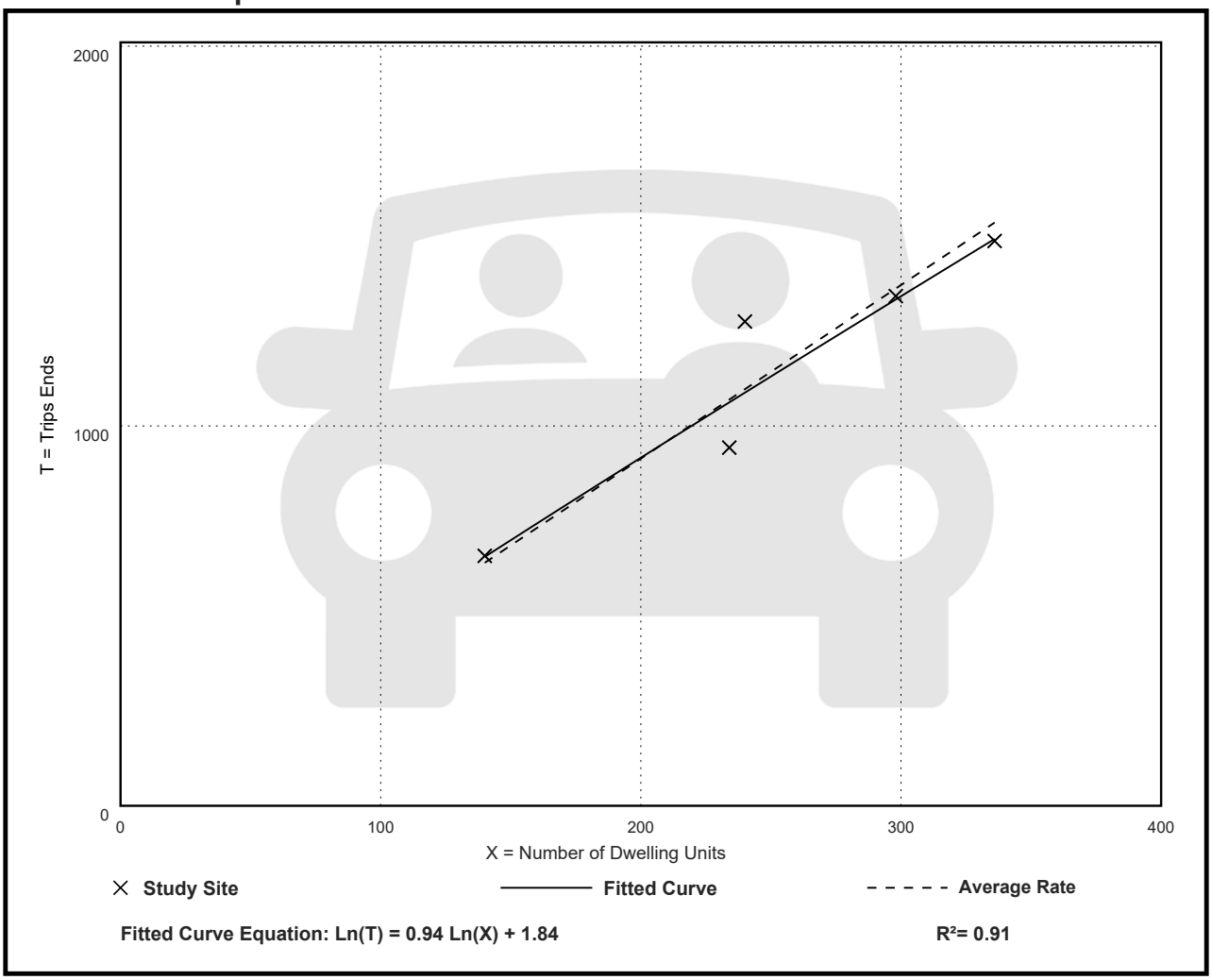
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Dwelling Units: 250
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.57	4.03 - 5.31	0.46

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.94 Ln(X) + 1.84

R^2= 0.91

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

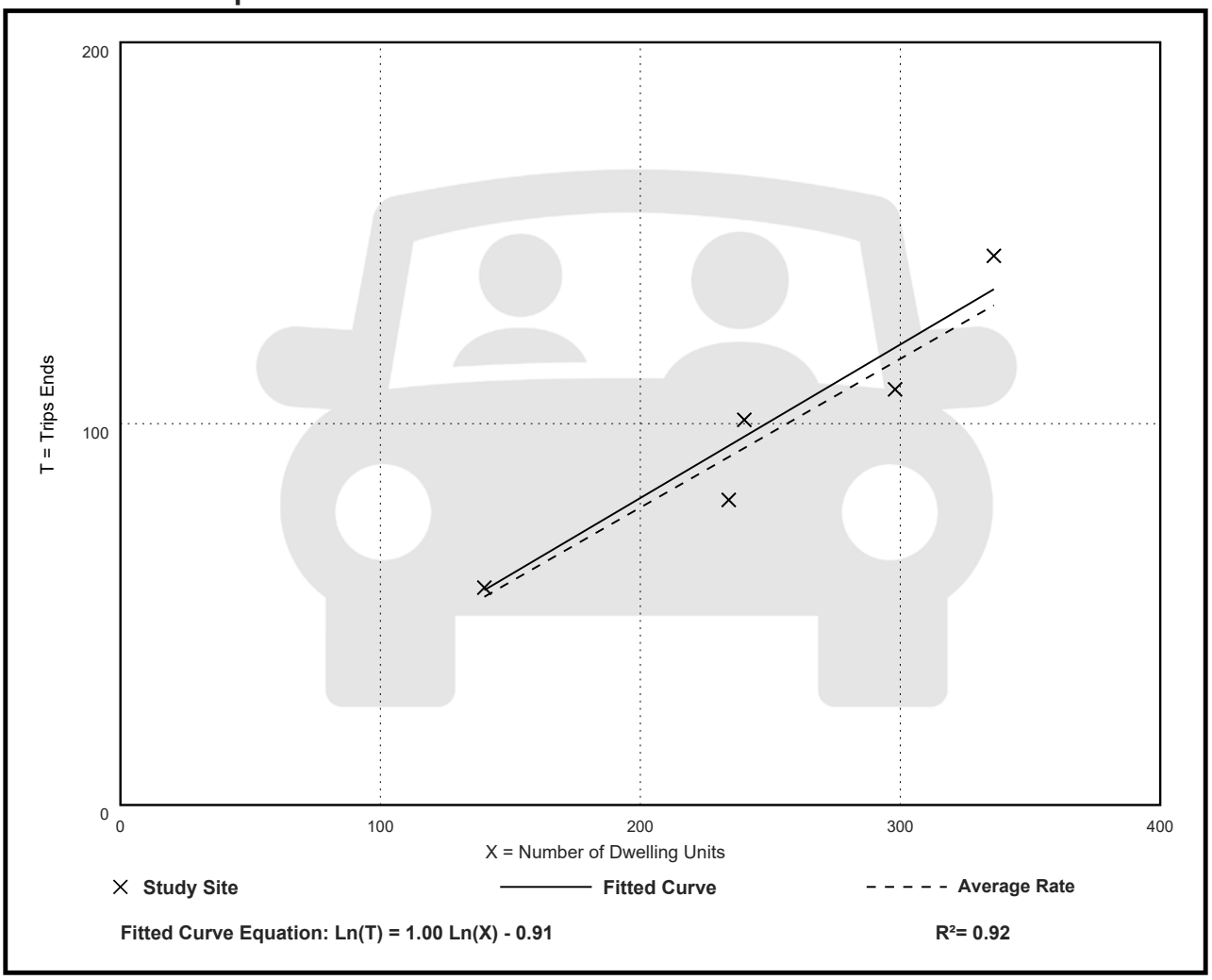
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Dwelling Units: 250
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.34 - 0.43	0.04

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 1.00 Ln(X) - 0.91

R^2= 0.92

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

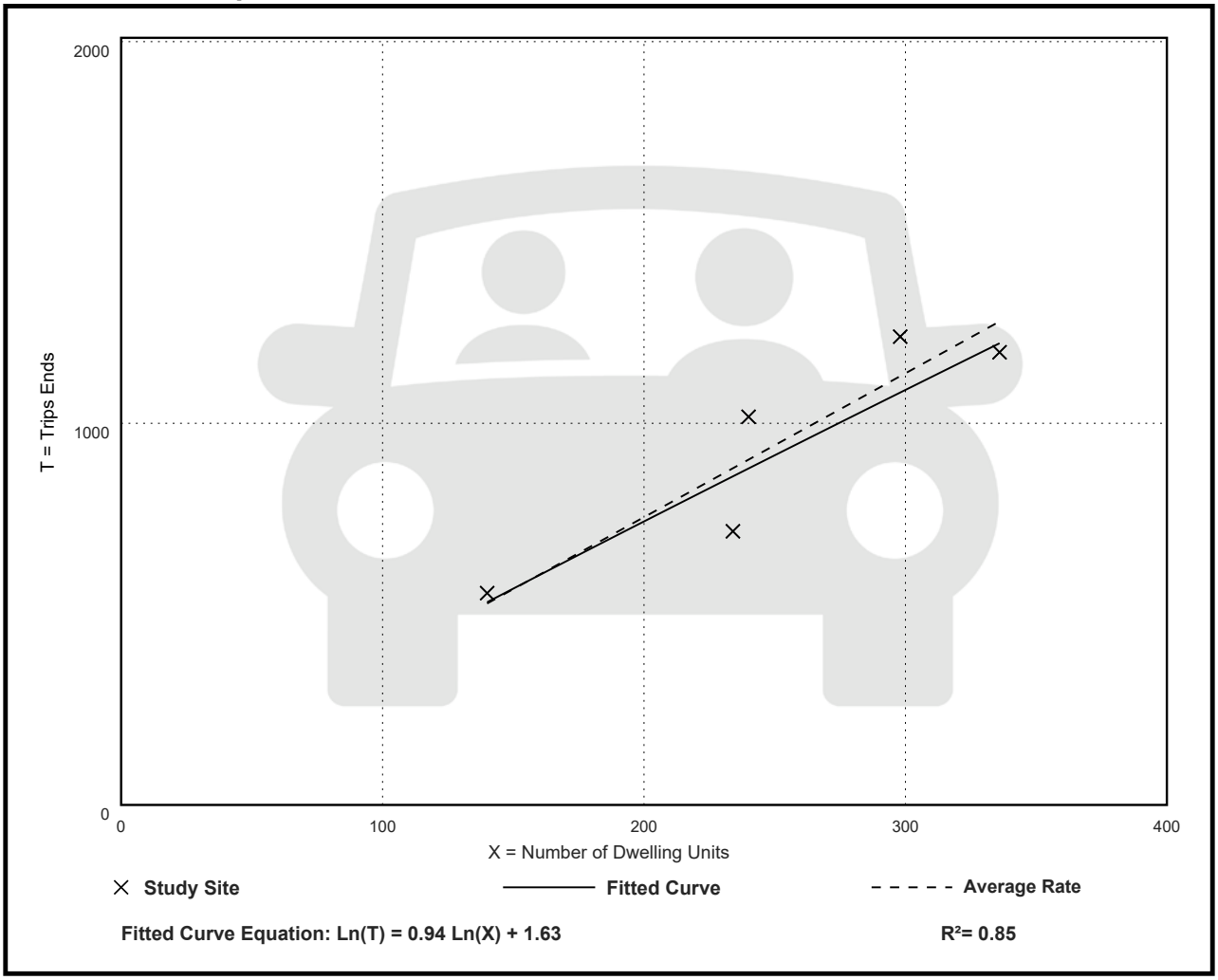
Vehicle Trip Ends vs: Dwelling Units
On a: Sunday

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Dwelling Units: 250
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
3.77	3.06 - 4.24	0.48

Data Plot and Equation



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

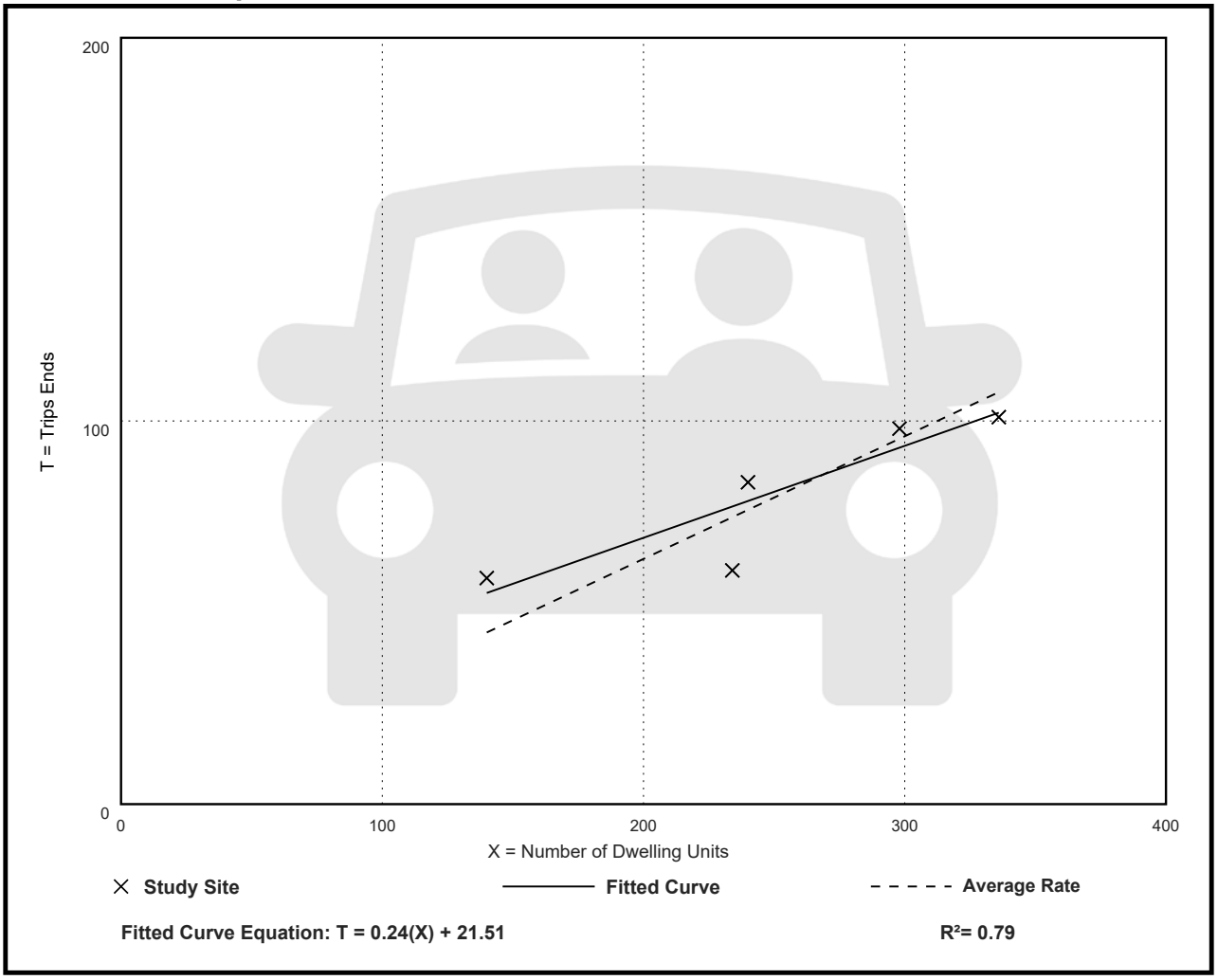
Vehicle Trip Ends vs: Dwelling Units
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Dwelling Units: 250
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.32	0.26 - 0.42	0.05

Data Plot and Equation



Fitted Curve Equation: T = 0.24(X) + 21.51

R^2= 0.79

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

Vehicle Trip Ends vs: Residents
On a: Weekday

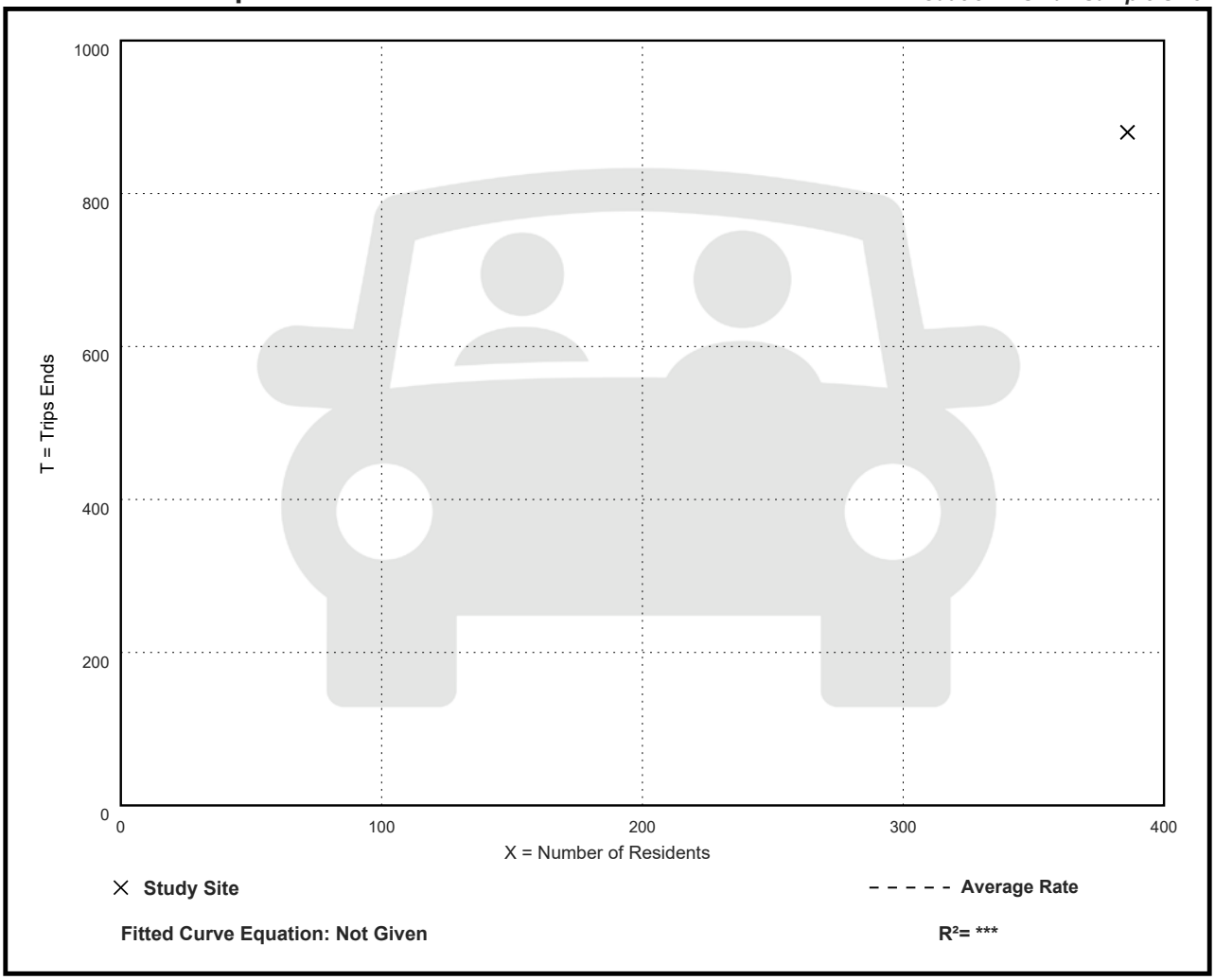
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Residents: 386
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
2.28	2.28 - 2.28	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

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

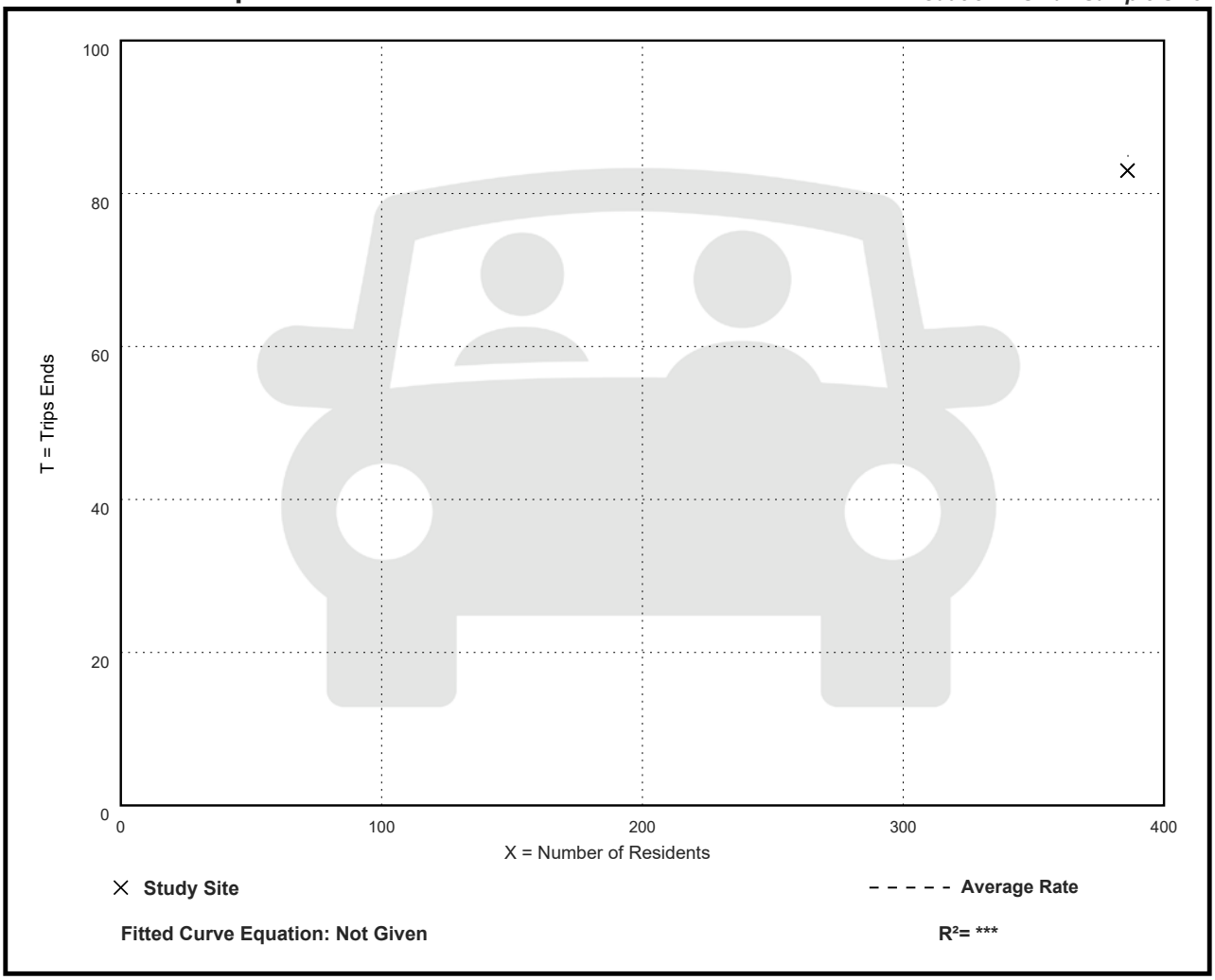
Vehicle Trip Ends vs: Residents
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Residents: 386
Directional Distribution: 20% entering, 80% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.22	0.22 - 0.22	***

Data Plot and Equation

Caution – Small Sample Size



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

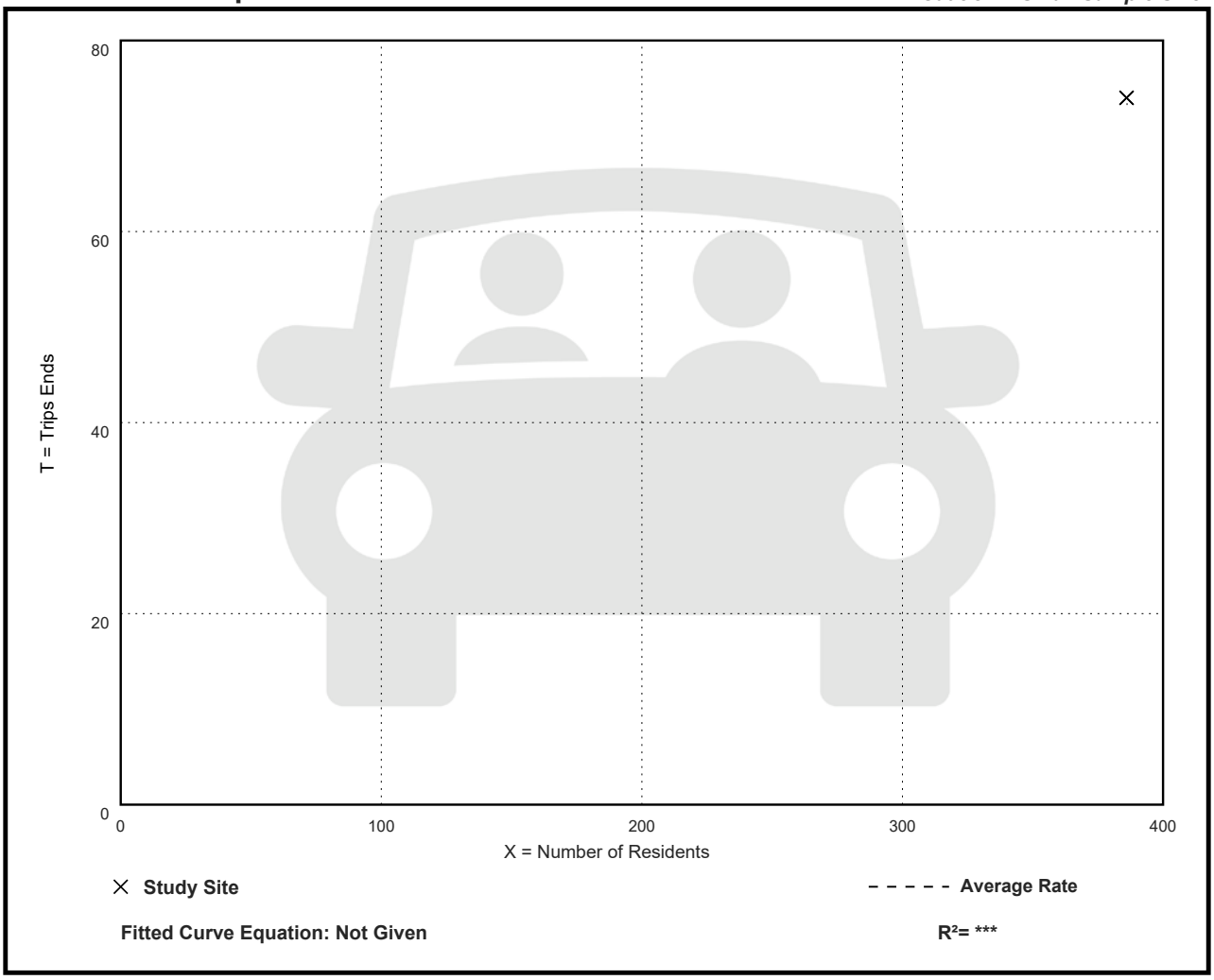
Vehicle Trip Ends vs: **Residents**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 1
Avg. Num. of Residents: 386
Directional Distribution: 64% entering, 36% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.19	0.19 - 0.19	***

Data Plot and Equation

Caution – Small Sample Size



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

Vehicle Trip Ends vs: Residents
On a: Weekday,
AM Peak Hour of Generator

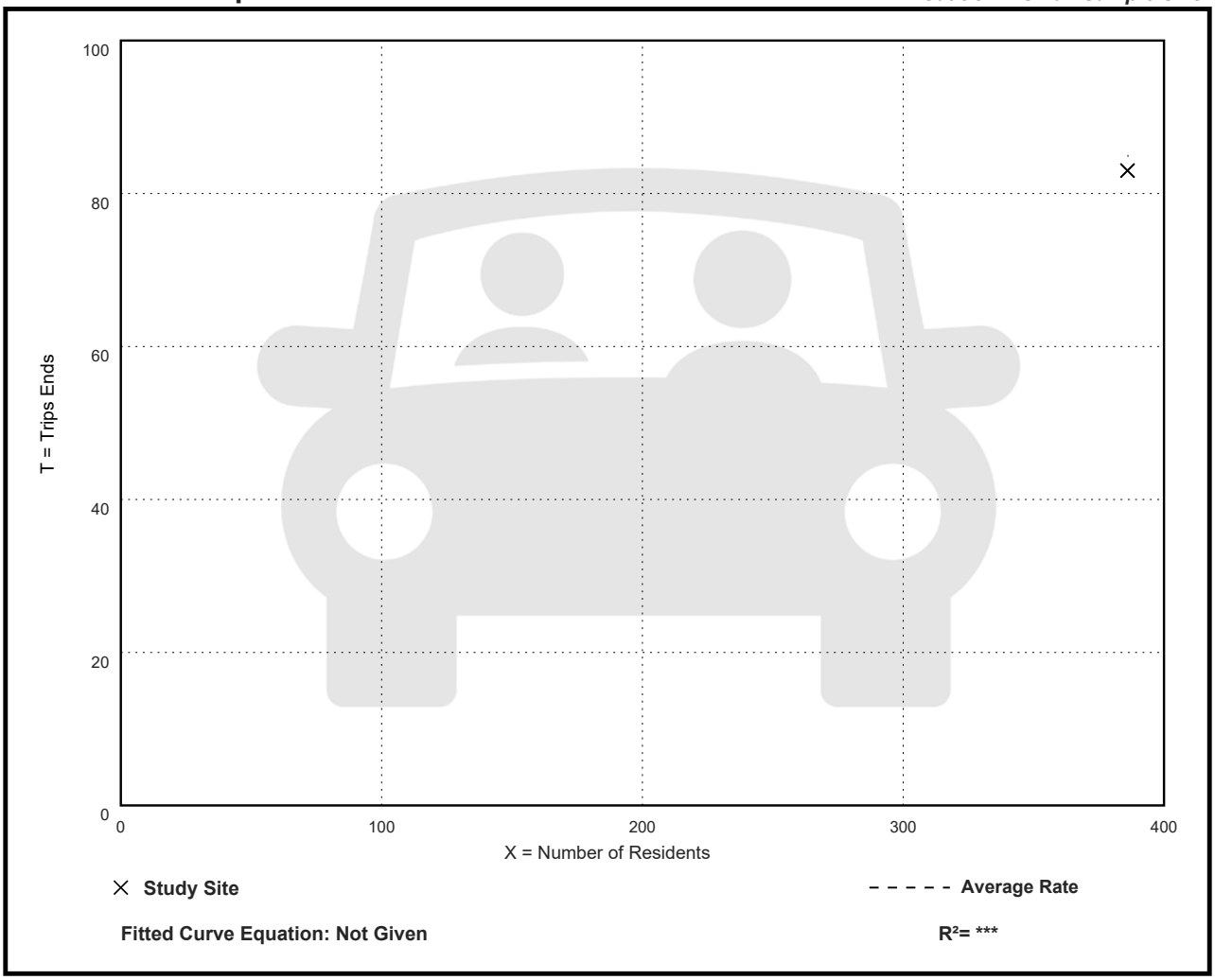
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Residents: 386
Directional Distribution: 20% entering, 80% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.22	0.22 - 0.22	***

Data Plot and Equation

Caution – Small Sample Size



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

Vehicle Trip Ends vs: Residents
On a: Weekday,
PM Peak Hour of Generator

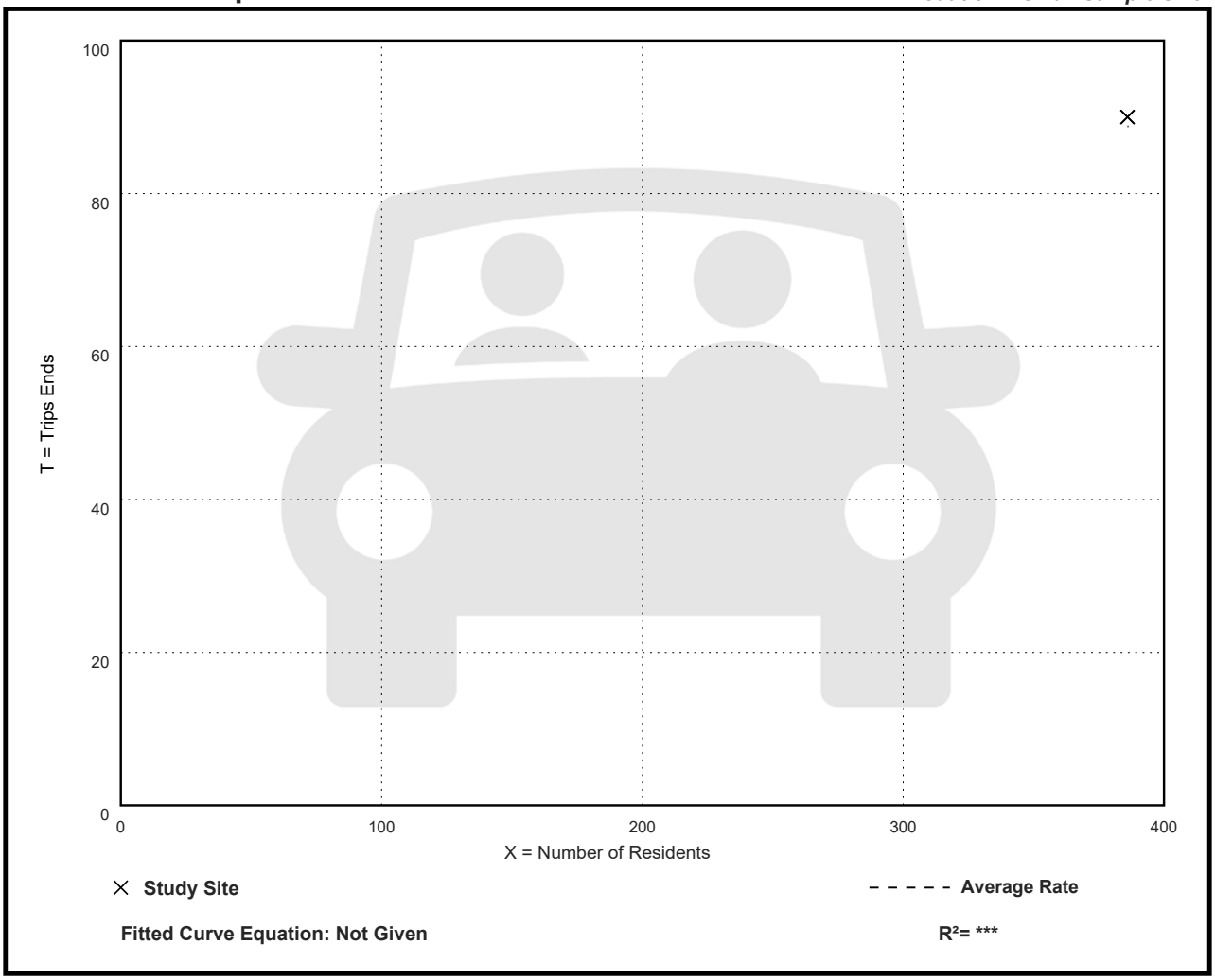
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Residents: 386
Directional Distribution: 64% entering, 36% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.23	0.23 - 0.23	***

Data Plot and Equation

Caution – Small Sample Size



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

Vehicle Trip Ends vs: Residents
On a: Saturday

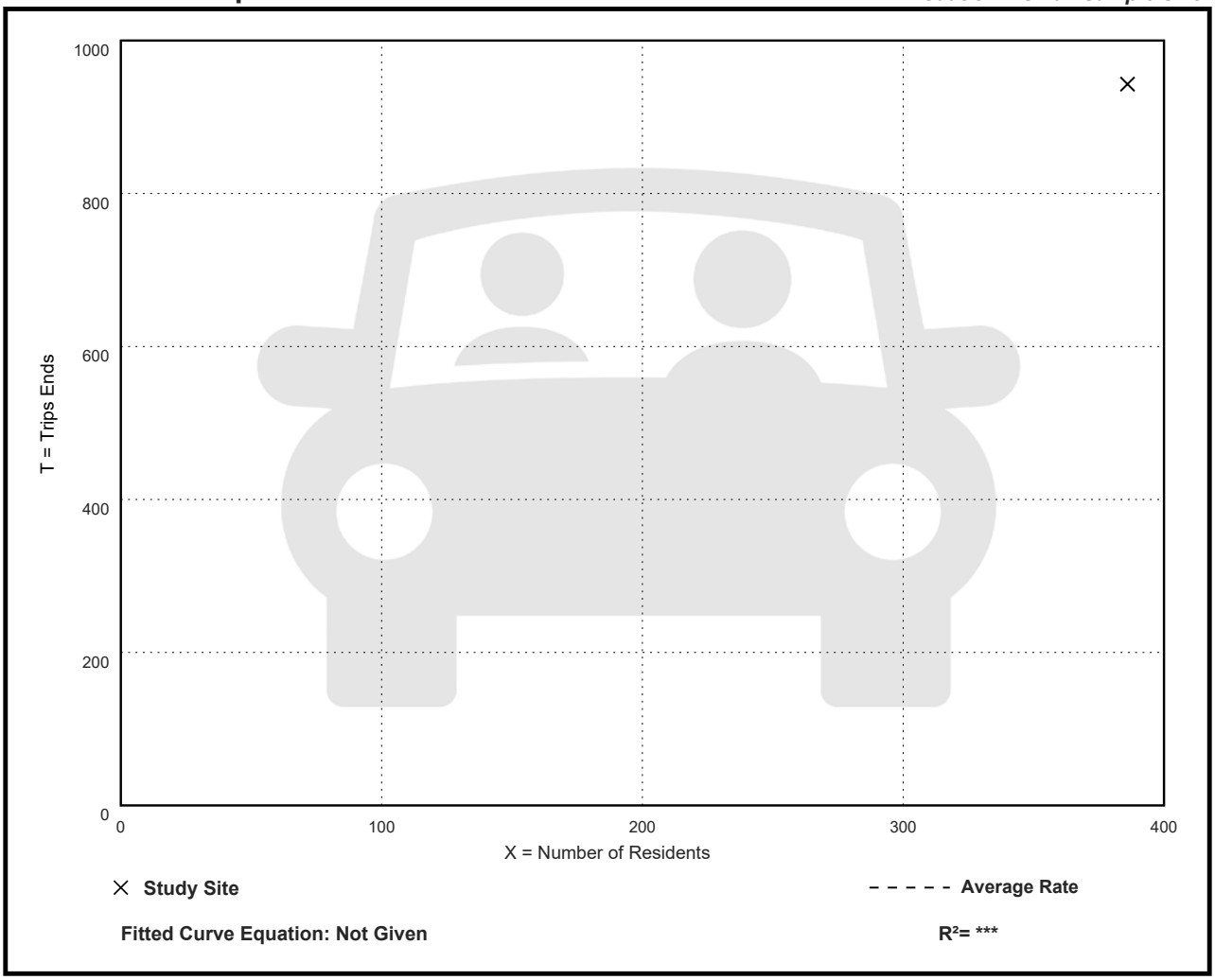
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Residents: 386
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
2.44	2.44 - 2.44	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

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

Vehicle Trip Ends vs: Residents
On a: Saturday, Peak Hour of Generator

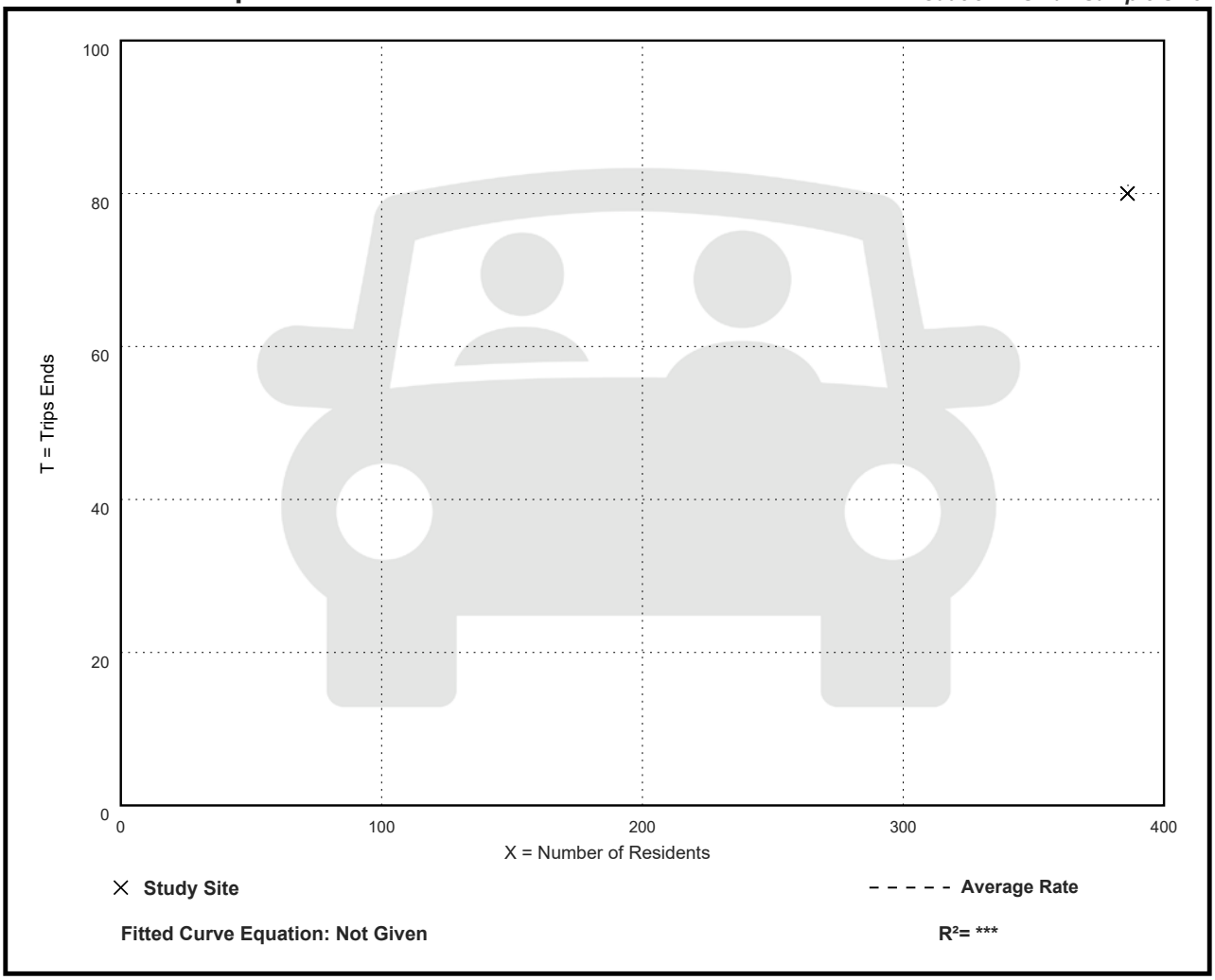
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Residents: 386
Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.21	0.21 - 0.21	***

Data Plot and Equation

Caution – Small Sample Size



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

Vehicle Trip Ends vs: Residents
On a: Sunday

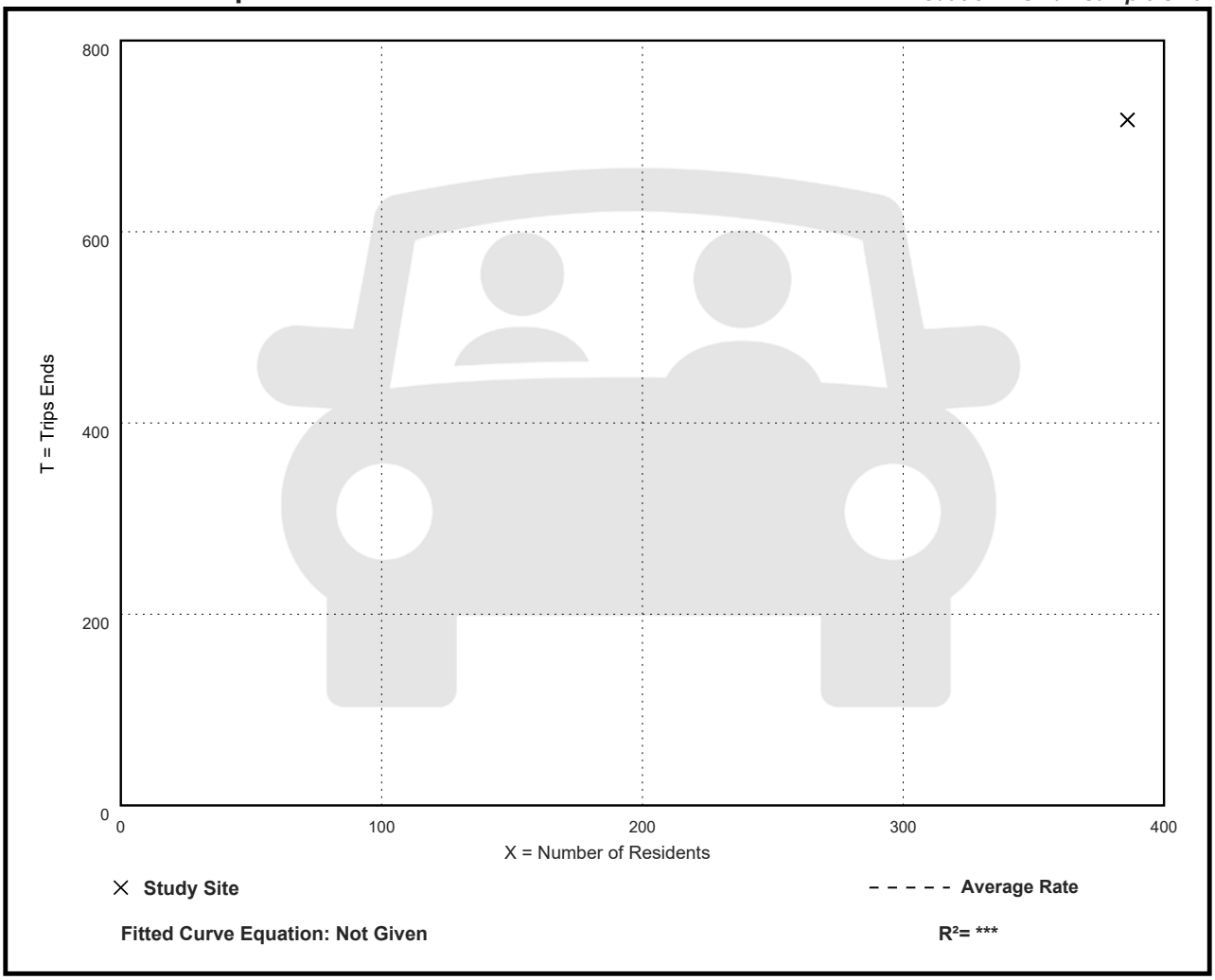
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Residents: 386
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
1.86	1.86 - 1.86	***

Data Plot and Equation

Caution – Small Sample Size



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

Vehicle Trip Ends vs: Residents
On a: Sunday, Peak Hour of Generator

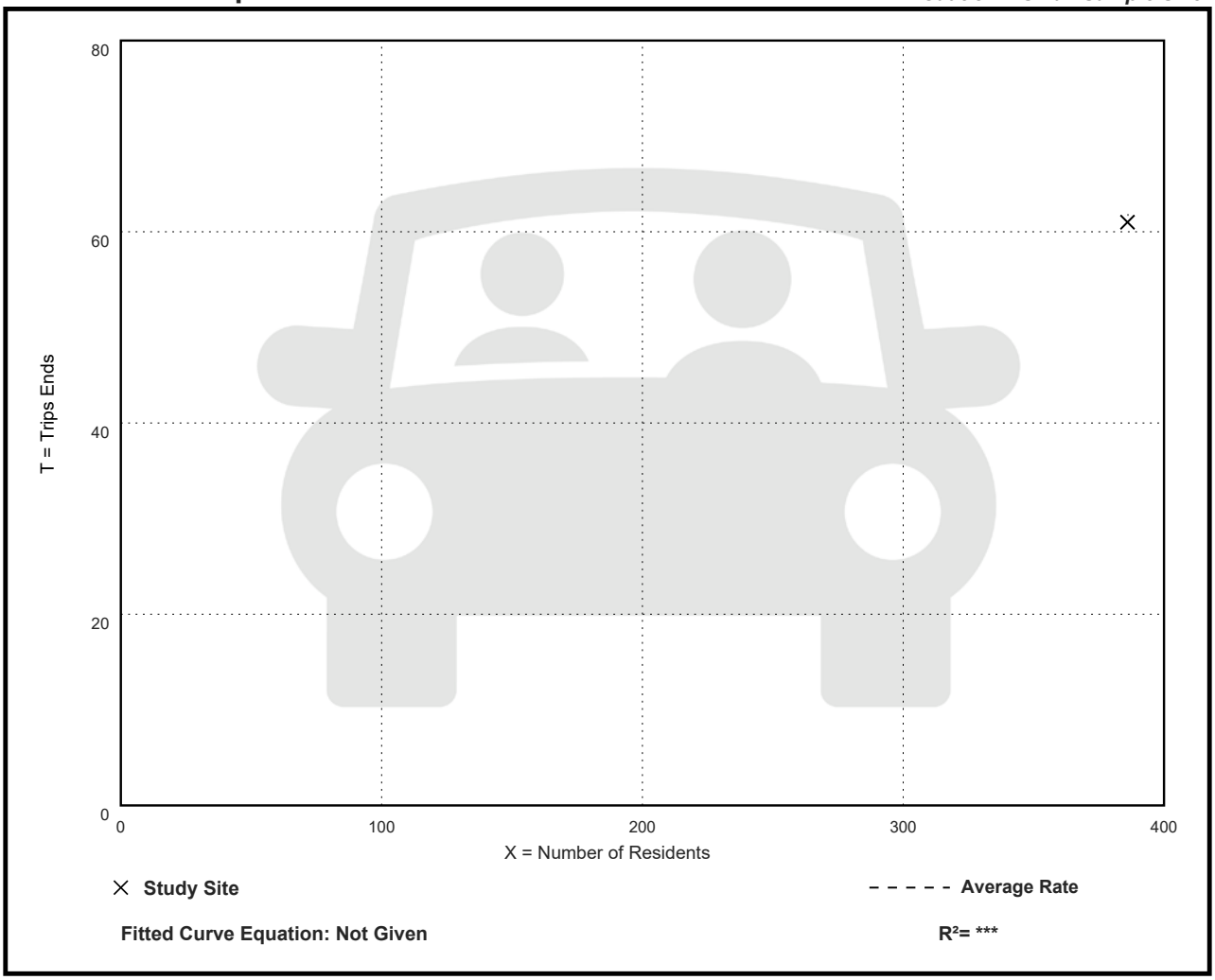
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Residents: 386
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.16	0.16 - 0.16	***

Data Plot and Equation

Caution – Small Sample Size



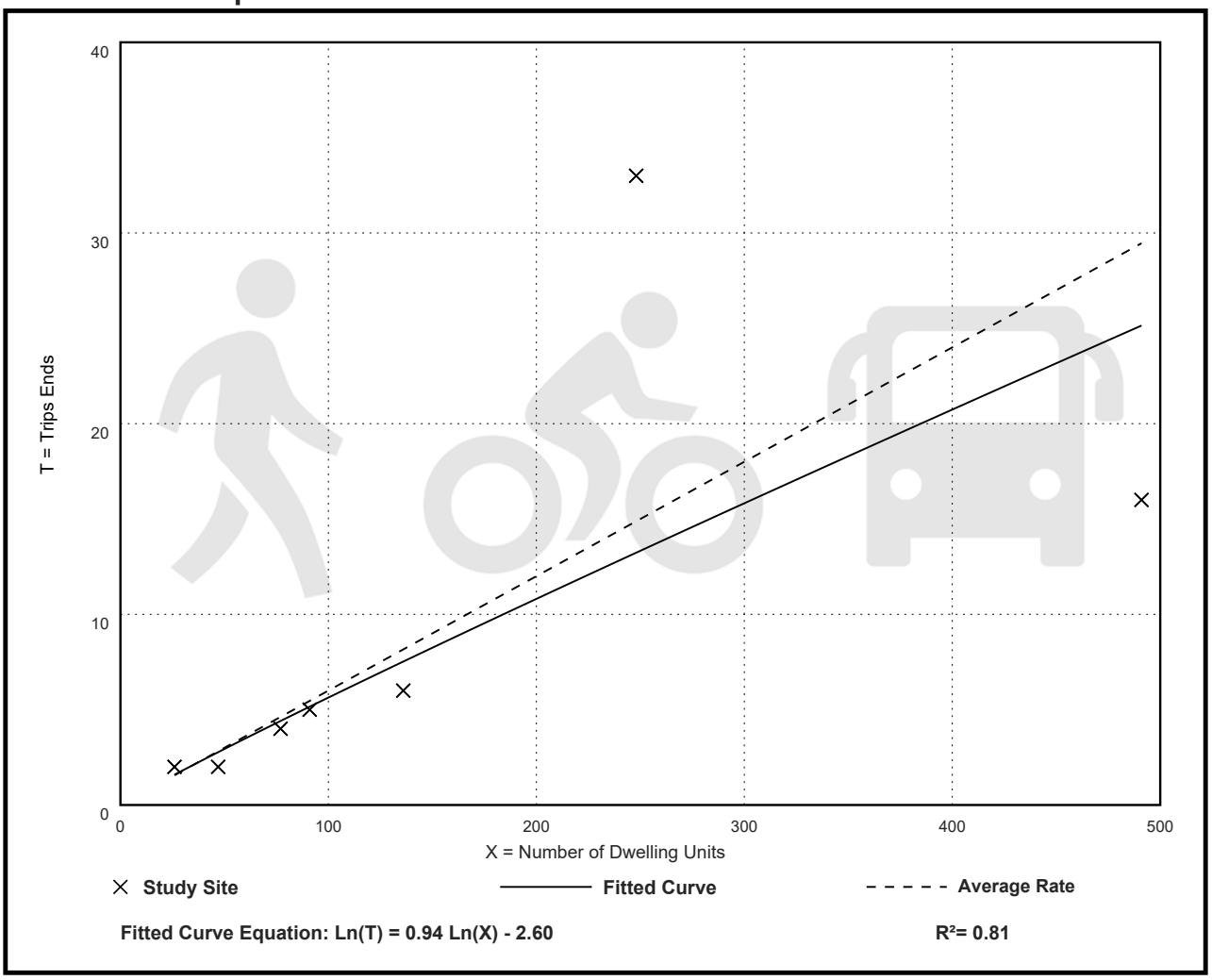
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Walk+Bike+Transit 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: 7
Avg. Num. of Dwelling Units: 159
Directional Distribution: 27% entering, 73% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.06	0.03 - 0.13	0.04

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.94 Ln(X) - 2.60

R^2= 0.81

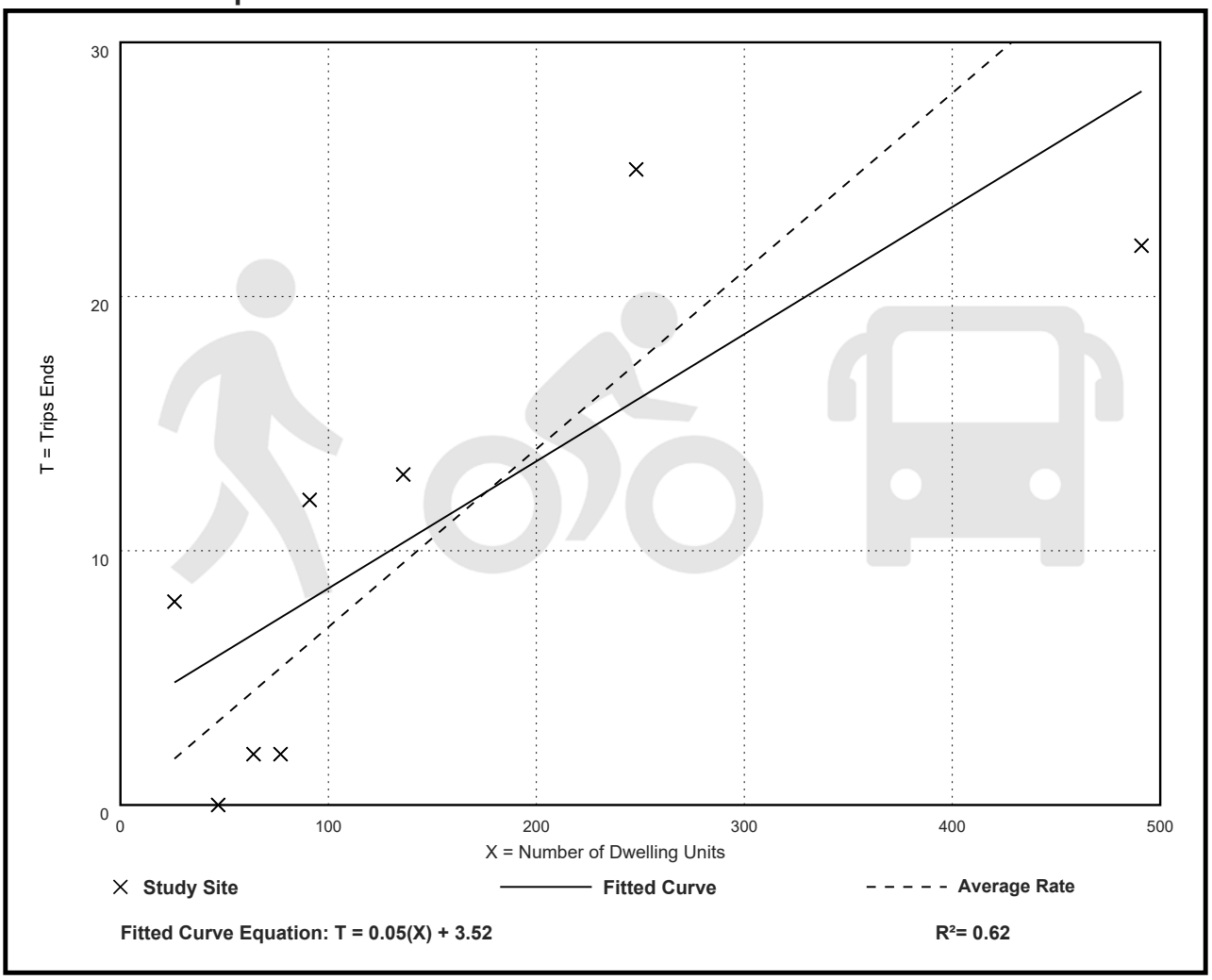
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Walk+Bike+Transit 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: 8
Avg. Num. of Dwelling Units: 148
Directional Distribution: 55% entering, 45% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.07	0.00 - 0.31	0.05

Data Plot and Equation



Fitted Curve Equation: T = 0.05(X) + 3.52

R^2= 0.62

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

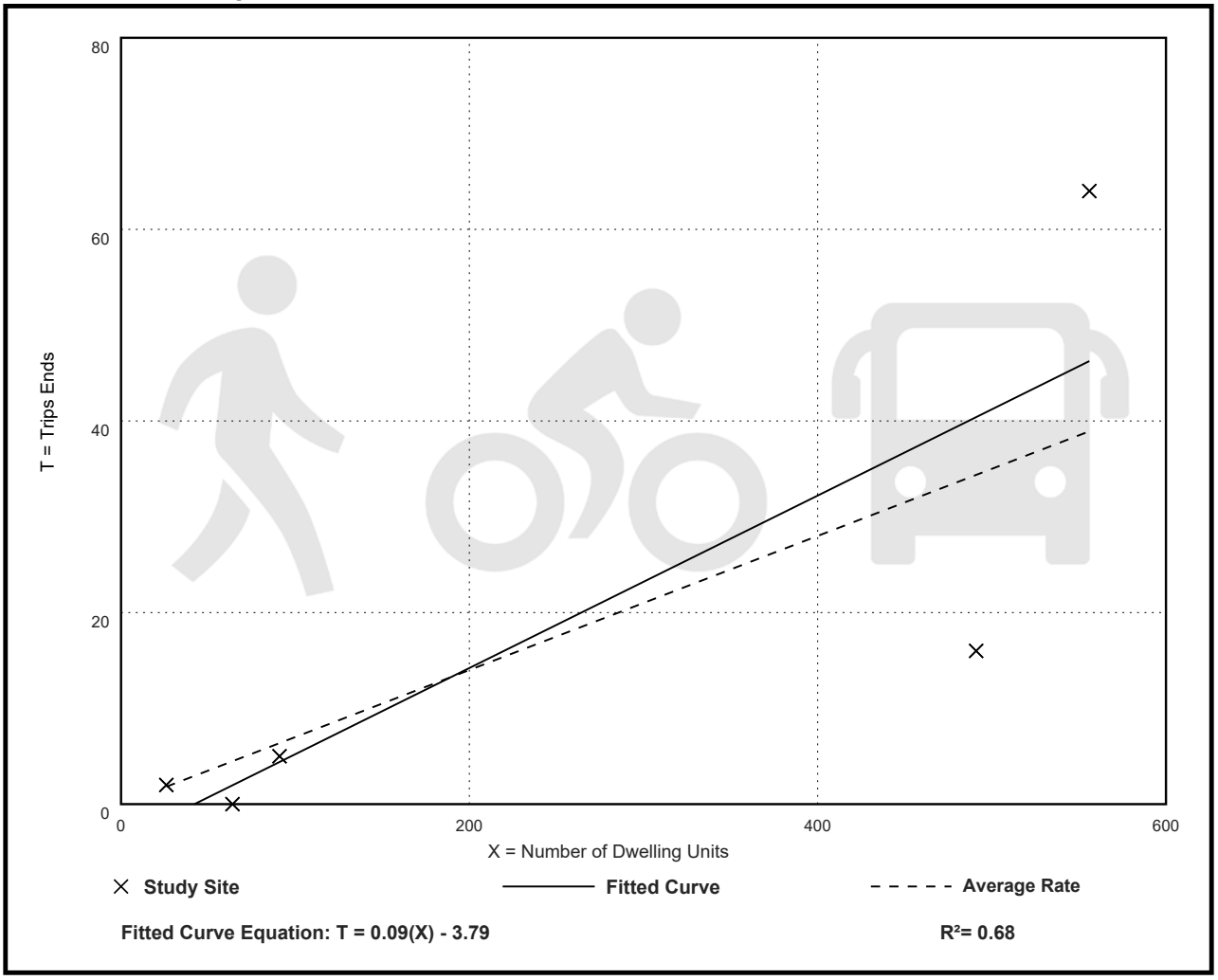
Walk+Bike+Transit Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Dwelling Units: 246
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.07	0.00 - 0.12	0.05

Data Plot and Equation



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

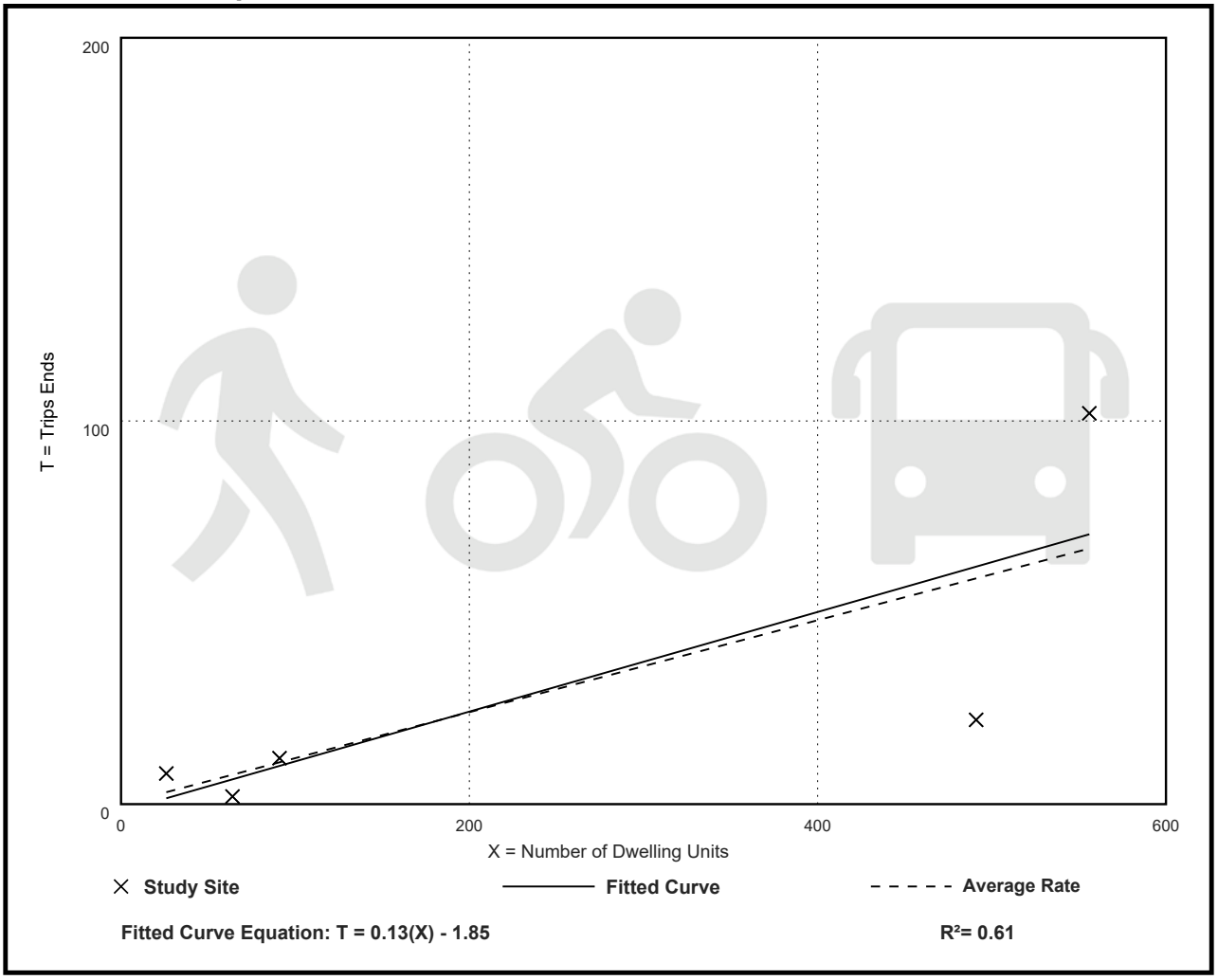
Walk+Bike+Transit Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Dwelling Units: 246
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.12	0.03 - 0.31	0.08

Data Plot and Equation



Multifamily Housing (Mid-Rise)
Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

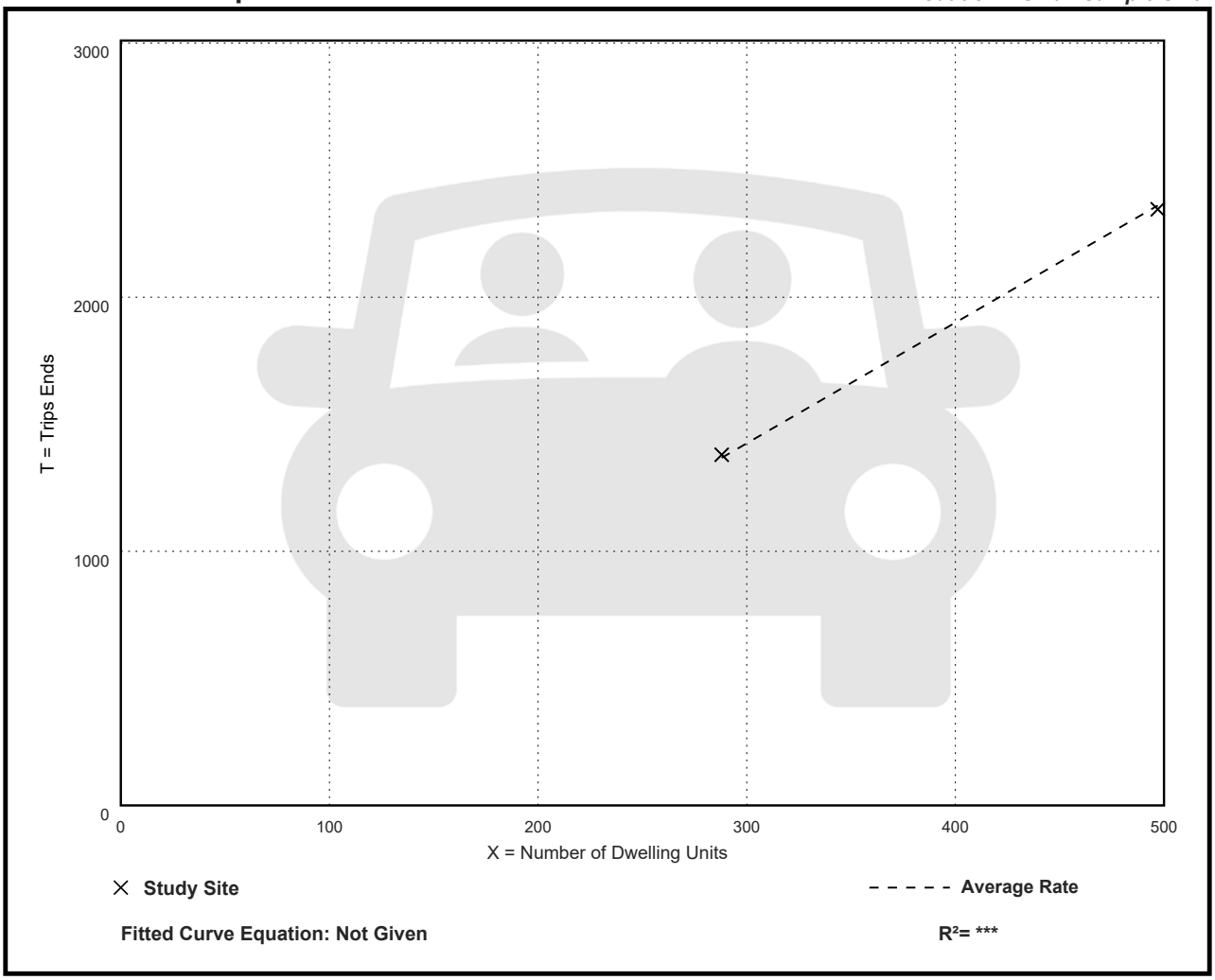
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Dwelling Units: 393
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.75	4.72 - 4.79	***

Data Plot and Equation

Caution – Small Sample Size



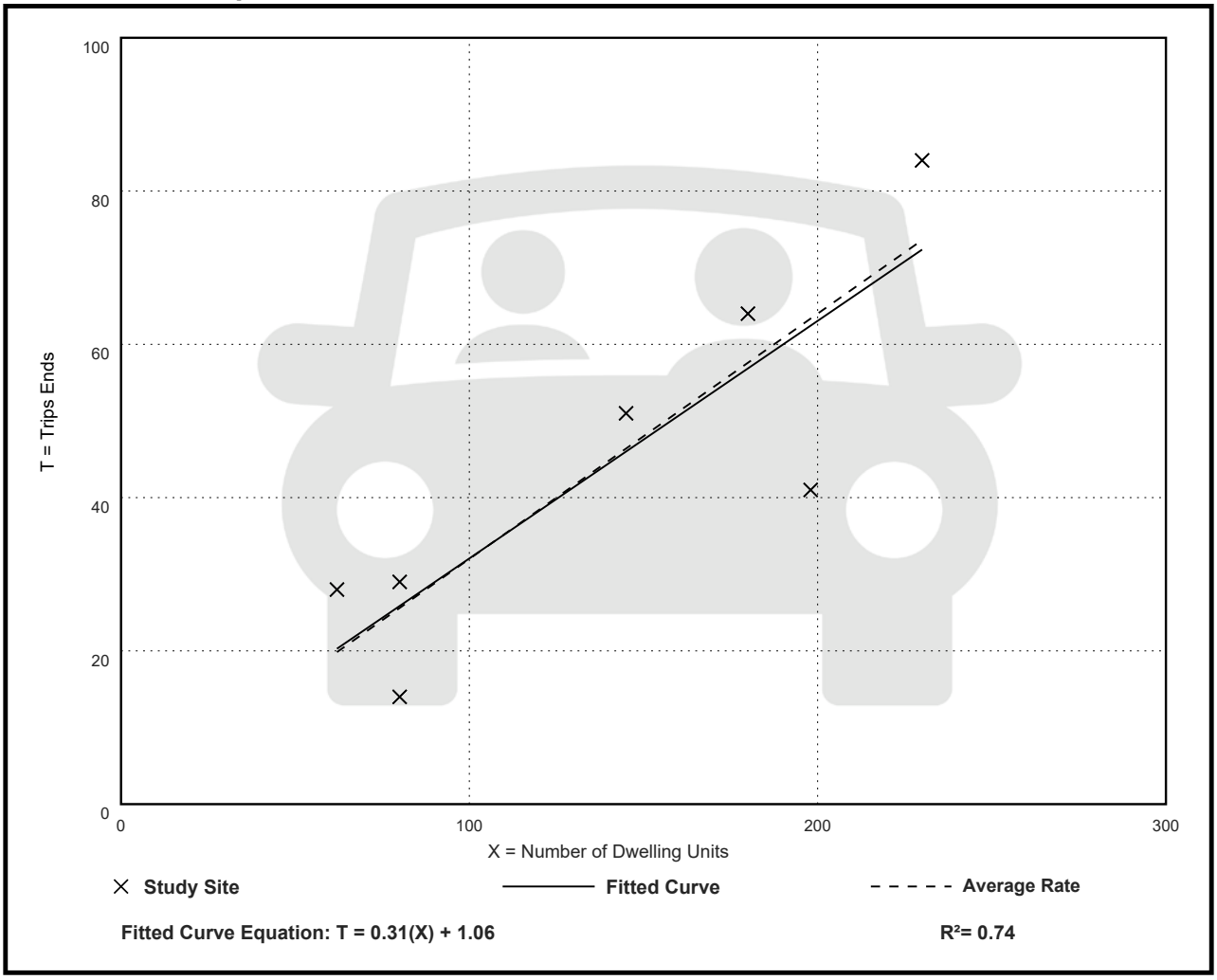
Multifamily Housing (Mid-Rise)
Close to Rail Transit (221)

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: 7
Avg. Num. of Dwelling Units: 139
Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.32	0.18 - 0.45	0.09

Data Plot and Equation



Fitted Curve Equation: T = 0.31(X) + 1.06

R^2= 0.74

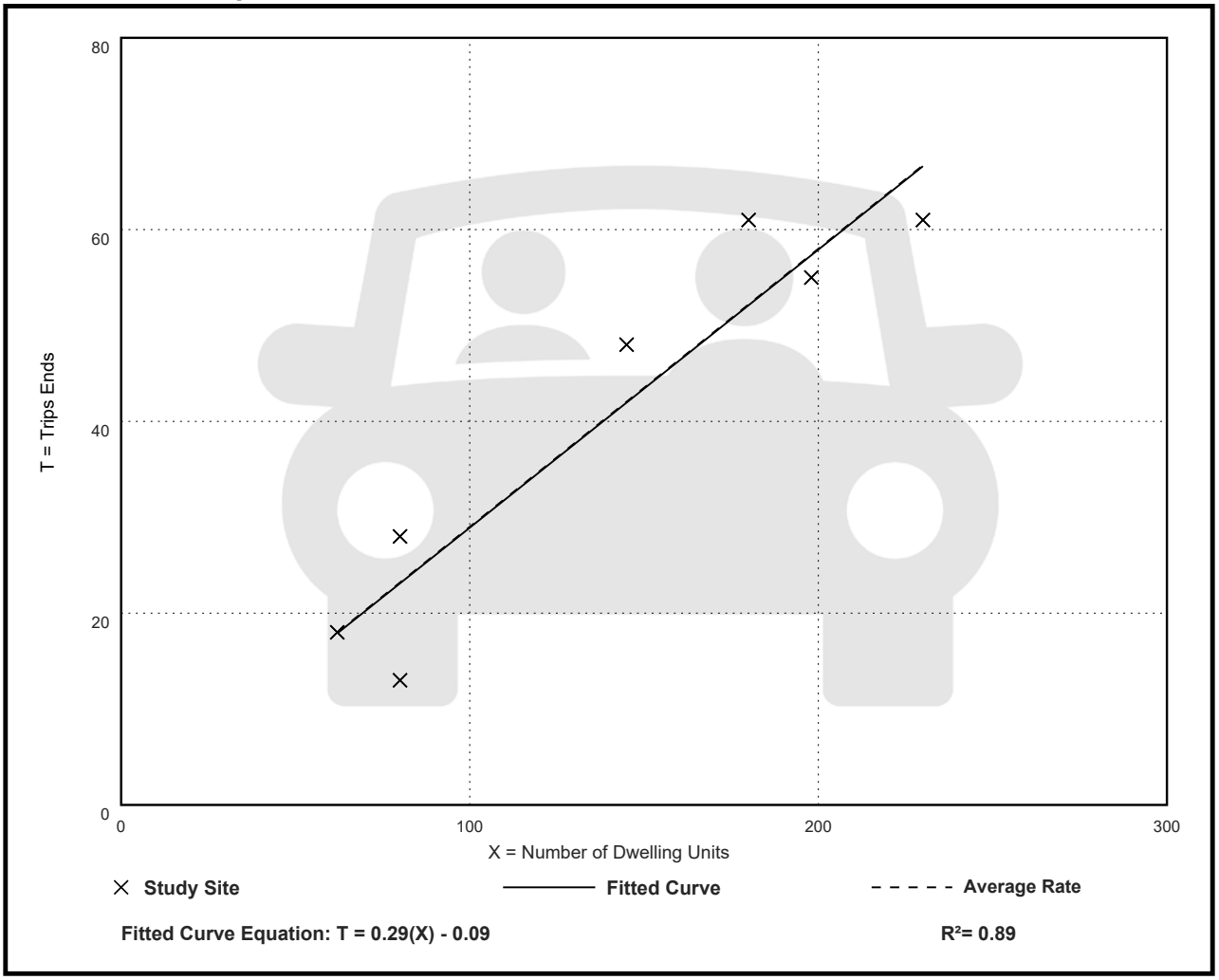
Multifamily Housing (Mid-Rise)
Close to Rail Transit (221)

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: 7
Avg. Num. of Dwelling Units: 139
Directional Distribution: 43% entering, 57% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.29	0.16 - 0.35	0.05

Data Plot and Equation



Multifamily Housing (Mid-Rise)
Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

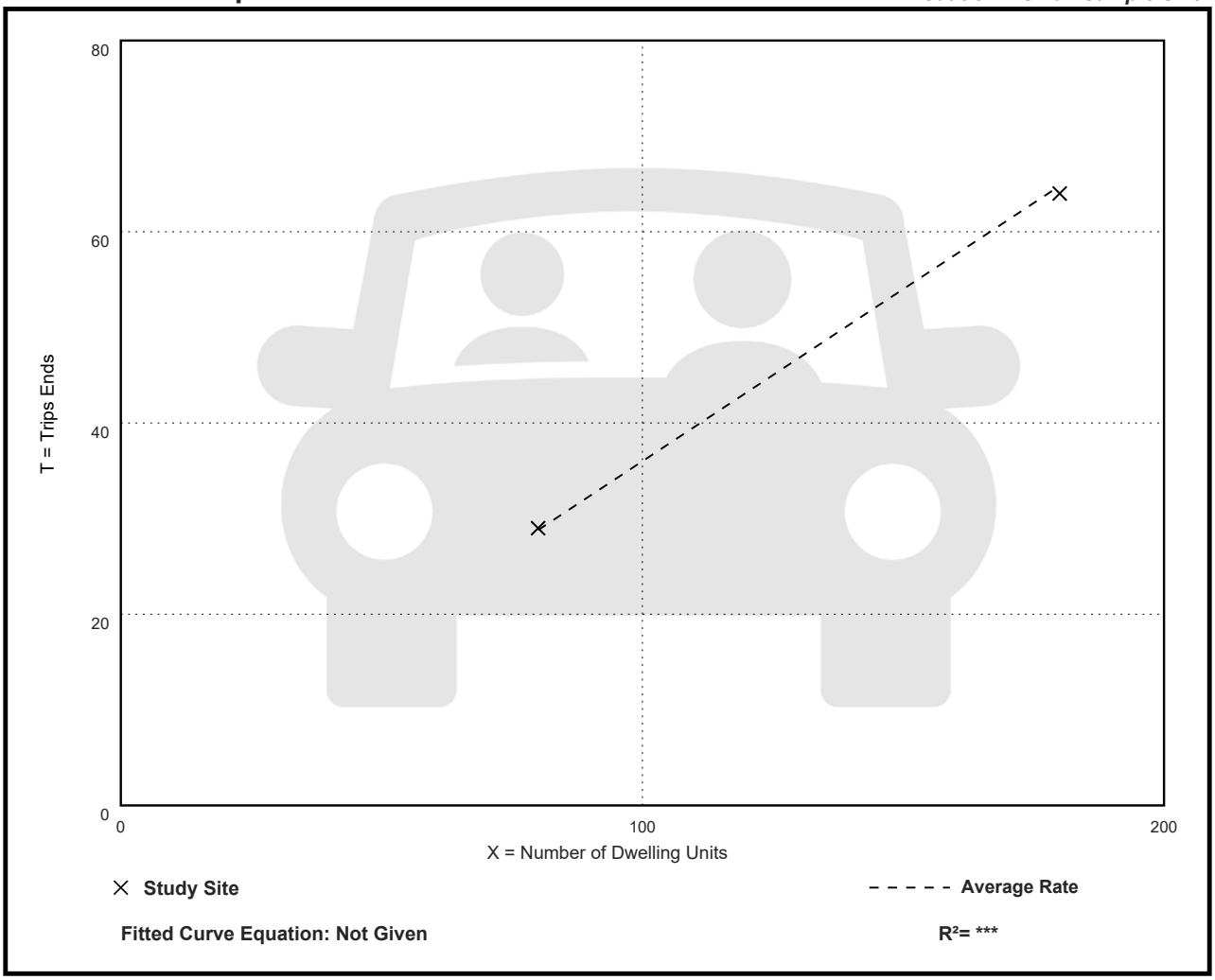
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Dwelling Units: 130
Directional Distribution: 38% entering, 62% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.36 - 0.36	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Mid-Rise)
Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

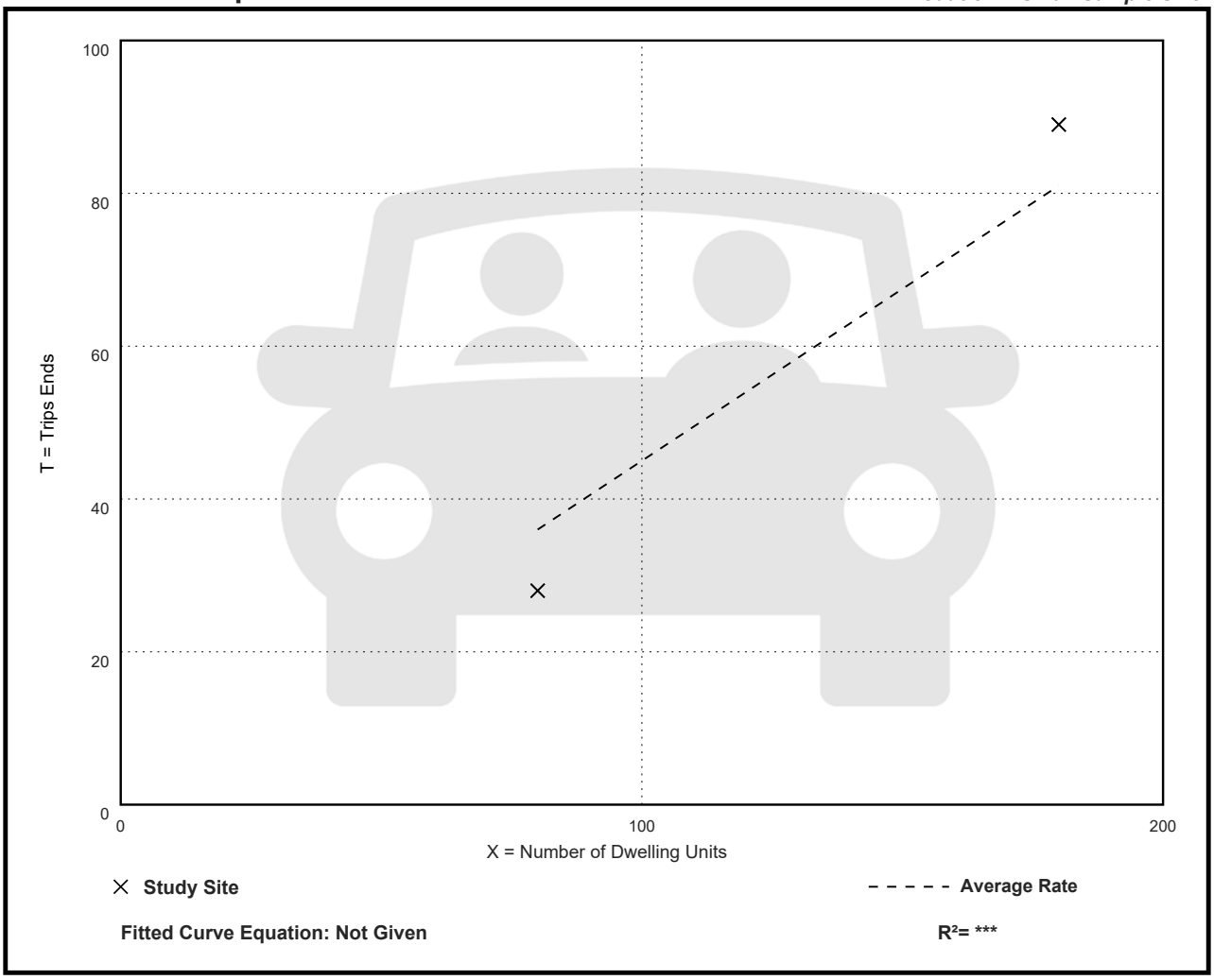
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Dwelling Units: 130
Directional Distribution: 75% entering, 25% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.45	0.35 - 0.49	***

Data Plot and Equation

Caution – Small Sample Size



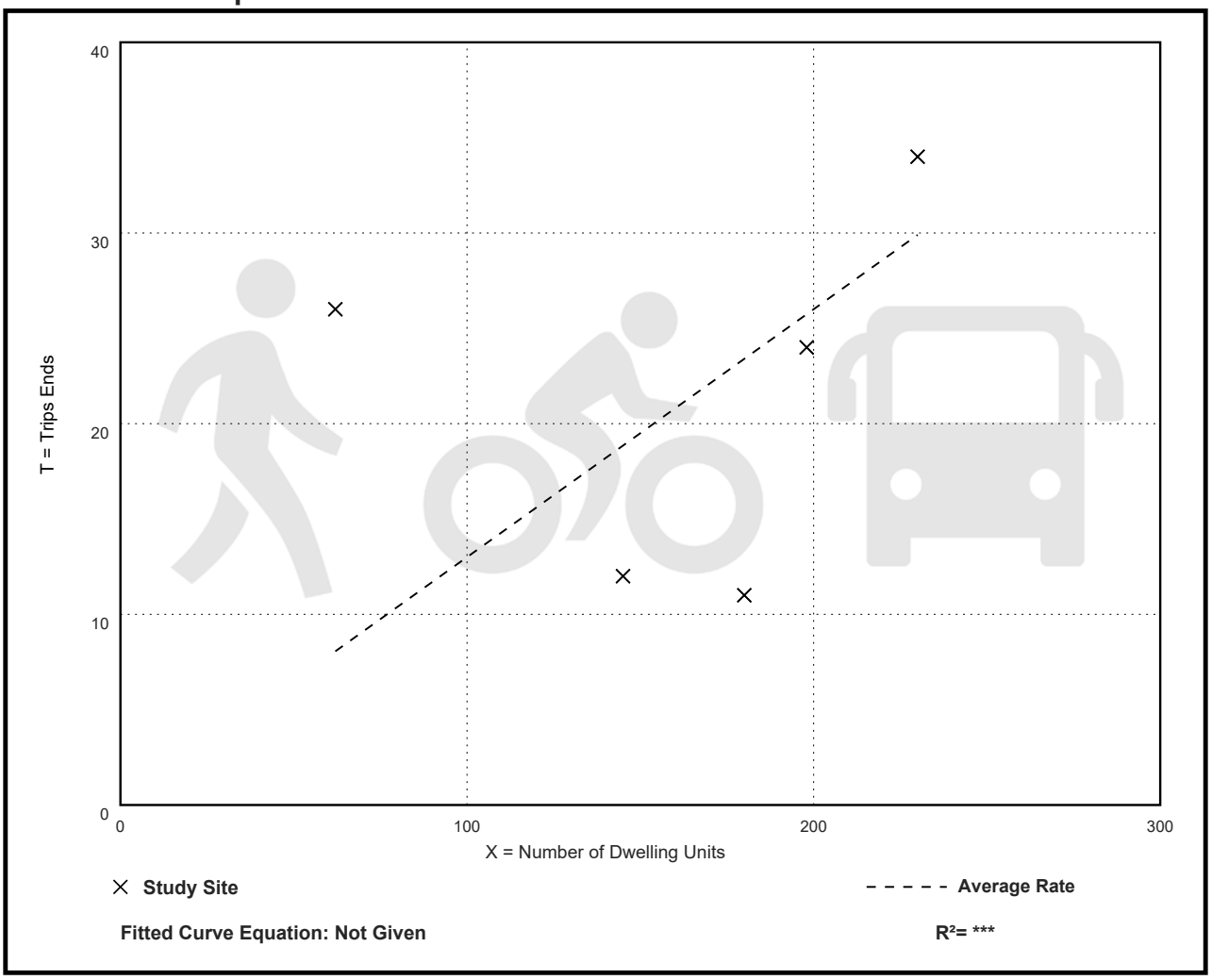
Multifamily Housing (Mid-Rise)
Close to Rail Transit (221)

Walk+Bike+Transit 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: 5
Avg. Num. of Dwelling Units: 163
Directional Distribution: 57% entering, 43% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.13	0.06 - 0.42	0.10

Data Plot and Equation



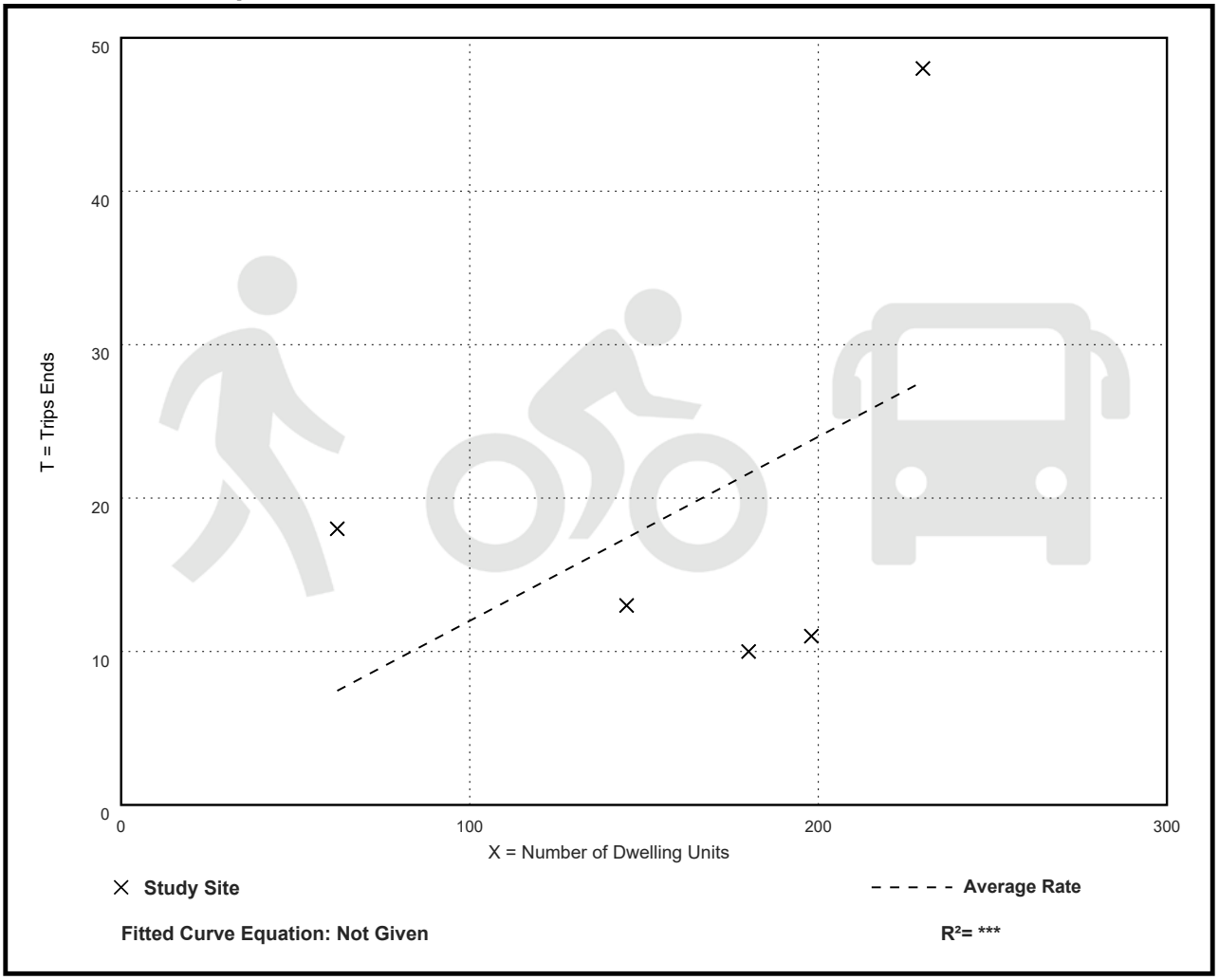
Multifamily Housing (Mid-Rise)
Close to Rail Transit (221)

Walk+Bike+Transit 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: 5
Avg. Num. of Dwelling Units: 163
Directional Distribution: 42% entering, 58% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.12	0.06 - 0.29	0.09

Data Plot and Equation



Multifamily Housing (Mid-Rise)
Close to Rail Transit (221)

Walk+Bike+Transit Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

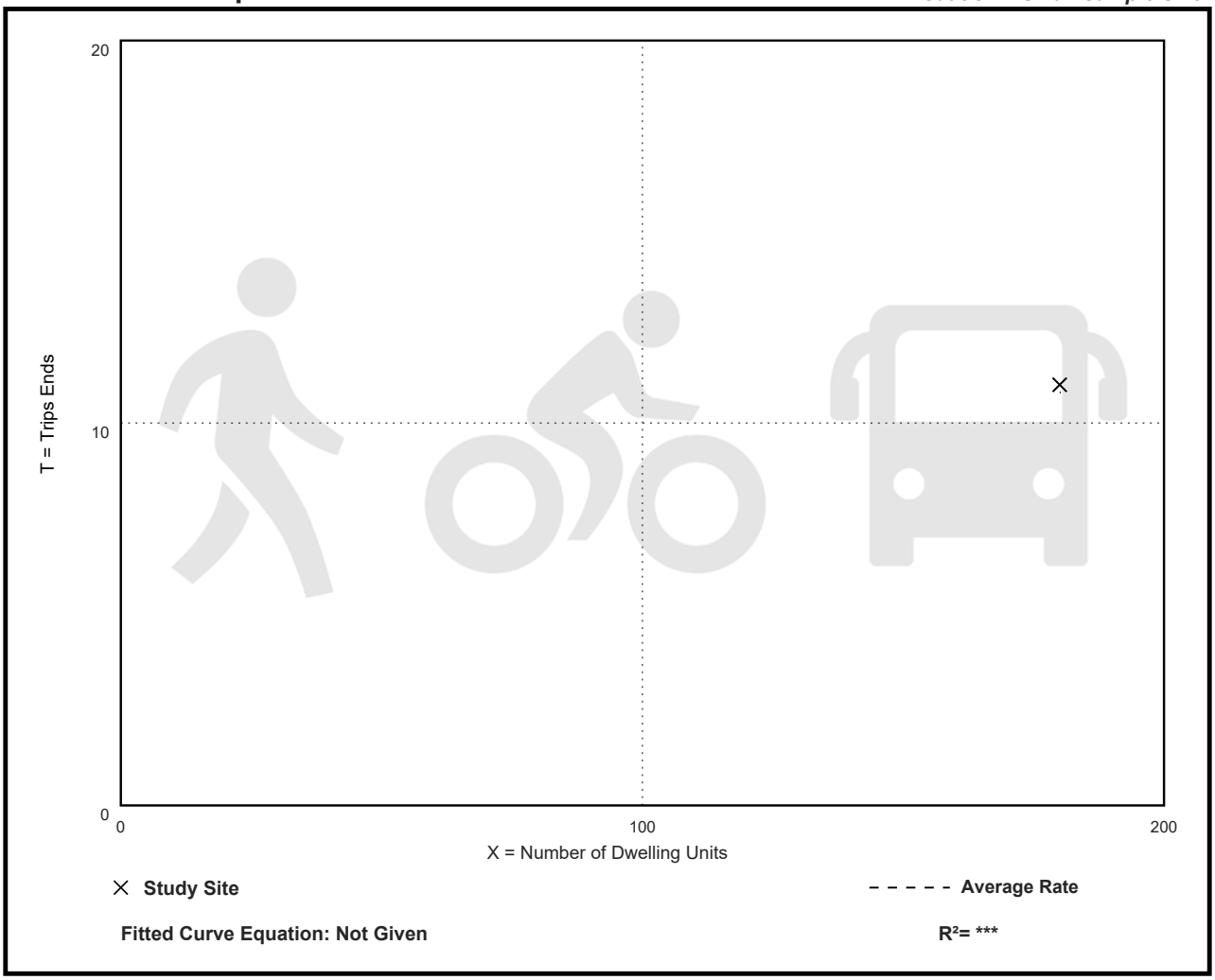
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 180
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.06	0.06 - 0.06	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing (Mid-Rise)
Close to Rail Transit (221)

Walk+Bike+Transit Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

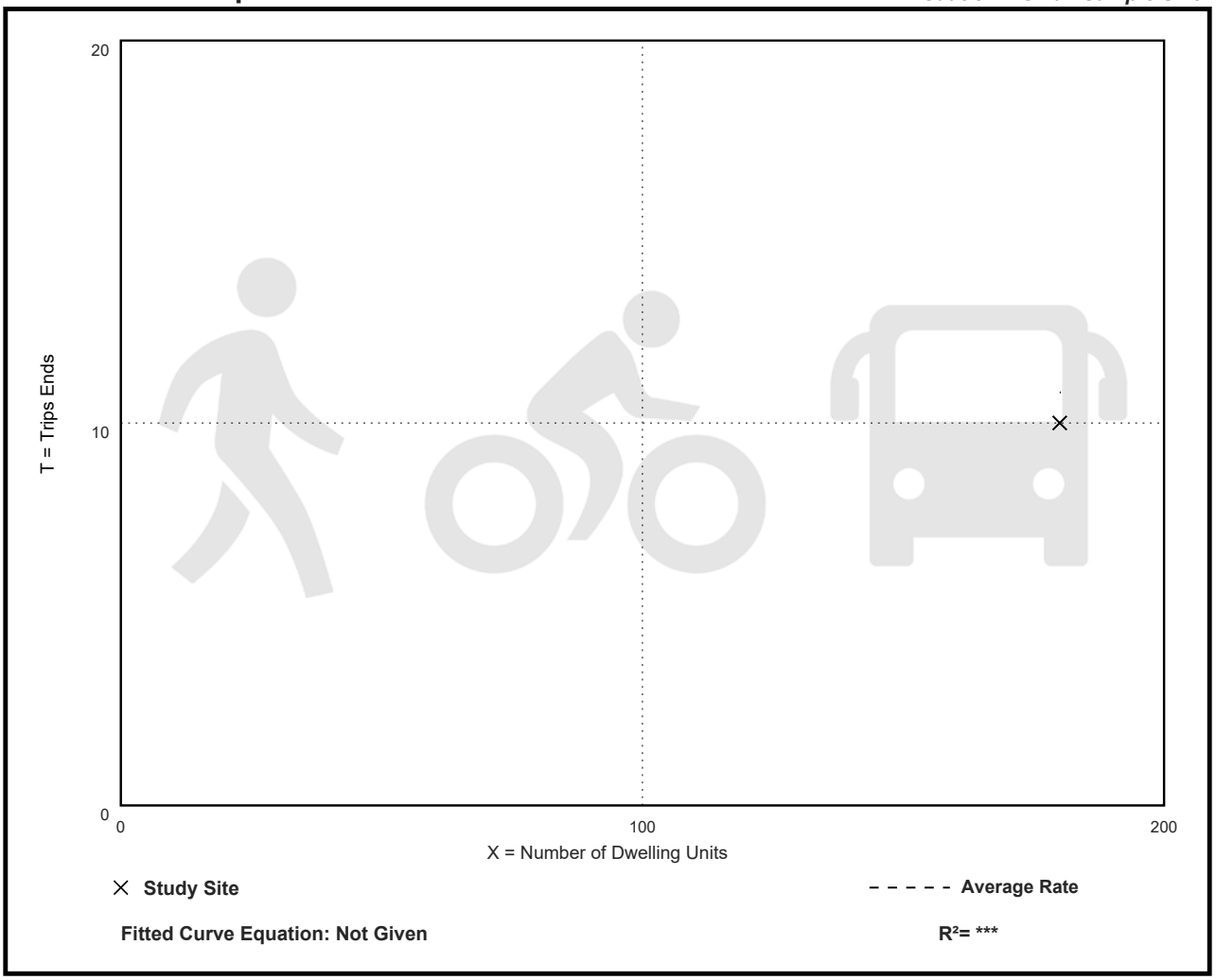
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 180
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.06	0.06 - 0.06	***

Data Plot and Equation

Caution – Small Sample Size



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)

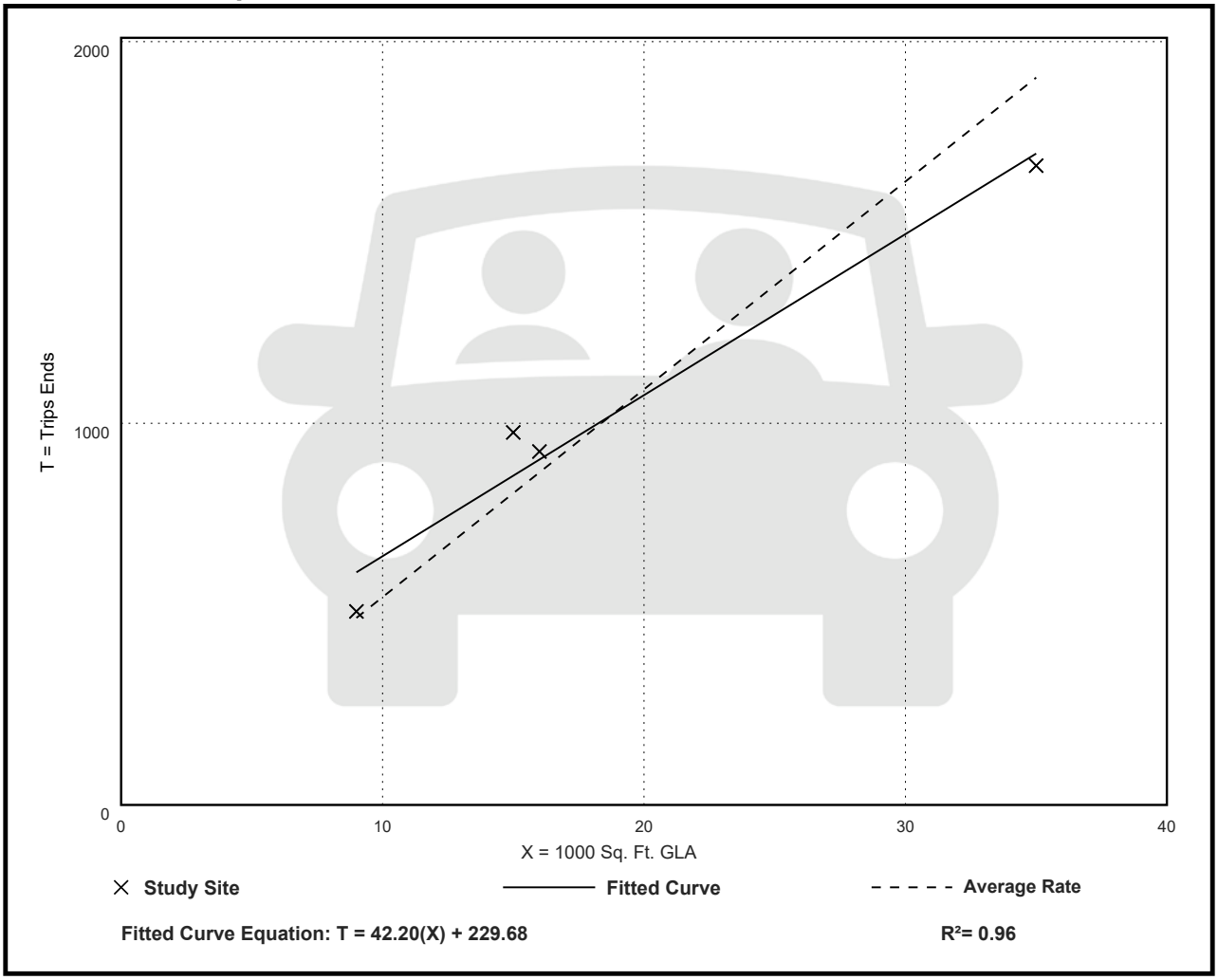
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

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

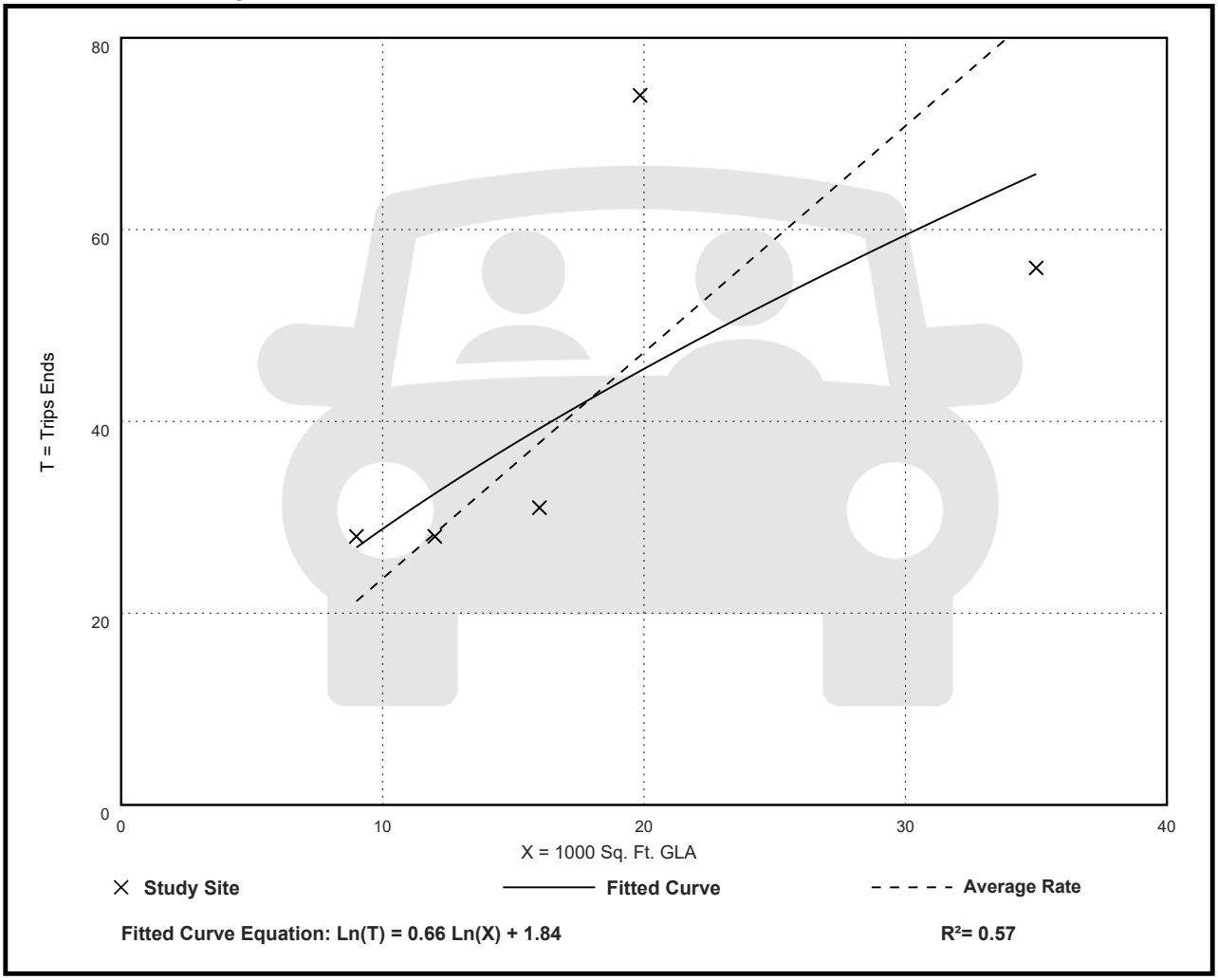
Strip Retail Plaza (<40k)
(822)

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

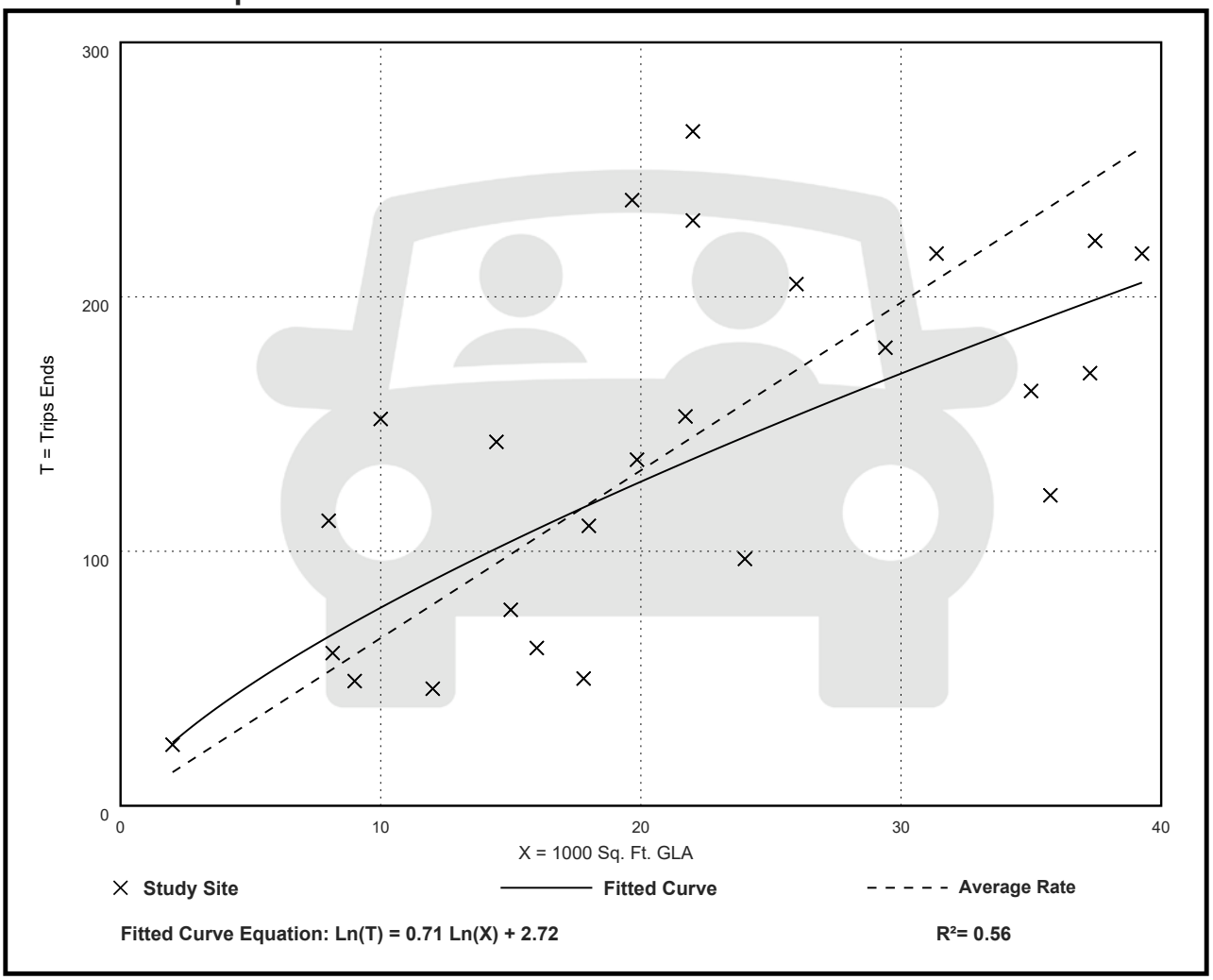
Strip Retail Plaza (<40k)
(822)

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

Strip Retail Plaza (<40k)
(822)

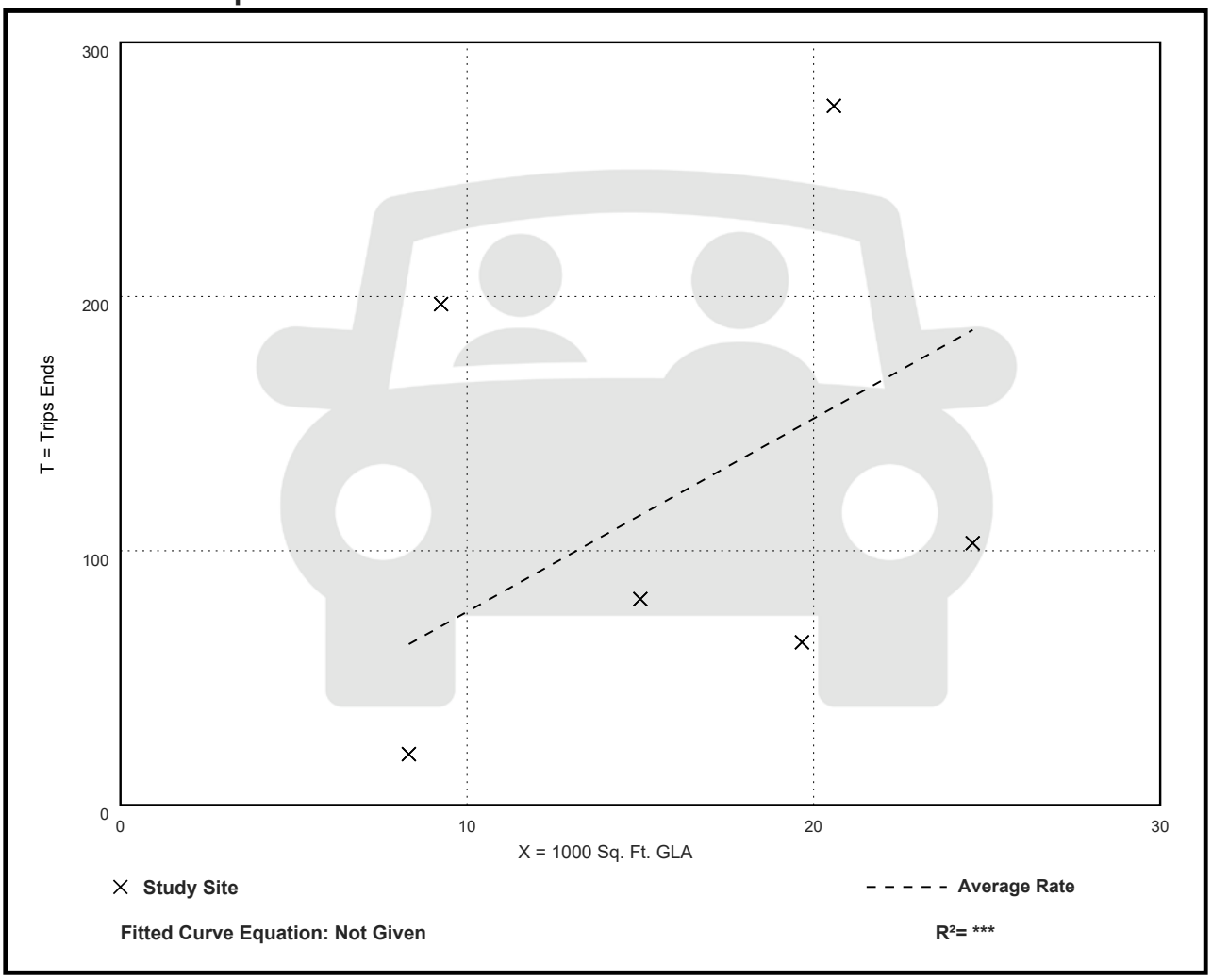
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. 1000 Sq. Ft. GLA: 16
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
7.60	2.40 - 21.30	6.45

Data Plot and Equation



Strip Retail Plaza (<40k)
(822)

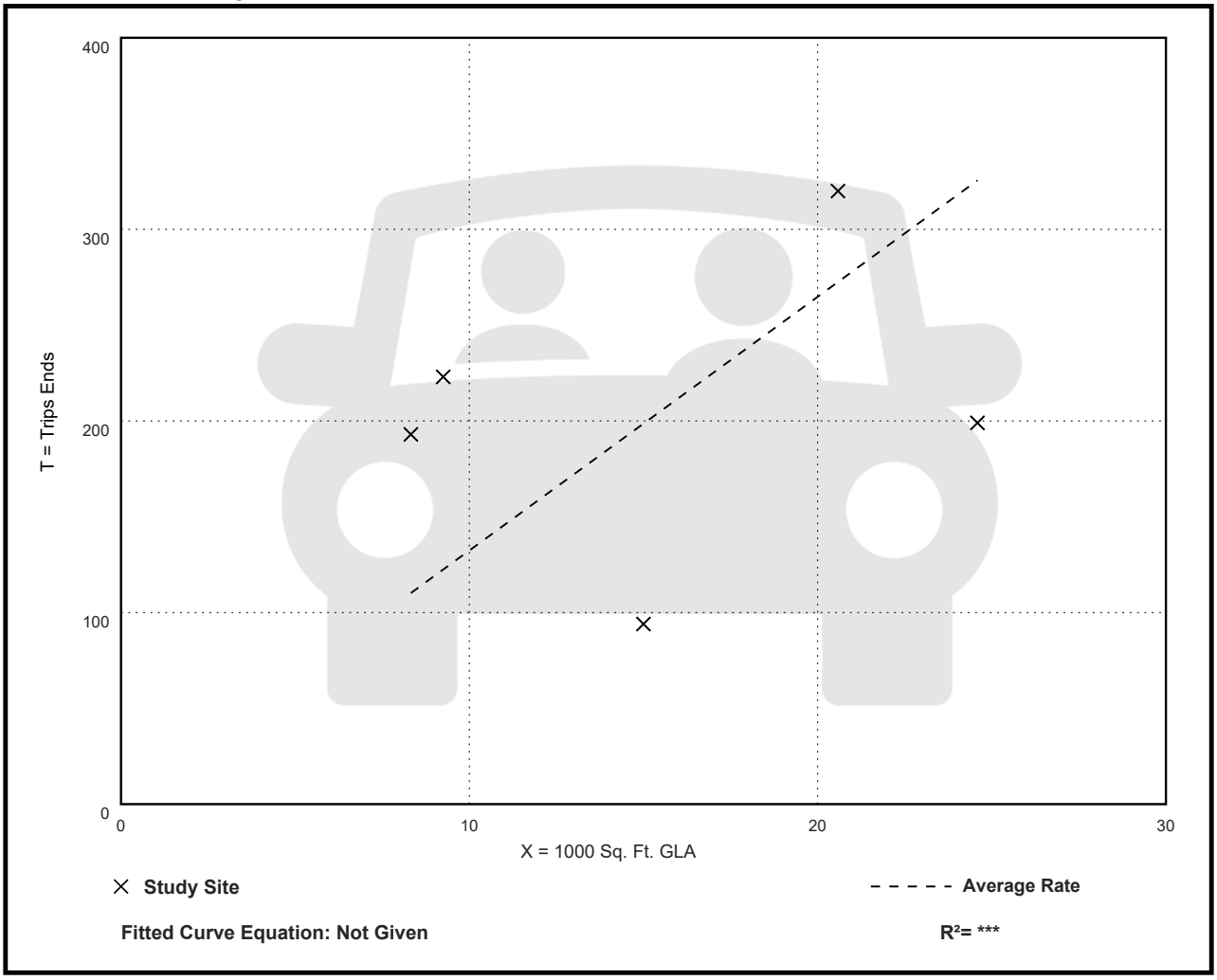
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 16
Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
13.24	6.27 - 24.11	7.40

Data Plot and Equation



Strip Retail Plaza (<40k)
(822)

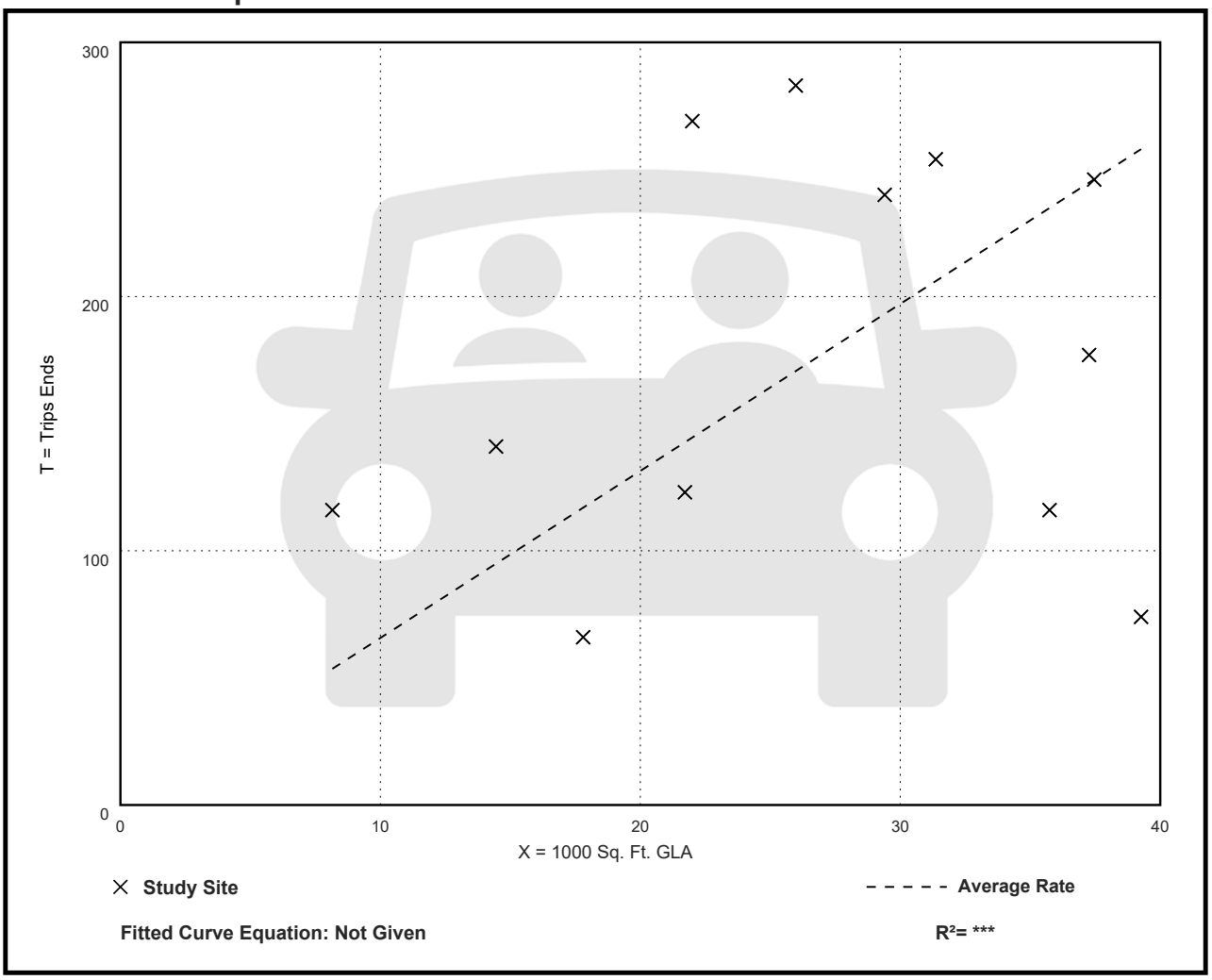
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 12
Avg. 1000 Sq. Ft. GLA: 27
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.57	1.88 - 14.23	3.45

Data Plot and Equation



Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: Employees
On a: Weekday,
AM Peak Hour of Generator

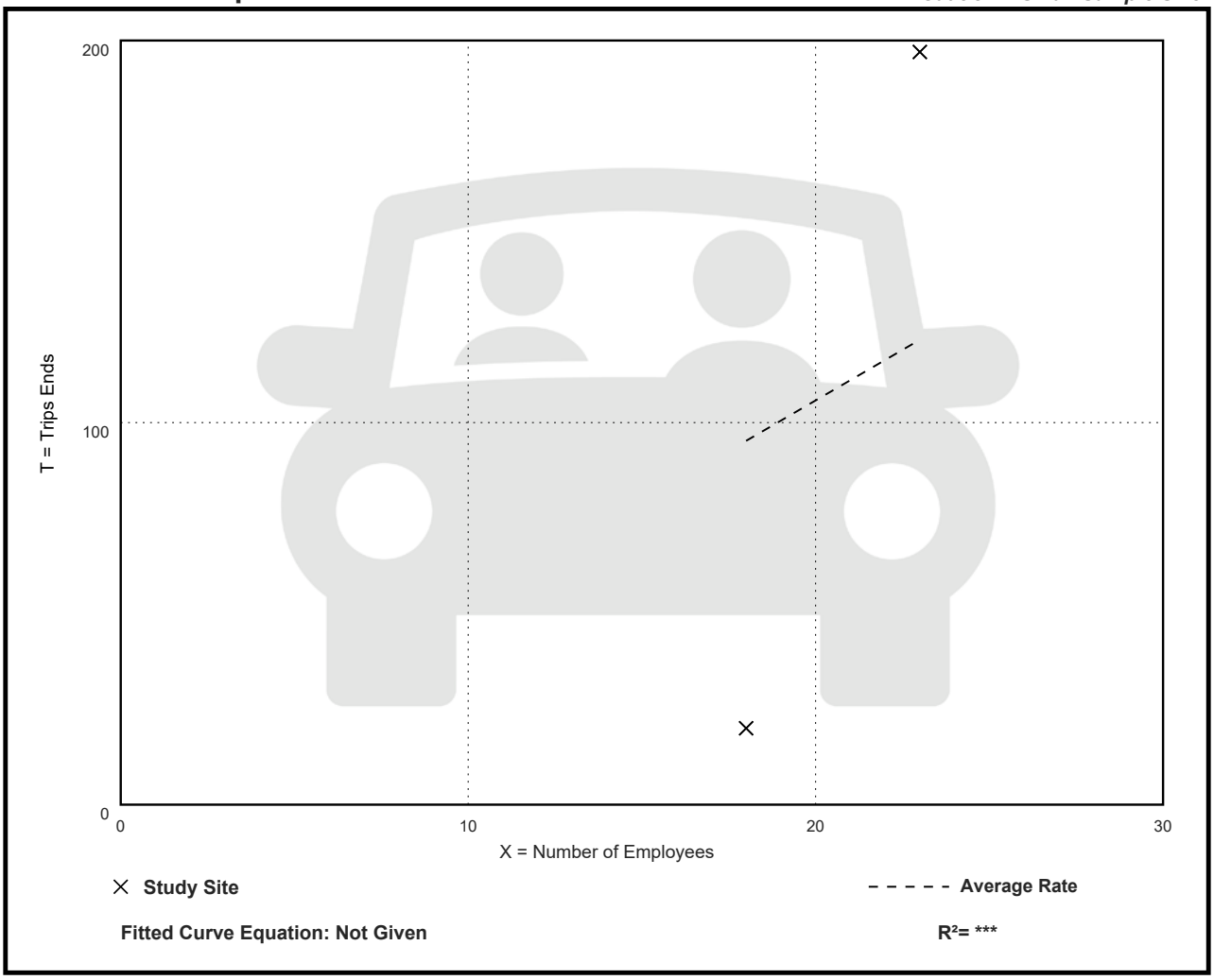
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Employees: 21
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
5.29	1.11 - 8.57	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: Employees
On a: Weekday,
PM Peak Hour of Generator

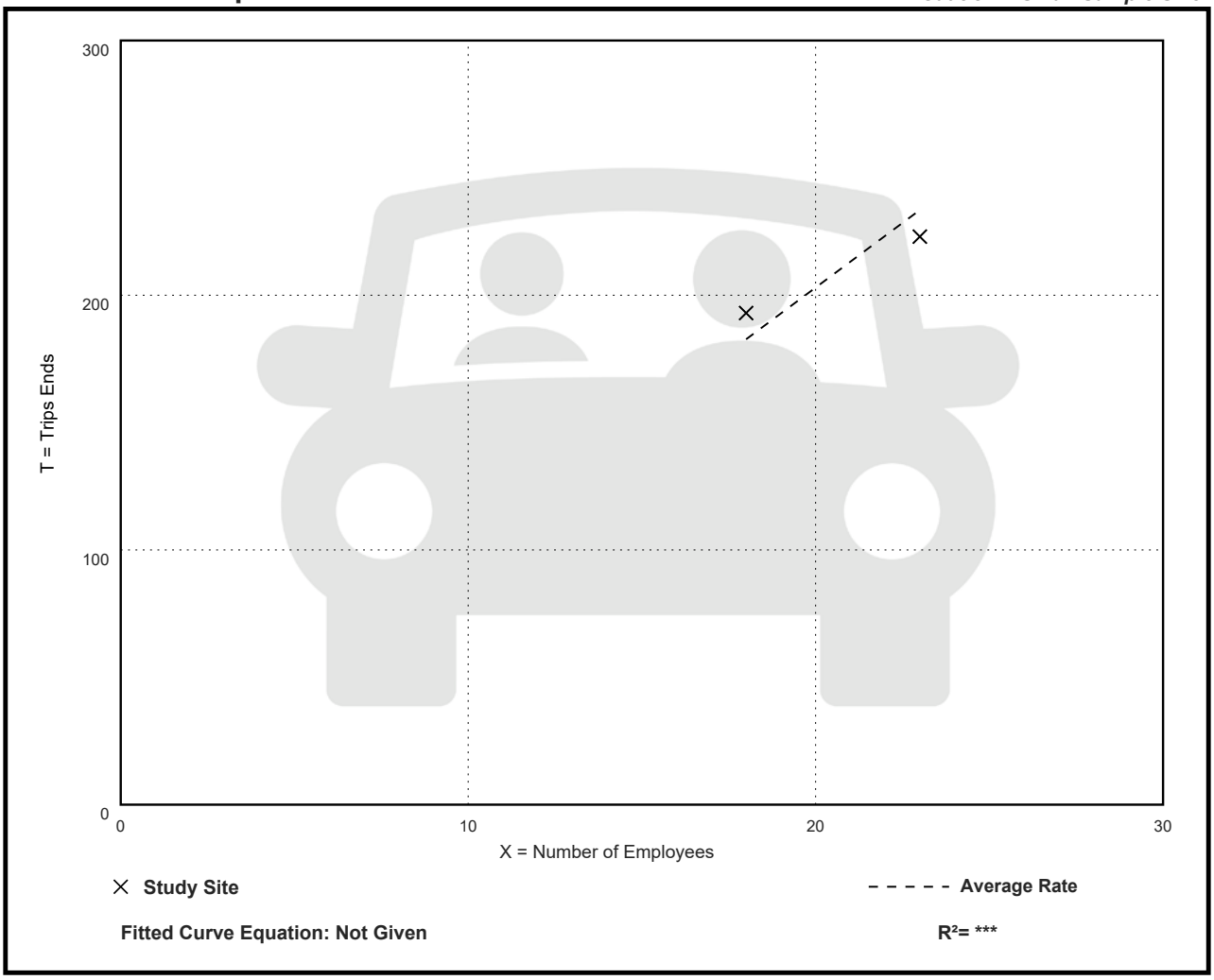
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Employees: 21
Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
10.15	9.70 - 10.72	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Strip Retail Plaza (<40k)
(822)

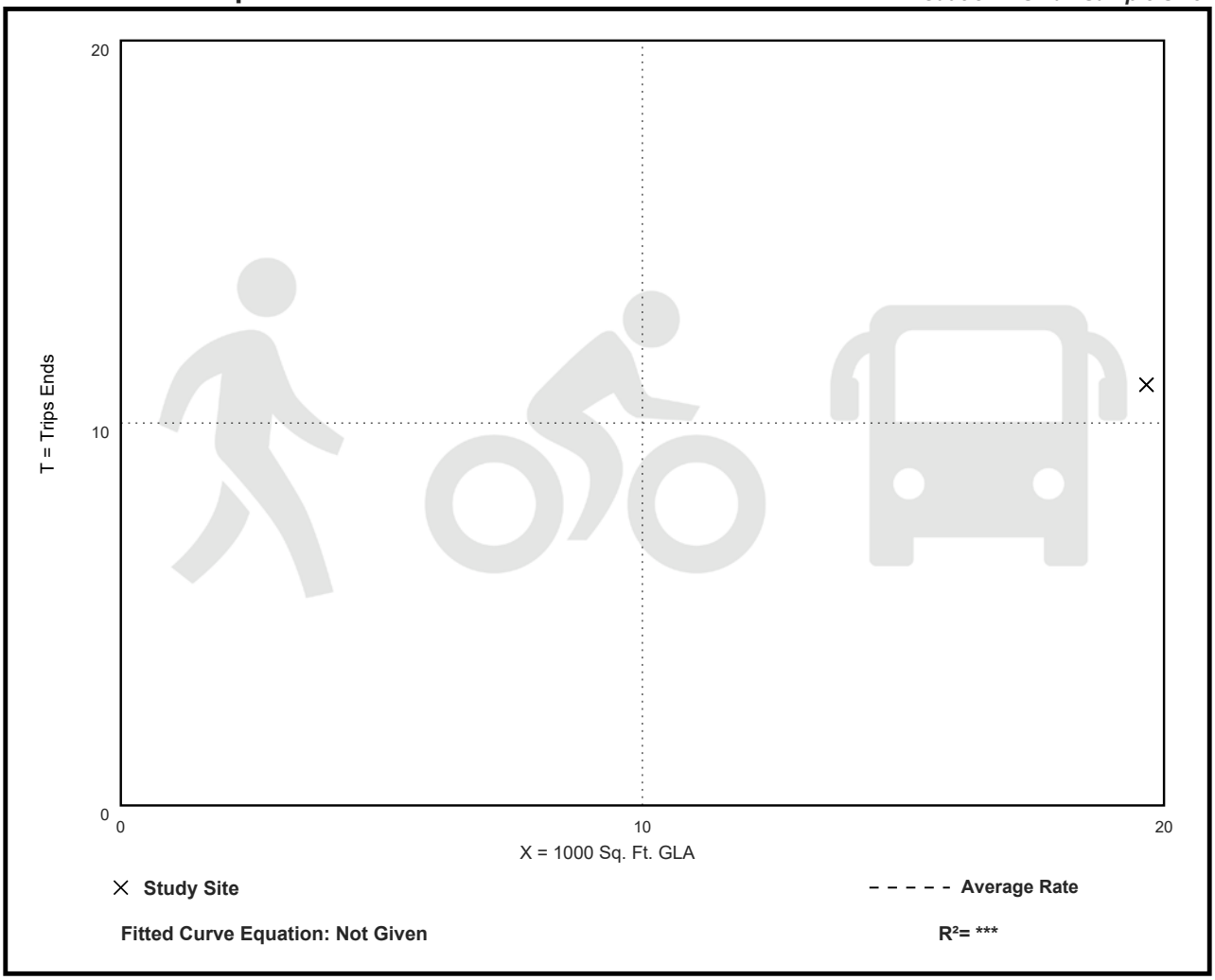
Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. 1000 Sq. Ft. GLA: 20
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.56	0.56 - 0.56	***

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k)
(822)

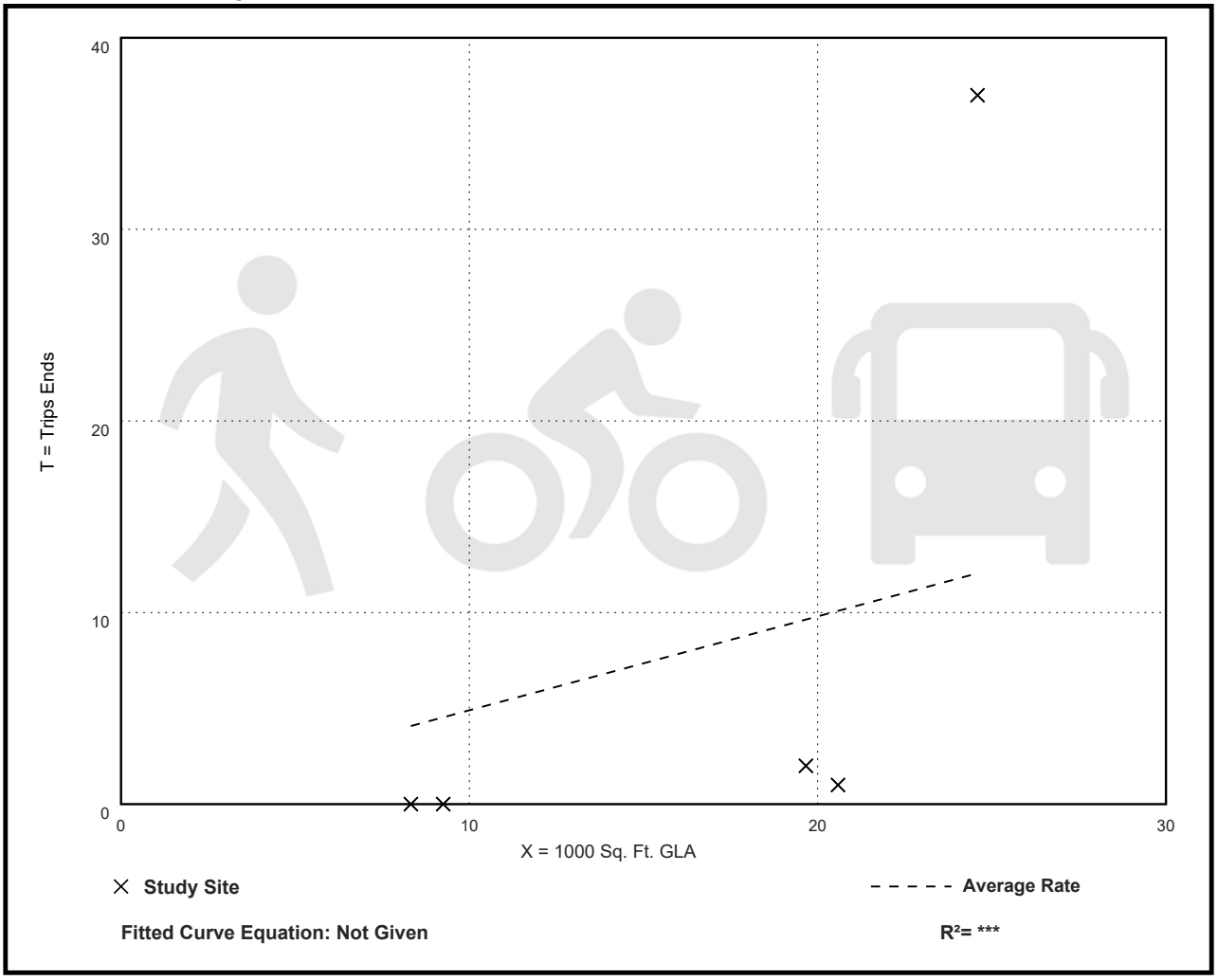
Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 16
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.49	0.00 - 1.50	0.74

Data Plot and Equation



Strip Retail Plaza (<40k)
(822)

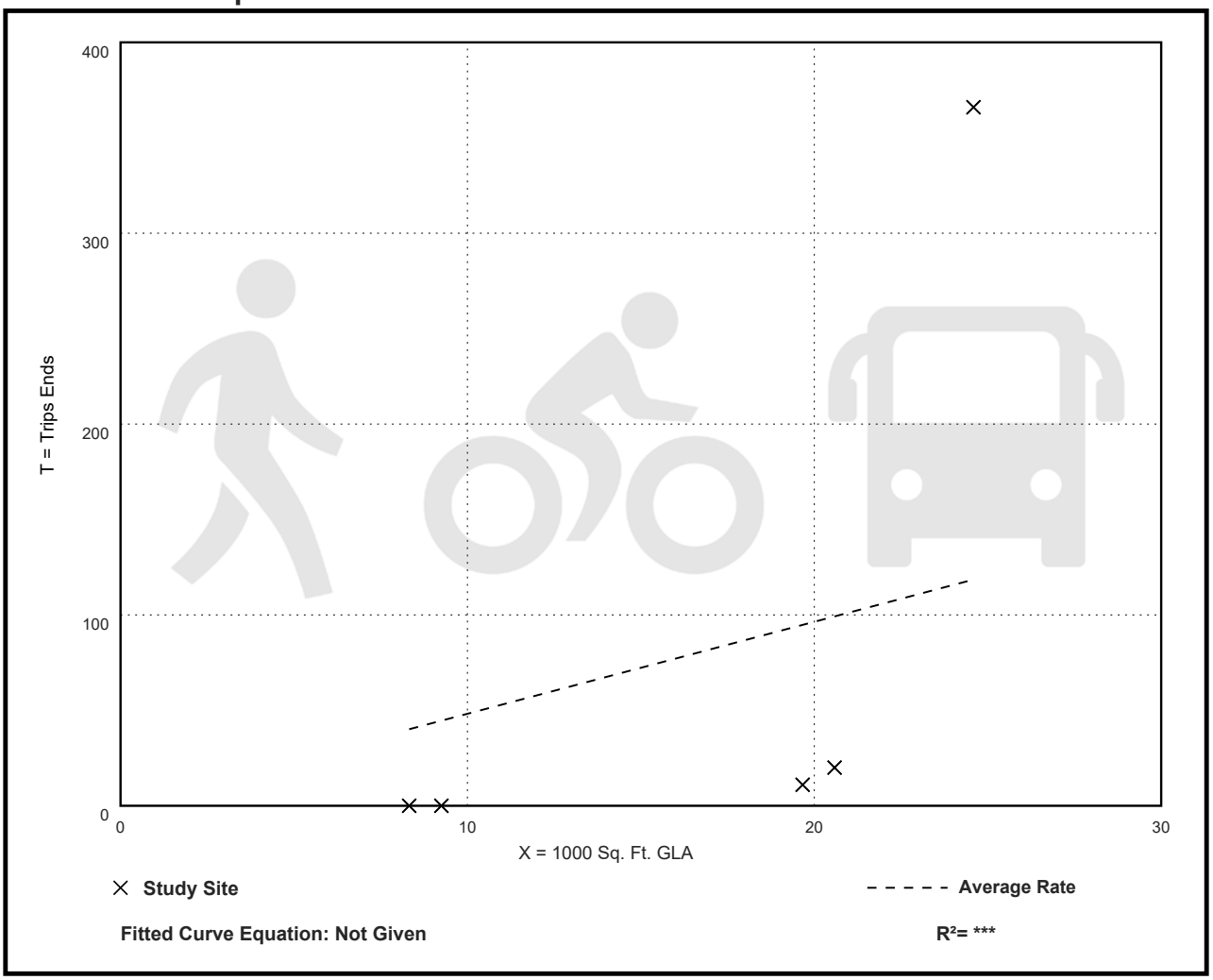
Walk+Bike+Transit Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 16
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
4.82	0.00 - 14.88	7.35

Data Plot and Equation



Strip Retail Plaza (<40k)
(822)

Walk+Bike+Transit Trip Ends vs: Employees
On a: Weekday,
AM Peak Hour of Generator

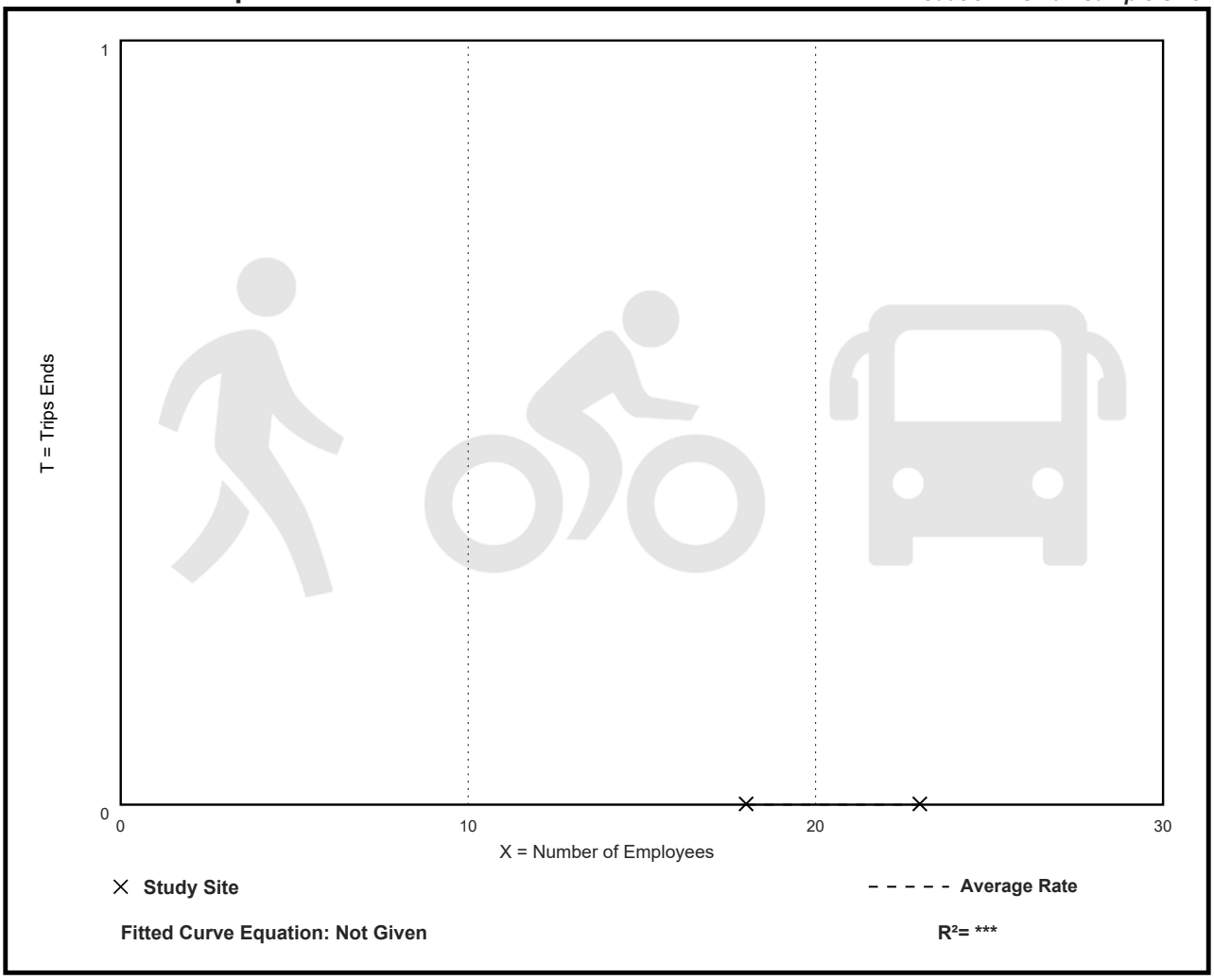
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Employees: 21
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.00	***

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k)
(822)

Walk+Bike+Transit Trip Ends vs: Employees
On a: Weekday,
PM Peak Hour of Generator

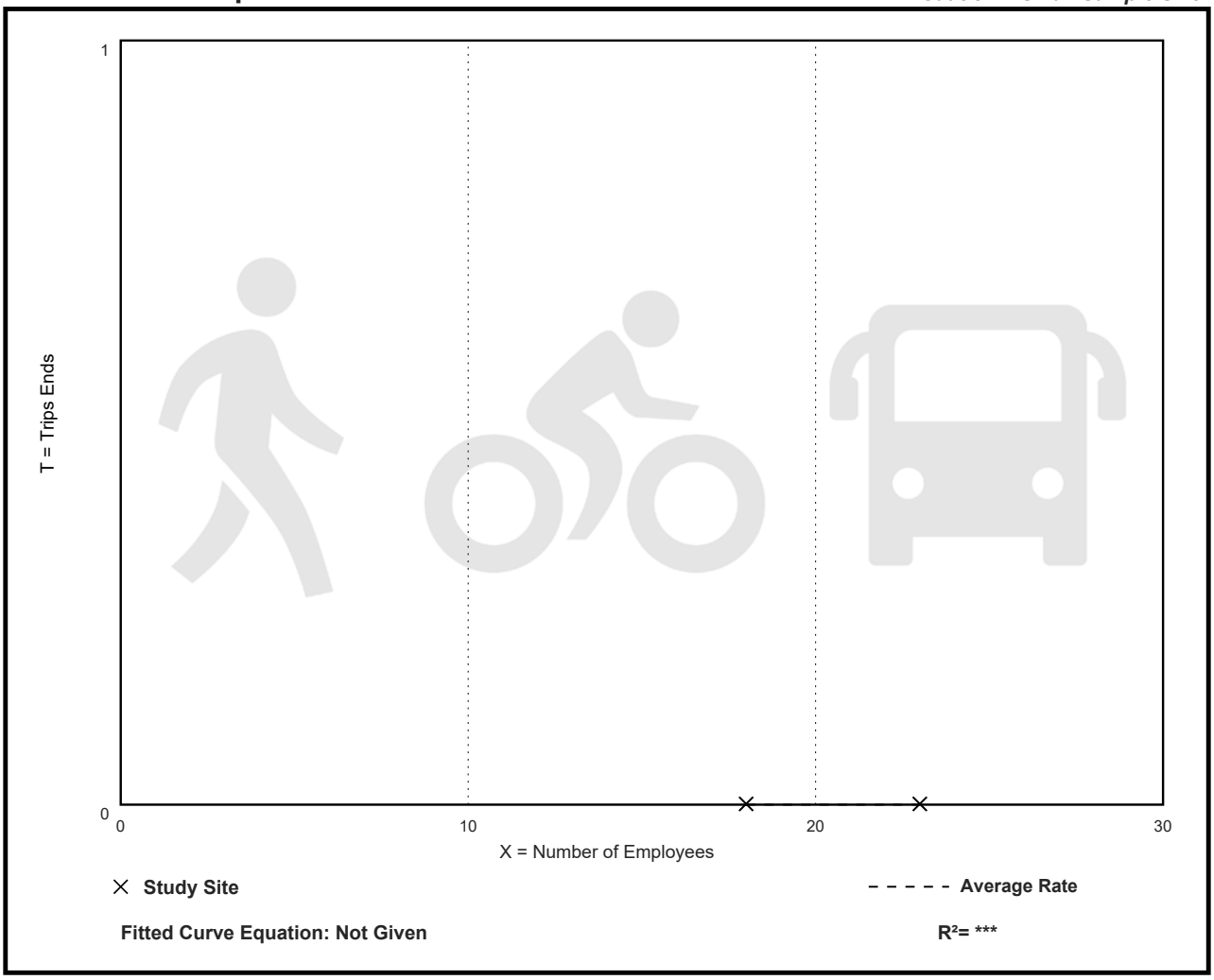
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Employees: 21
Directional Distribution: Not Available

Walk+Bike+Transit Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.00	0.00 - 0.00	***

Data Plot and Equation

Caution – Small Sample Size



Martin County 2022 Roadway Level of Service Inventory Report

APPENDIX B

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
Baker Rd	SR-5	CR-723	Class II: 2-Ln Undivided	750	5,256	241	C	0.6%
Berry Ave	Golden Bear Wy	CR-714	Class II: 2-Ln Undivided	750	3,351	169	C	0.5%
Berry Ave	CR-714	Sunset Tr	Class II: 2-Ln Undivided	750	1,868	94	C	0.5%
Britt Rd	Pine Lake Dr	SR-5	Class II: 2-Ln Undivided	750	4,333	209	C	0.5%
Citrus Blvd.	CR-714 (Martin Hwy)	Port St. Lucie Blvd.	Transitional 2-Ln Uninter /Undivided Flow	1160	5,931	476	A/B	3.6%
Commerce Ave	Salerno Rd	Monroe St	Class II: 2-Ln Undivided	750	6,272	464	TCEA	0.5%
Commerce Ave	Monroe St	Indian St	Class II: 2-Ln Undivided	750	6,474	406	D	0.5%
Country Club Dr	Palm Beach County	Island Way	Class II: 2-Ln Undivided	750	2,594	144	C	0.5%
Country Club Dr	Island Way	Little Club Dr	Class II: 2-Ln Undivided	750	3,338	163	C	0.5%
County Line Rd	Little Club Dr	SR-5	Class II: 2-Ln Undivided	750	2,397	136	C	0.5%
Cove Rd	SR-76	Willoughby Blvd	Class I: 2-Ln Undivided	880	14,117	903	F	0.5%
Cove Rd	Willoughby Blvd	SR-5	Class I: 2-Ln Undivided	880	16,254	748	C	2.2%
Cove Rd	SR-5	CR-A1A	Class II: 2-Ln Undivided	750	11,234	482	TCEA	0.5%
Cove Rd	CR-A1A	End	2-Ln Undivided Non-State	675	5,463	242	TCEA	0.5%
CR-609 (Allapattah Rd)	SR-710	CR-714	Uninterrupted Rural Hwy: 2-Ln Undivided	730	2,147	109	A/B	4.6%
CR-609 (Allapattah Rd)	CR-714	St Lucie County	Uninterrupted Rural Hwy: 2-Ln Undivided	730	2,043	116	A/B	3.0%
CR-707 (Beach Rd)	Palm Beach County	CR-708	2-Ln Undivided Non-State	675	1,711	122	C	0.5%
CR-707 (Dixie Hwy)	CR-723/CR-707	CR-707 (Indian River Dr)	Class II: 2-Ln Undivided	750	5,854	242	TCEA	2.0%
CR-707 (Indian River Dr)	CR-707 (Dixie Hwy)	CR-707A (Jensen Beach Blvd.)	2-Ln Undivided Non-State	675	10,577	671	D	0.5%
CR-707 (Indian River Dr)	CR-707A	SR-732	Class II: 2-Ln Undivided	750	6,760	393	TCEA	4.4%
CR-707 (Indian River Dr)	SR-732	St. Lucie County	2-Ln Undivided Non-State	675	8,224	553	D	7.2%
CR-707A (Jensen Beach Blvd)	CR-723	Skyline Dr	Class II: 4-Ln Divided	1630	20,058	888	D	0.5%

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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
CR-707A (Jensen Beach Blvd)	Skyline Dr	Pineapple Way	Class II: 4-Ln Divided	1630	18,083	780	D	0.5%
CR-707A (Jensen Beach Blvd)	Pineapple Wy	CR-707	2-Ln Undivided Non-State	675	8,761	362	TCEA	0.5%
CR-708 (Bridge Rd)	SR-76	CR-711	Uninterrupted Rural Hwy: 2-Ln Undivided	730	990	57	A/B	1.8%
CR-708 (Bridge Rd)	CR-711	I-95	Uninterrupted Rural Hwy: 2-Ln Undivided	730	3,444	208	A/B	0.5%
CR-708 (Bridge Rd)	I-95	Powerline Ave	Transitional 2-Ln Uninter /Undivided Flow	1160	8,524	341	A/B	0.5%
CR-708 (Bridge Rd)	Powerline Ave	SR-5	Class I: 2-Ln Undivided	880	8,932	339	TCEA	0.5%
CR-708 (Bridge Rd)	SR-5	CR-A1A	2-Ln Undivided Non-State	675	8,340	514	TCEA	0.5%
CR-708 (Bridge Rd)	CR-A1A	Gomez Ave	2-Ln Undivided Non-State	675	8,046	378	TCEA	0.6%
CR-708 (Bridge Rd)	Gomez Ave	CR-707	Class II: 2-Ln Undivided	750	5,283	255	C	5.0%
CR-711 (Pratt Whitney Rd)	Palm Beach County	CR-708	Uninterrupted Rural Hwy: 2-Ln Undivided	730	4,283	318	C	5.9%
CR-711 (Pratt Whitney Rd)	CR-708	South Fork High School	Class I: Transitional 2-Ln Undivided	800	4,922	260	C	2.9%
CR-711 (Pratt Whitney Rd)	South Fork High School	SR-76	Class I: Transitional 2-Ln Undivided	800	6,092	291	C	2.0%
CR-713 (High Meadow Ave)	I-95	CR-714	2-Ln Uninter /Undivided Flow	1200	13,990	963	D	1.4%
CR-713 (High Meadow Ave)	CR-714	SR-714	Class I: 2-Ln Undivided	880	10,961	585	C	0.5%
CR-713 (High Meadow Ave)	SR-714	Murphy Rd	2-Ln Uninter /Undivided Flow	1200	11,737	713	C	0.5%
CR-714 (Martin Hwy)	SR-710	Fox Brown Rd	Uninterrupted Rural Hwy: 2-Ln Undivided	730	3,884	181	A/B	5.2%
CR-714 (Martin Hwy)	Fox Brown Rd	CR-609	Uninterrupted Rural Hwy: 2-Ln Undivided	730	4,301	183	A/B	6.0%
CR-714 (Martin Hwy)	CR-609	I-95	Uninterrupted Rural Hwy: 2-Ln Undivided	730	6,598	301	C	5.6%
CR-714 (Martin Hwy)	Florida's Turnpike	CR-713	Class I: 4-Ln Divided	2000	22,061	1,456	C	1.3%
CR-714 (Martin Hwy)	CR-713	Mapp Rd	Class I: 4-Ln Divided	2000	23,197	1,351	C	0.9%
CR-714 (Veteran's Memorial Bridge)	Mapp Rd	SR-76	Class I: 4-Ln Divided	2000	24,463	1,518	C	1.2%
CR-723 (Savanna Rd)	CR-707	NE 24th St	Class I: 2-Ln Undivided	880	8,575	389	C	0.5%

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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
CR-723 (Savanna Rd)	NE 24th St	CR-707A (Jensen Beach Blvd.)	Class I: 2-Ln Undivided	880	8,982	430	C	0.5%
CR-726 (Citrus Blvd)	SR-710	Greenridge Ln	Uninterrupted Rural Hwy: 2-Ln Undivided	730	2,724	124	A/B	0.5%
CR-726 (Citrus Blvd)	Greenridge Ln	CR-76A	Uninterrupted Rural Hwy: 2-Ln Undivided	730	2,748	136	A/B	1.9%
CR-76A (Citrus Blvd.)	CR-726	SR-714	Transitional 2-Ln Uninter /Undivided Flow	1160	4,588	223	A/B	2.2%
CR-76A (SW 96th St)	CR-726	Pennsylvania Ave	Transitional 2-Ln Uninter /Undivided Flow	1160	4,380	255	A/B	3.8%
CR-76A (SW 96th St)	Pennsylvania Ave	SR-76	Class I: Transitional 2-Ln Undivided	800	8,677	405	C	1.7%
CR-A1A (Dixie Hwy)	SR-5	CR-708	Class II: 2-Ln Undivided	750	4,200	216	TCEA	6.8%
CR-A1A (Dixie Hwy)	CR-708	Osprey St	Class I: 2-Ln Undivided	880	7,495	487	TCEA	0.5%
CR-A1A (Dixie Hwy)	Osprey St	Heritage Blvd	2-Ln Uninter /Undivided Flow	1200	6,843	313	A/B	0.8%
CR-A1A (Dixie Hwy)	Heritage Blvd	Cove Rd	2-Ln Uninter /Undivided Flow	1200	7,401	341	A/B	0.5%
CR-A1A (Dixie Hwy)	Cove Rd	Salerno Rd	Class II: 2-Ln Divided	790	11,666	562	TCEA	0.5%
CR-A1A (Dixie Hwy)	Salerno Rd	St. Lucie Blvd	Class II: 2-Ln Undivided	750	16,701	785	TCEA	0.5%
CR-A1A (Dixie Hwy)	St Lucie Blvd	Jefferson St	Class II: 2-Ln Undivided	750	13,545	698	D	0.5%
CR-A1A (Dixie Hwy)	Jefferson St	Indian St	Class II: 4-Ln Divided	1630	16,209	722	TCEA	0.5%
CR-A1A (Dixie Hwy)	Indian St	SR-714	Class I: 4-Ln Divided	2000	14,337	738	C	0.5%
CR-A1A (Dixie Hwy)	SR-714	SE Fifth St	2-Ln Undivided Non-State	675	6,545	314	C	0.5%
Farm Rd	Dr Martin Luther King Jr Dr	Palm Wy	Class II: 2-Ln Undivided	750	3,128	127	C	4.9%
Fox Brown Rd	SR-710	CR-714	Uninterrupted Rural Hwy: 2-Ln Undivided	730	433	23	A/B	6.8%
Goldenrod Rd	Britt Rd	SR-732	Class II: 4-Ln Divided	1630	5,161	252	A/B	1.6%
Goldenrod Rd	SR-732	SR-5	Class II: 2-Ln Undivided	750	6,600	318	C	0.5%
Goldenrod Rd	SR-5	Westmoreland Blvd	Class II: 2-Ln Undivided	750	4,449	299	C	0.6%
Gomez Ave	CR-708	Crossrip St	Class II: 2-Ln Undivided	750	3,402	159	C	0.5%

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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
Gomez Ave	Crossrip St	Osprey St	Class II: 2-Ln Undivided	750	1,248	56	C	3.7%
Green River Parkway	Dixie Hwy	Baker Rd	Class II: 2-Ln Undivided	750	7,474	384	D	2.7%
Green River Parkway	Baker Rd	SR-732	Class I: 2-Ln Undivided	880	8,946	616	C	2.2%
Green River Parkway	SR-732	St. Lucie County	2-Ln Uninter /Undivided Flow	1200	9,512	390	A/B	3.2%
Horseshoe Point Rd	CR-A1A	Kubin Ave	2-Ln Undivided Non-State	675	5,670	257	C	0.5%
Indian St	SR-76	Willoughby Blvd	Class I: 4-Ln Divided	2000	30,577	1,699	C	1.6%
Indian St	Willoughby Blvd	SR-5	Class I: 4-Ln Divided	2000	29,608	1,393	C	1.1%
Indian St	SR-5	Commerce Ave	Class I: 4-Ln Divided	2000	22,586	1,049	C	0.5%
Indian St	Commerce Ave	CR-A1A	Class I: 4-Ln Divided	2000	23,893	1,051	C	0.5%
Indian St	CR-A1A	St Lucie Blvd	2-Ln Undivided Non-State	675	6,293	317	TCEA	0.5%
Indian River Dr	Palmer St	CR-707	Class II: 2-Ln Undivided	750	7,568	462	D	1.1%
Island Way	Palm Beach County	Jupiter Road	Transitional 2-Ln Uninter /Undivided Flow	1160	4,995	297	A/B	3.7%
Island Way	Jupiter Road	Country Club Dr	Class II: 2-Ln Undivided	750	4,808	234	C	0.5%
Jack James Rd	SR-76	Blue Water Wy	Class II: 2-Ln Undivided	750	4,093	268	C	8.0%
Lares St	CR-708	CR-A1A	2-Ln Undivided Non-State	675	2,649	147	TCEA	0.5%
Little Club Wy	Country Club Dr	Wooden Bridge Wy	2-Ln Undivided Non-State	675	2,139	111	C	0.5%
Locks Rd	Canal St	SR-76	2-Ln Undivided Non-State	675	3,588	204	C	0.5%
MacArthur Blvd	Sailfish Point	SR-A1A	2-Ln Undivided Non-State	675	5,917	384	D	2.4%
Mapp Rd	South End	CR-714	Class II: 2-Ln Undivided	750	5,342	263	C	0.5%
Mapp Rd	CR-714	SR-714	Class II: 2-Ln Undivided	750	11,431	545	TCEA	0.5%
Mapp Rd	SR-714	Matheson Ave	Class II: 2-Ln Undivided	750	4,712	262	C	0.5%
Mapp Rd	Matheson Ave	North End	Class II: 2-Ln Undivided	750	7,452	340	C	0.5%

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

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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%

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SR-710 (Warfield Blvd)	Van Buren	CR-726 (Citrus)	Class II: 4-Ln Divided	1710	13,836	802	D	3.7%
SR-710 (Warfield Blvd)	CR-726	SR-76 (Kanner)	Transitional 4-Ln Uninter /Divided Flow	2470	12,449	572	A/B	4.3%
SR-710 (Warfield Blvd)	SR-76	Palm Beach County	Transitional 4-Ln Uninter /Divided Flow	2470	9,077	407	A/B	7.2%
SR-714 (Martin Hwy)	I-95	CR-76A (Citrus)	Transitional 2-Ln Uninter /Undivided Flow	1160	14,983	744	C	3.8%
SR-714 (Martin Hwy)	CR-76A (Citrus)	Florida's Turnpike	Class I: 4-Ln Divided	2000	22,166	1,170	C	1.7%
SR-714 (Martin Downs Blvd)	Florida's Turnpike	CR-713	Class I: 4-Ln Divided	2000	19,874	909	C	0.5%
SR-714 (Martin Downs Blvd)	CR-713	Matheson Ave	Class I: 4-Ln Divided	2000	28,563	1,474	C	0.5%
SR-714 (Martin Downs Blvd)	Matheson Ave	Mapp Rd	Class I: 4-Ln Divided	2000	32,124	1,703	C	0.5%
SR-714 (Palm City Bridge)	Mapp Rd	SR-76	Class I: 4-Ln Divided	2000	35,049	1,865	C	0.5%
SR-714 (Monterey Rd)	SR-76	Willoughby Blvd	Class I: 4-Ln Divided	2000	22,584	1,098	C	0.5%
SR-714 (Monterey Rd)	Willoughby Blvd	Monterey Extension	Class I: 4-Ln Divided	2000	24,714	1,247	C	0.5%
SR-714 (Monterey Rd)	Monterey Extension	SR-5	Class I: 4-Ln Divided	2000	17,662	886	C	3.2%
SR-714 (Monterey Rd)	SR-5	CR-A1A	Class II: 4-Ln Divided	1630	22,403	1,247	D	2.6%
SR-714 (Monterey Rd)	CR-A1A	SR-A1A	Class I: 4-Ln Divided	1910	23,275	1,327	C	6.3%
SR-732 (Causeway Blvd)	CR-707	SR-A1A	2-Ln Uninter /Undivided Flow	1200	13,701	781	C	0.6%
SR-732 (Jensen Beach Blvd)	SR-5	Green River Pkwy	Class I: 4-Ln Divided	2000	25,282	1,264	C	0.5%
SR-732 (Jensen Beach Blvd)	Green River Pkwy	CR-723	Class I: 4-Ln Divided	2000	24,284	1,090	C	0.5%
SR-76 (Kanner Hwy)	SR-15	SR-710	Uninterrupted Rural Hwy: 2-Ln Undivided	730	2,317	93	A/B	2.3%
SR-76 (Kanner Hwy)	SR-710	CR-708	Uninterrupted Rural Hwy: 2-Ln Undivided	730	3,800	165	A/B	2.2%
SR-76 (Kanner Hwy)	CR-708	CR-711/CR-76A	Transitional 2-Ln Uninter /Undivided Flow	1160	3,369	198	A/B	5.3%
SR-76 (Kanner Hwy)	CR-711/CR76A	Locks Rd	Class I: 4-Ln Divided	2000	13,751	853	C	1.6%
SR-76 (Kanner Hwy)	Locks Rd	Jack James	Class I: 4-Ln Divided	2000	19,109	914	C	0.5%

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

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

Manual Traffic Count - All Traffic
Green River Pkwy and Baker Rd
Stuart, FL

File Name : GB
Site Code : MK2307
Start Date : 6/28/2023
Page No : 1

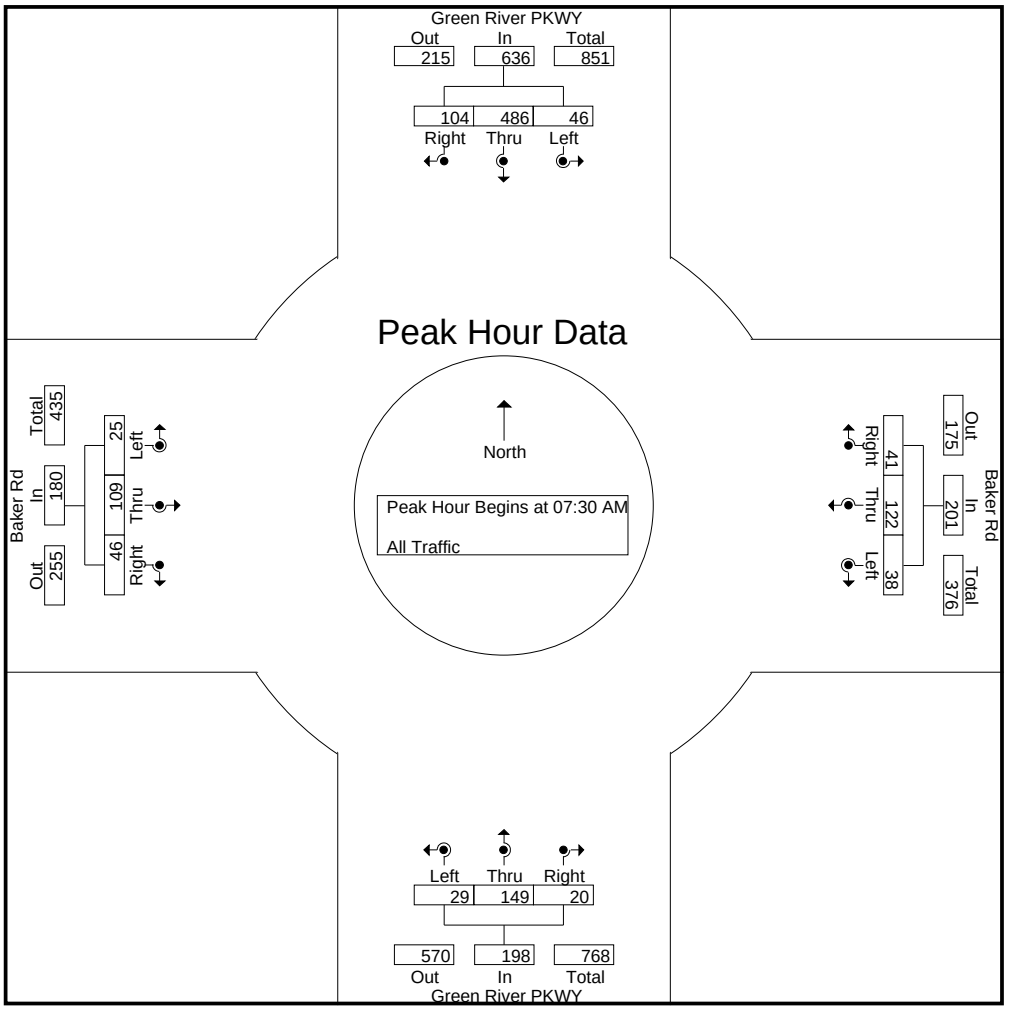
Groups Printed- All Traffic

	Green River PKWY NB			Green River PKWY SB			Baker Rd EB			Baker Rd WB			
Start Time	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Int. Total
07:00 AM	1	11	6	16	94	8	7	25	3	6	21	7	205
07:15 AM	4	27	5	17	122	6	13	26	6	7	19	7	259
07:30 AM	6	26	2	25	126	12	12	27	9	12	22	10	289
07:45 AM	4	28	6	29	132	10	17	32	8	11	39	8	324
Total	15	92	19	87	474	36	49	110	26	36	101	32	1077
08:00 AM	3	43	9	24	122	17	11	16	1	8	38	9	301
08:15 AM	7	52	12	26	106	7	6	34	7	10	23	11	301
08:30 AM	7	36	9	16	97	14	4	25	7	8	34	9	266
08:45 AM	7	34	10	30	97	9	7	40	10	10	45	17	316
Total	24	165	40	96	422	47	28	115	25	36	140	46	1184
04:00 PM	7	76	19	23	57	13	12	33	16	18	34	4	312
04:15 PM	15	103	12	21	62	11	9	38	15	29	43	6	364
04:30 PM	11	112	13	15	62	9	11	33	12	30	49	8	365
04:45 PM	16	95	13	23	56	13	13	43	14	22	37	10	355
Total	49	386	57	82	237	46	45	147	57	99	163	28	1396
05:00 PM	7	117	14	22	63	8	13	40	17	27	43	5	376
05:15 PM	10	108	11	21	81	10	6	49	16	27	44	5	388
05:30 PM	5	89	10	13	58	16	11	39	10	25	32	6	314
05:45 PM	9	73	9	19	60	11	7	24	11	20	28	5	276
Total	31	387	44	75	262	45	37	152	54	99	147	21	1354
Grand Total	119	1030	160	340	1395	174	159	524	162	270	551	127	5011
Apprch %	9.1	78.7	12.2	17.8	73.1	9.1	18.8	62	19.2	28.5	58.1	13.4	
Total %	2.4	20.6	3.2	6.8	27.8	3.5	3.2	10.5	3.2	5.4	11	2.5	

Manual Traffic Count - All Traffic
Green River Pkwy and Baker Rd
Stuart, FL

File Name : GB
Site Code : MK2307
Start Date : 6/28/2023
Page No : 2

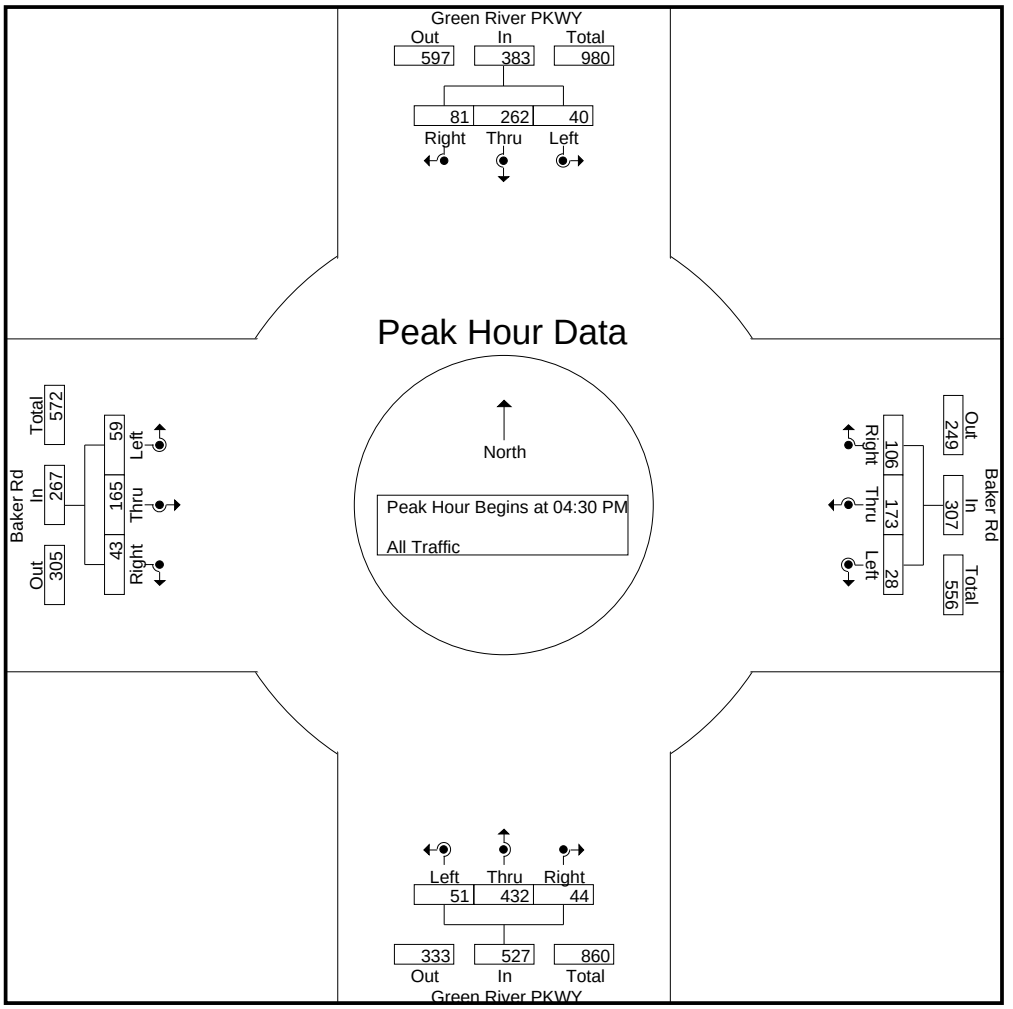
	Green River PKWY NB				Green River PKWY SB				Baker Rd EB				Baker Rd WB				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	6	26	2	34	25	126	12	163	12	27	**9**	48	**12**	22	10	44	289
07:45 AM	4	28	6	38	**29**	**132**	10	**171**	**17**	32	8	**57**	11	**39**	8	**58**	**324**
08:00 AM	3	43	9	55	24	122	**17**	163	11	16	1	28	8	38	9	55	301
08:15 AM	**7**	**52**	**12**	**71**	26	106	7	139	6	**34**	7	47	10	23	**11**	44	301
Total Volume	20	149	29	198	104	486	46	636	46	109	25	180	41	122	38	201	1215
% App. Total	10.1	75.3	14.6		16.4	76.4	7.2		25.6	60.6	13.9		20.4	60.7	18.9		
PHF	.714	.716	.604	.697	.897	.920	.676	.930	.676	.801	.694	.789	.854	.782	.864	.866	.938



Manual Traffic Count - All Traffic
Green River Pkwy and Baker Rd
Stuart, FL

File Name : GB
Site Code : MK2307
Start Date : 6/28/2023
Page No : 3

	Green River PKWY NB				Green River PKWY SB				Baker Rd EB				Baker Rd WB				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	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	11	112	13	136	15	62	9	86	11	33	12	56	**30**	**49**	8	**87**	365
04:45 PM	**16**	95	13	124	**23**	56	**13**	92	**13**	43	14	70	22	37	**10**	69	355
05:00 PM	7	**117**	**14**	**138**	22	63	8	93	13	40	**17**	70	27	43	5	75	376
05:15 PM	10	108	11	129	21	**81**	10	**112**	6	**49**	16	**71**	27	44	5	76	**388**
Total Volume	44	432	51	527	81	262	40	383	43	165	59	267	106	173	28	307	1484
% App. Total	8.3	82	9.7		21.1	68.4	10.4		16.1	61.8	22.1		34.5	56.4	9.1		
PHF	.688	.923	.911	.955	.880	.809	.769	.855	.827	.842	.868	.940	.883	.883	.700	.882	.956



cc ☕
1172 SW 30TH St, STE 500
Palm City, FL, 34990
7722868030

Turn Count Summary

Location: Green River at Dixie, Fl
GPS Coordinates: Lat=27.220141, Lon=-80.253566
Date: 2023-06-29
Day of week: Thursday
Weather:
Analyst: NSM

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
06:59	0	3	0	7	0	0	0	0	5	0	0	0	15
07:00	8	89	0	84	0	2	0	24	35	0	0	0	242
07:15	2	96	0	103	0	2	0	30	37	0	0	0	270
07:30	3	129	0	103	0	4	0	34	47	0	0	0	320
07:45	10	118	0	111	0	1	0	46	57	0	0	0	343
08:00	5	113	0	110	0	2	0	35	74	0	0	0	339
08:15	9	104	0	119	0	1	0	40	67	0	0	0	340
08:30	3	118	0	95	0	2	0	35	49	0	0	0	302
08:45	8	92	0	68	0	5	0	39	57	0	0	0	269
09:00	1	5	0	24	0	0	0	3	9	0	0	0	42

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
06:59	0	3	0	7	0	0	0	0	5	0	0	0	15
07:00	8	89	0	84	0	2	0	24	35	0	0	0	242
07:15	2	96	0	103	0	2	0	30	37	0	0	0	270
07:30	3	129	0	103	0	4	0	34	47	0	0	0	320
07:45	10	118	0	111	0	1	0	46	57	0	0	0	343
08:00	5	113	0	110	0	2	0	35	74	0	0	0	339
08:15	9	104	0	119	0	1	0	40	67	0	0	0	340
08:30	3	118	0	95	0	2	0	35	49	0	0	0	302
08:45	8	92	0	68	0	5	0	39	57	0	0	0	269
09:00	1	5	0	24	0	0	0	3	9	0	0	0	42

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
06:59	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

07:30 - 08:30

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	27	464	0	443	0	8	0	155	245	0	0	0	1342
Factor	0.68	0.90	0.00	0.93	0.00	0.50	0.00	0.84	0.83	0.00	0.00	0.00	0.98
Approach Factor	0.93			0.94			0.92			0.00			

Peak Hour Vehicle Summary

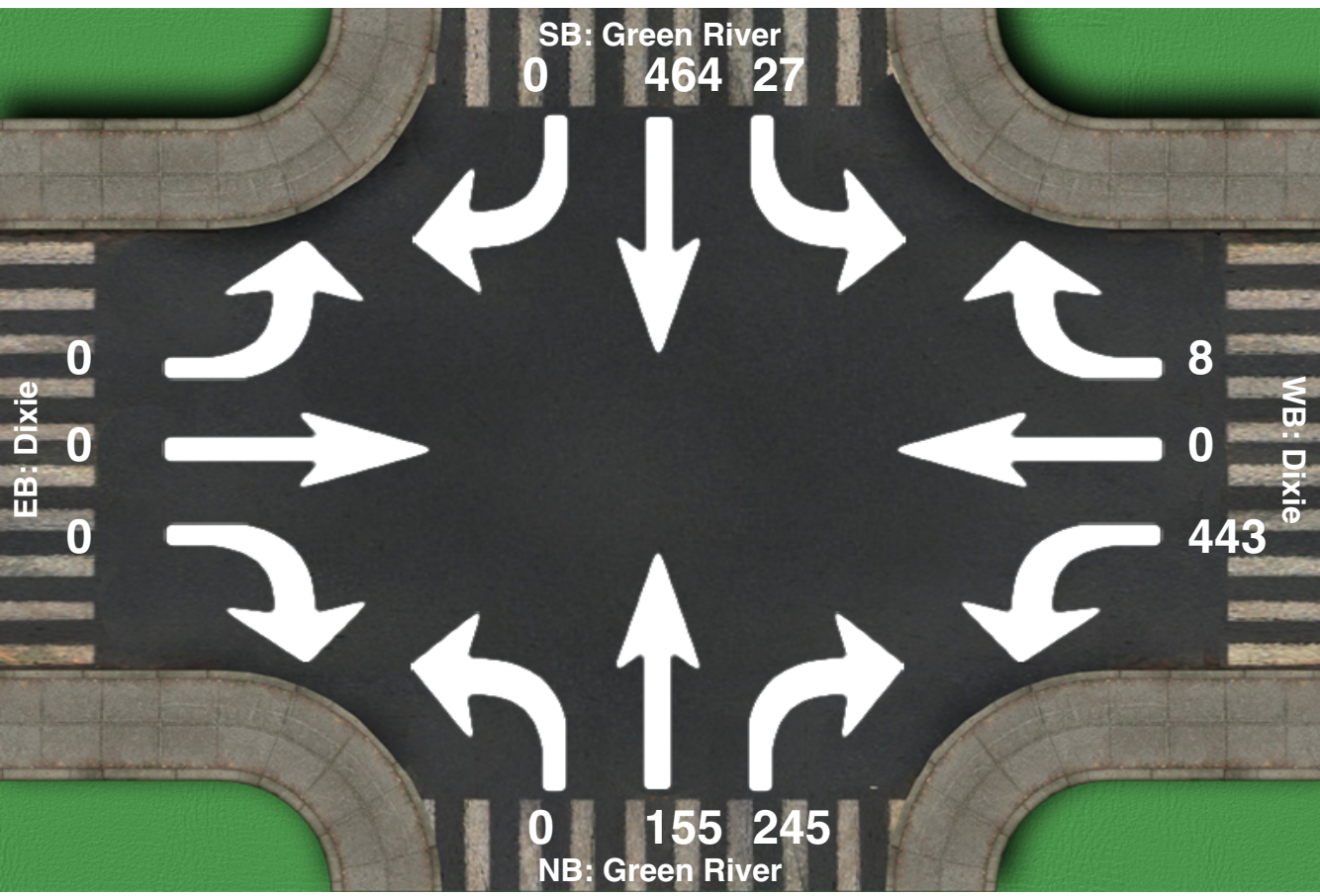
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	27	464	0	443	0	8	0	155	245	0	0	0	1342

Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

Location: Green River at Dixie, Fl
GPS Coordinates: Lat=27.220141, Lon=-80.253566
Date: 2023-06-29
Day of week: Thursday
Weather:
Analyst: NSM



Intersection Peak Hour

07:30 - 08:30

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	27	464	0	443	0	8	0	155	245	0	0	0	1342
Factor	0.68	0.90	0.00	0.93	0.00	0.50	0.00	0.84	0.83	0.00	0.00	0.00	0.98
Approach Factor	0.93			0.94			0.92			0.00			

cc ☕
1172 SW 30TH St, STE 500
Palm City, FL, 34990
7722868030

Turn Count Summary

Location: Green River at Dixie, Fl
GPS Coordinates: Lat=27.220141, Lon=-80.253566
Date: 2023-06-29
Day of week: Thursday
Weather:
Analyst: NSM

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:00	3	43	0	69	1	10	0	108	91	0	0	0	325
16:15	4	49	0	66	0	7	0	113	91	0	0	0	330
16:30	2	60	0	57	0	7	0	111	72	0	0	0	309
16:45	6	59	0	70	0	14	0	115	96	0	0	0	360
17:00	7	72	0	83	0	13	0	131	78	0	0	0	384
17:15	5	50	0	61	0	2	0	150	131	0	0	0	399
17:30	5	55	0	59	0	2	0	95	84	0	0	0	300
17:45	3	54	0	73	0	4	0	74	75	0	0	0	283
18:00	0	2	0	7	0	0	0	7	7	0	0	0	23

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:00	3	43	0	69	1	10	0	108	91	0	0	0	325
16:15	4	49	0	66	0	7	0	113	91	0	0	0	330
16:30	2	60	0	57	0	7	0	111	72	0	0	0	309
16:45	6	59	0	70	0	14	0	115	96	0	0	0	360
17:00	7	72	0	83	0	13	0	131	78	0	0	0	384
17:15	5	50	0	61	0	2	0	150	131	0	0	0	399
17:30	5	55	0	59	0	2	0	95	84	0	0	0	300
17:45	3	54	0	73	0	4	0	74	75	0	0	0	283
18:00	0	2	0	7	0	0	0	7	7	0	0	0	23

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

16:30 - 17:30

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	20	241	0	271	0	36	0	507	377	0	0	0	1452
Factor	0.71	0.84	0.00	0.82	0.00	0.64	0.00	0.84	0.72	0.00	0.00	0.00	0.91
Approach Factor	0.83			0.80			0.79			0.00			

Peak Hour Vehicle Summary

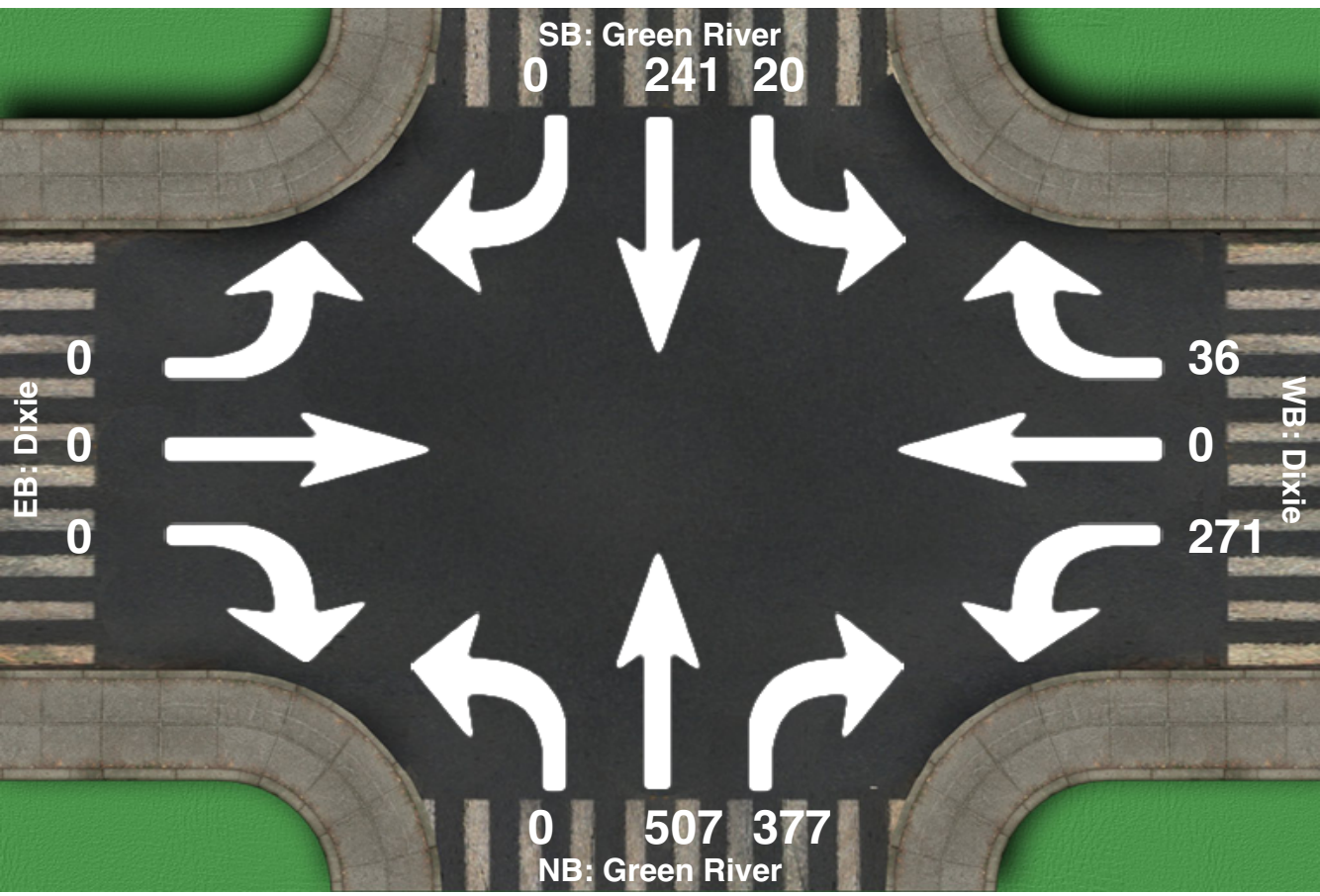
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	20	241	0	271	0	36	0	507	377	0	0	0	1452

Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

Location: Green River at Dixie, Fl
GPS Coordinates: Lat=27.220141, Lon=-80.253566
Date: 2023-06-29
Day of week: Thursday
Weather:
Analyst: NSM



Intersection Peak Hour

16:30 - 17:30

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	20	241	0	271	0	36	0	507	377	0	0	0	1452
Factor	0.71	0.84	0.00	0.82	0.00	0.64	0.00	0.84	0.72	0.00	0.00	0.00	0.91
Approach Factor	0.83			0.80			0.79			0.00			

MEP
1172 Sw 30th St
Palm City, FL, 34990

Turn Count Summary

Location: Cardinal at Dixie, Stuart, Fl
GPS Coordinates: Lat=27.187207, Lon=-80.289059
Date: 2023-06-29
Day of week: Thursday
Weather:
Analyst:

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:12	1	7	2	5	1	0	0	12	1	0	0	1	30
07:15	10	59	0	36	20	5	2	30	9	16	25	5	217
07:30	13	70	1	25	14	2	0	27	17	13	19	0	201
07:45	13	79	10	37	24	7	0	39	29	11	28	3	280
08:00	20	69	4	29	26	6	0	43	27	21	32	3	280
08:15	17	87	7	29	23	9	0	52	33	13	30	1	301
08:30	22	66	7	34	25	21	1	46	27	20	31	3	303
08:45	18	66	3	23	32	14	0	42	17	13	25	3	256
09:00	21	47	4	30	27	17	0	46	27	19	30	0	268
09:15	0	0	0	0	0	0	0	0	0	0	4	1	5

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:12	1	7	2	5	1	0	0	12	1	0	0	1	30
07:15	10	59	0	36	20	5	2	30	9	16	25	5	217
07:30	13	70	1	25	14	2	0	27	17	13	19	0	201
07:45	13	79	10	37	24	7	0	39	29	11	28	3	280
08:00	20	69	4	29	26	6	0	43	27	21	32	3	280
08:15	17	87	7	29	23	9	0	52	33	13	30	1	301
08:30	22	66	7	34	25	21	1	46	27	20	31	3	303
08:45	18	66	3	23	32	14	0	42	17	13	25	3	256
09:00	21	47	4	30	27	17	0	46	27	19	30	0	268
09:15	0	0	0	0	0	0	0	0	0	0	4	1	5

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
07:12	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

07:45 - 08:45

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	72	301	28	129	98	43	1	180	116	65	121	10	1164
Factor	0.82	0.86	0.70	0.87	0.94	0.51	0.25	0.87	0.88	0.77	0.95	0.83	0.96
Approach Factor	0.90			0.84			0.87			0.88			

Peak Hour Vehicle Summary

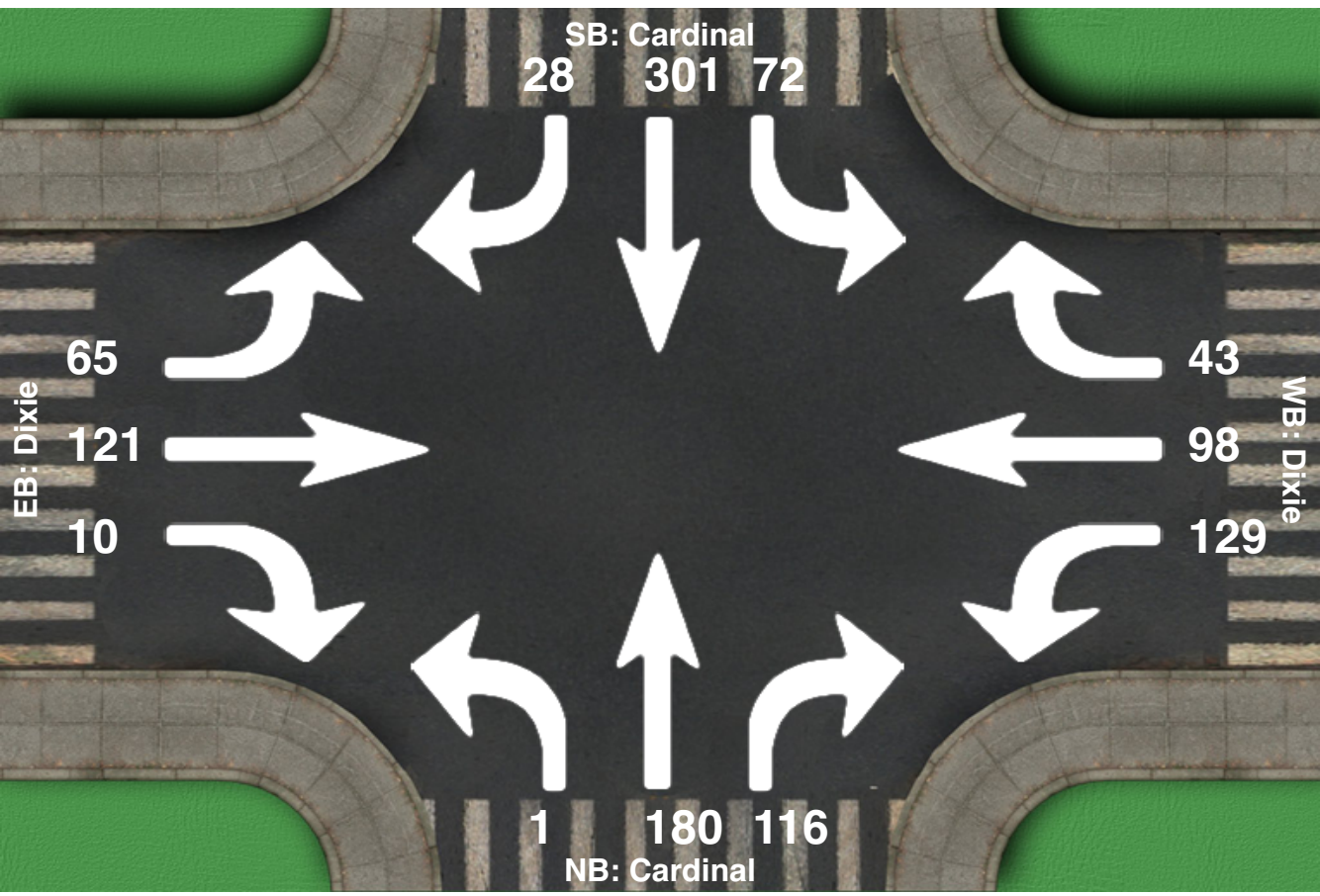
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	72	301	28	129	98	43	1	180	116	65	121	10	1164

Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

Location: Cardinal at Dixie, Stuart, Fl
GPS Coordinates: Lat=27.187207, Lon=-80.289059
Date: 2023-06-29
Day of week: Thursday
Weather:
Analyst:



Intersection Peak Hour

07:45 - 08:45

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	72	301	28	129	98	43	1	180	116	65	121	10	1164
Factor	0.82	0.86	0.70	0.87	0.94	0.51	0.25	0.87	0.88	0.77	0.95	0.83	0.96
Approach Factor	0.90			0.84			0.87			0.88			

MEP
1172 Sw 30th St
Palm City, FL, 34990

Turn Count Summary

Location: Cardinal at Dixie, Stuart, Fl
GPS Coordinates: Lat=27.187207, Lon=-80.289059
Date: 2023-06-29
Day of week: Thursday
Weather:
Analyst:

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:12	3	7	1	4	10	4	0	10	6	0	3	0	48
16:15	17	42	4	28	38	18	1	80	41	17	29	0	315
16:30	23	42	5	20	31	23	0	78	32	13	27	0	294
16:45	17	49	2	25	34	17	0	60	24	11	15	0	254
17:00	22	48	1	25	33	21	2	85	30	18	33	2	320
17:15	18	53	0	31	41	19	2	73	30	14	31	0	312
17:30	17	36	0	21	37	19	0	111	31	17	31	0	320
17:45	13	41	1	28	24	22	1	73	29	7	24	2	265
18:00	17	42	2	28	29	21	2	51	22	8	14	3	239

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
16:12	3	7	1	4	10	4	0	10	6	0	3	0	48
16:15	17	42	4	28	38	18	1	80	41	17	29	0	315
16:30	23	42	5	20	31	23	0	78	32	13	27	0	294
16:45	17	49	2	25	34	17	0	60	24	11	15	0	254
17:00	22	48	1	25	33	21	2	85	30	18	33	2	320
17:15	18	53	0	31	41	19	2	73	30	14	31	0	312
17:30	17	36	0	21	37	19	0	111	31	17	31	0	320
17:45	13	41	1	28	24	22	1	73	29	7	24	2	265
18:00	17	42	2	28	29	21	2	51	22	8	14	3	239

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
16:12	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

17:00 - 18:00

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	70	178	2	105	135	81	5	342	120	56	119	4	1217
Factor	0.80	0.84	0.50	0.85	0.82	0.92	0.62	0.77	0.97	0.78	0.90	0.50	0.95
Approach Factor	0.88			0.88			0.82			0.84			

Peak Hour Vehicle Summary

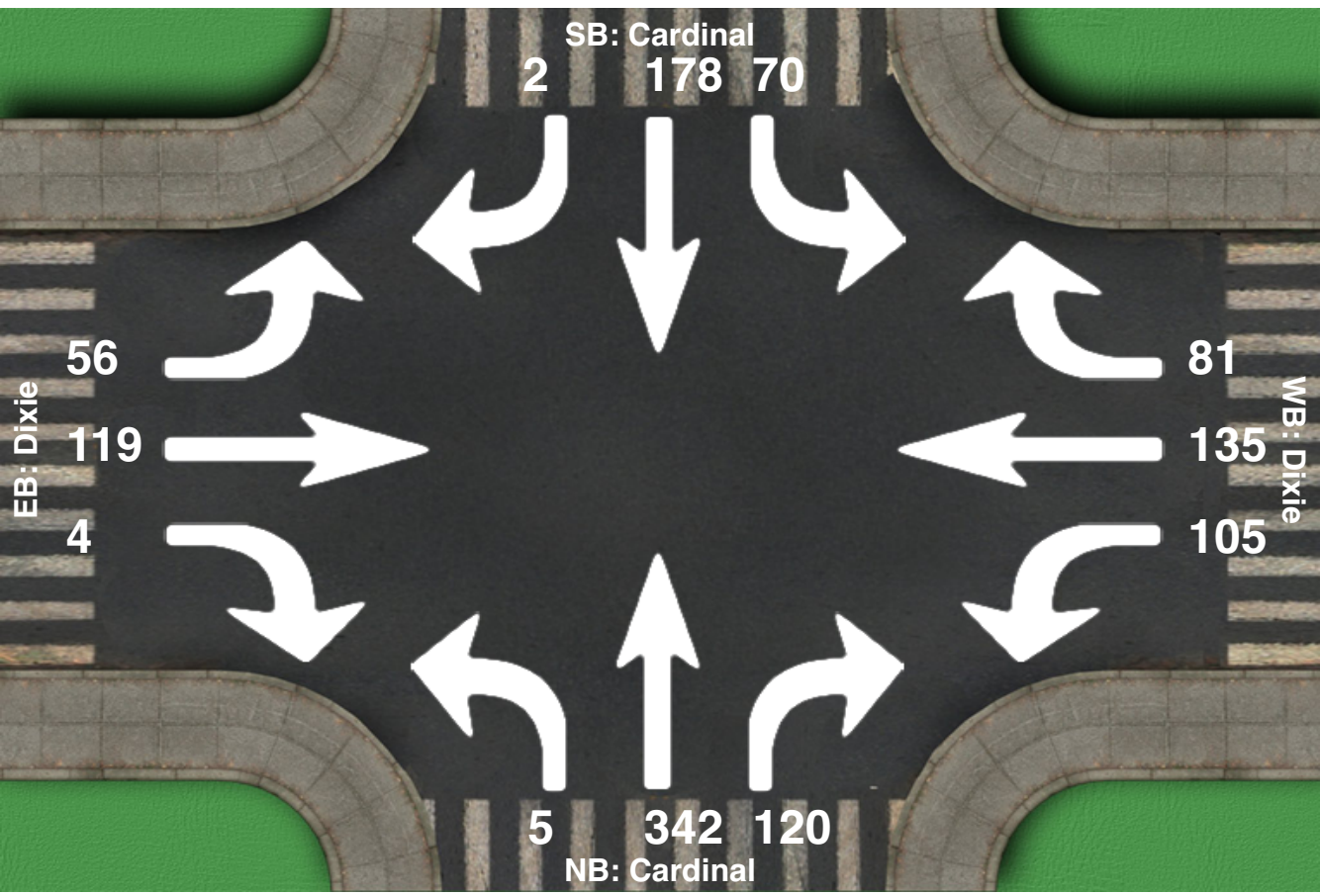
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	70	178	2	105	135	81	5	342	120	56	119	4	1217

Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

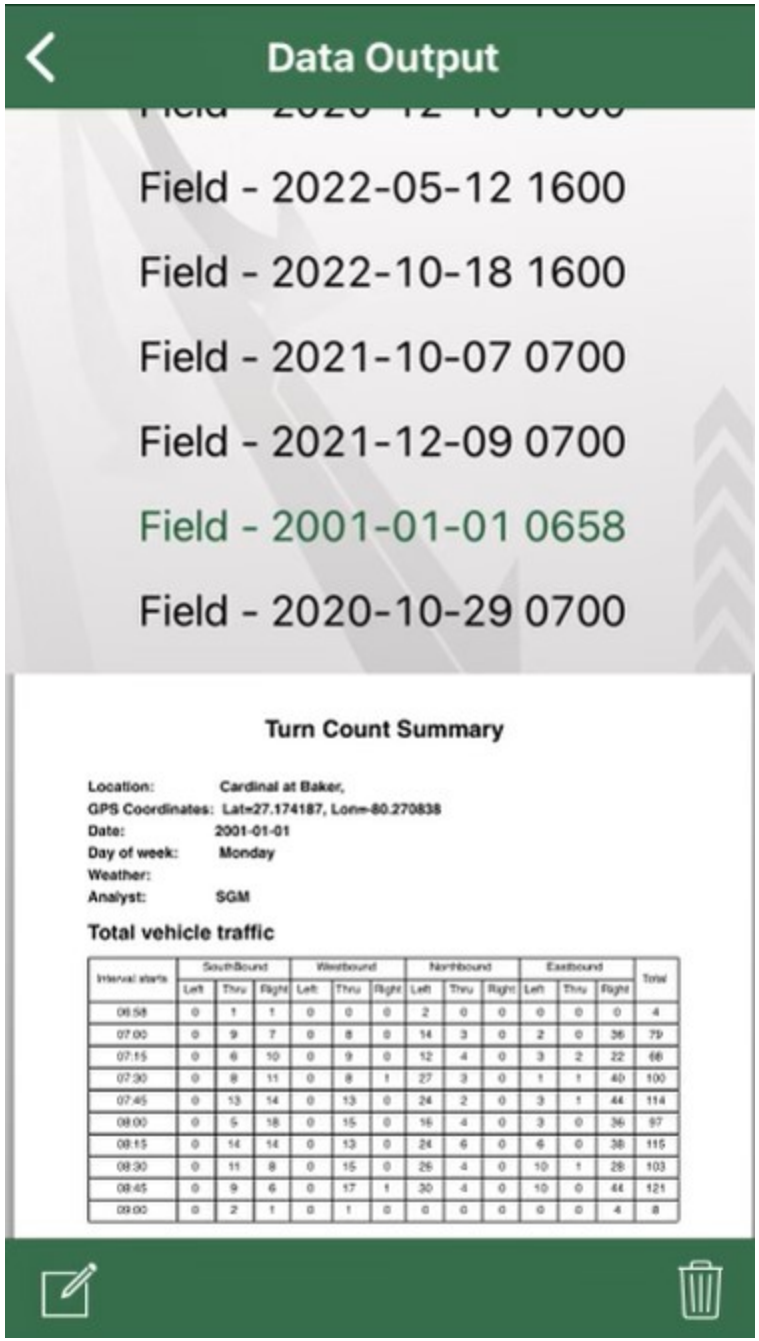
Location: Cardinal at Dixie, Stuart, Fl
GPS Coordinates: Lat=27.187207, Lon=-80.289059
Date: 2023-06-29
Day of week: Thursday
Weather:
Analyst:



Intersection Peak Hour

17:00 - 18:00

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	70	178	2	105	135	81	5	342	120	56	119	4	1217
Factor	0.80	0.84	0.50	0.85	0.82	0.92	0.62	0.77	0.97	0.78	0.90	0.50	0.95
Approach Factor	0.88			0.88			0.82			0.84			



Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
06:58	0	1	1	0	0	0	2	0	0	0	0	0	4
07:00	0	9	7	0	8	0	14	3	0	2	0	36	79
07:15	0	6	10	0	9	0	12	4	0	3	2	22	68
07:30	0	8	11	0	8	1	27	3	0	1	1	40	100
07:45	0	13	14	0	13	0	24	2	0	3	1	44	114
08:00	0	5	18	0	15	0	16	4	0	3	0	36	97
08:15	0	14	14	0	13	0	24	6	0	6	0	38	115
08:30	0	11	8	0	15	0	26	4	0	10	1	28	103
08:45	0	9	6	0	17	1	30	4	0	10	0	44	121
09:00	0	2	1	0	1	0	0	0	0	0	0	4	8

Field - 2020-08-26 1808

Field - 2001-01-01 1558

Field - 2018-05-10 1903

Field - 2021-03-24 0630

Field - 2021-03-25 0630

Location: Cardinal at Baker,
GPS Coordinates: Lat=27.174187, Lon=-80.270838
Date: 2001-01-01
Day of week: Monday
Weather:
Analyst: SGM

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15:58	0	0	1	0	3	0	5	0	0	1	0	3	13
16:00	0	3	5	0	18	1	35	6	0	14	0	43	125
16:15	0	1	4	0	13	2	34	4	0	9	0	39	106
16:30	0	4	9	0	15	1	36	7	0	11	0	24	107
16:45	0	8	6	1	8	3	26	13	0	13	0	43	121
17:00	0	3	7	0	22	2	36	6	0	10	0	39	125
17:15	0	5	13	0	13	1	28	8	0	18	1	42	129
17:30	0	4	10	1	3	2	25	4	0	13	2	25	89

APPENDIX D

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8900 EAST- A1A TO US1

MOCF: 0.89

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.00	1.12
2	01/02/2022 - 01/08/2022	0.98	1.10
3	01/09/2022 - 01/15/2022	0.95	1.07
* 4	01/16/2022 - 01/22/2022	0.94	1.06
* 5	01/23/2022 - 01/29/2022	0.92	1.03
* 6	01/30/2022 - 02/05/2022	0.90	1.01
* 7	02/06/2022 - 02/12/2022	0.88	0.99
* 8	02/13/2022 - 02/19/2022	0.86	0.97
* 9	02/20/2022 - 02/26/2022	0.87	0.98
*10	02/27/2022 - 03/05/2022	0.87	0.98
*11	03/06/2022 - 03/12/2022	0.87	0.98
*12	03/13/2022 - 03/19/2022	0.87	0.98
*13	03/20/2022 - 03/26/2022	0.89	1.00
*14	03/27/2022 - 04/02/2022	0.90	1.01
*15	04/03/2022 - 04/09/2022	0.92	1.03
*16	04/10/2022 - 04/16/2022	0.93	1.04
17	04/17/2022 - 04/23/2022	0.95	1.07
18	04/24/2022 - 04/30/2022	0.97	1.09
19	05/01/2022 - 05/07/2022	0.98	1.10
20	05/08/2022 - 05/14/2022	1.00	1.12
21	05/15/2022 - 05/21/2022	1.01	1.13
22	05/22/2022 - 05/28/2022	1.03	1.16
23	05/29/2022 - 06/04/2022	1.05	1.18
24	06/05/2022 - 06/11/2022	1.07	1.20
25	06/12/2022 - 06/18/2022	1.08	1.21
26	06/19/2022 - 06/25/2022	1.09	1.22
27	06/26/2022 - 07/02/2022	1.09	1.22
28	07/03/2022 - 07/09/2022	1.09	1.22
29	07/10/2022 - 07/16/2022	1.10	1.24
30	07/17/2022 - 07/23/2022	1.10	1.24
31	07/24/2022 - 07/30/2022	1.10	1.24
32	07/31/2022 - 08/06/2022	1.10	1.24
33	08/07/2022 - 08/13/2022	1.10	1.24
34	08/14/2022 - 08/20/2022	1.10	1.24
35	08/21/2022 - 08/27/2022	1.11	1.25
36	08/28/2022 - 09/03/2022	1.12	1.26
37	09/04/2022 - 09/10/2022	1.13	1.27
38	09/11/2022 - 09/17/2022	1.14	1.28
39	09/18/2022 - 09/24/2022	1.12	1.26
40	09/25/2022 - 10/01/2022	1.10	1.24
41	10/02/2022 - 10/08/2022	1.07	1.20
42	10/09/2022 - 10/15/2022	1.05	1.18
43	10/16/2022 - 10/22/2022	1.05	1.18
44	10/23/2022 - 10/29/2022	1.05	1.18
45	10/30/2022 - 11/05/2022	1.05	1.18
46	11/06/2022 - 11/12/2022	1.04	1.17
47	11/13/2022 - 11/19/2022	1.04	1.17
48	11/20/2022 - 11/26/2022	1.03	1.16
49	11/27/2022 - 12/03/2022	1.02	1.15
50	12/04/2022 - 12/10/2022	1.01	1.13
51	12/11/2022 - 12/17/2022	1.00	1.12
52	12/18/2022 - 12/24/2022	0.98	1.10
53	12/25/2022 - 12/31/2022	0.95	1.07

* PEAK SEASON

23-FEB-2023 09:11:22 830UPD 4_8900_PKSEASON.TXT

MARTIN COUNTY TRAFFIC

Intersection: 135 SR707 (DIXIE HIGHWAY) @ CR723 (SAVANNAH RD)/BAKER RD

	from R/R WBLT	from Baker EB	NBLT	from JB SB	from Baker EBLT	from R/R WB	SBLT	to Post office NB
PHASE	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Min green	7	7	7	10	7	7	7	10
Vehicle Ext	3	3	3	5	3	3	3	5
Max 1	20	25	15	45	15	25	15	45
Max 2								
Yellow	3.7	3.4	3.7	4.4	3.4	4	4	4
Red Clear	3.4	3.4	2.4	2	3.3	2	2.4	2
Walk	0	0	0	0	0	5	0	0
Ped Clear	0	0	0	0	0	13	0	0
Start Up		Yellow				Yellow		
Locking Detector		X				X		
Veh. Recalls		Min				Min		
Assigned ph.	1		3		5		7	
Cross Switch Ph	6		8		2		4	

May 2, 2024

MARTIN COUNTY TRAFFIC

Intersection: 136 SR707 (DIXIE HIGHWAY) @ NW GREEN RIVER PKWY

		SB		WB	SBLT	NB		
PHASE	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Min green	0	15	0	7	4	15	0	0
Vehicle Ext	0	5	0	4	4	5	0	0
Max 1	0	55	0	45	15	55	0	0
Max 2								
Yellow	3	4	3	4	4	4	3	3
Red Clear	0	2.2	0	2.3	2	2.2	0	0
Walk	0	0	0	7	0	7	0	0
Ped Clear	0	0	0	13	0	22	0	0
Start Up		Yellow				Yellow		
Locking Detector		X				X		
Veh. Recalls		Min				Min		
Assigned ph.					5			
Cross Switch Ph					2			

May 2, 2024

Provide minimum 8-foot separation between vehicles traveling in opposing direction. Separation may be less than 8 feet when:

(1) Turning paths are highly visible and speeds are low, or

(2) Signal left turn phases are not concurrent for the opposing directions.

212.13 Islands

See ***FDM 210.3*** for island criteria.

212.14 Auxiliary Lanes

The primary function of auxiliary lanes at intersections is to accommodate speed changes, storage and maneuvering of turning traffic. The length of the auxiliary lanes is the sum of the deceleration length, queue length and approach end taper. Pavement marking requirements for auxiliary lanes are included in ***Standard Plans, Index 711-001***.

212.14.1 Deceleration Length

The required total deceleration length is that needed for a safe and comfortable stop from the design speed of the highway. See ***Exhibit 212-1*** for minimum deceleration lengths (including taper) for left turn lanes.

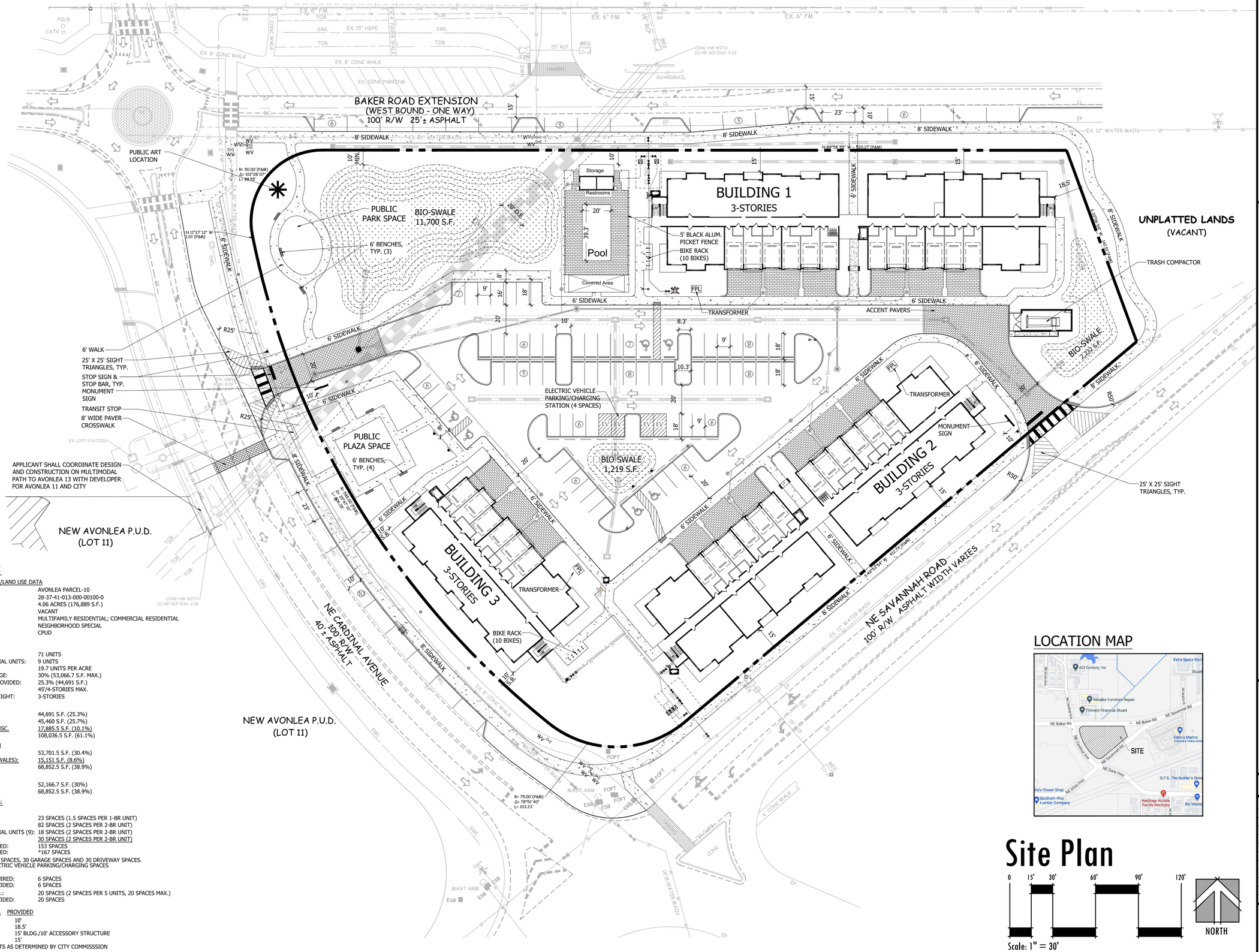
Right turn lane tapers and lengths are identical to left turn lanes under stop control conditions. Right turn lane tapers and lengths are site-specific for free-flow or yield conditions.

212.14.2 Queue Length

The queue length provided should be based on a traffic study.

For low volume intersections where a traffic study is not justified, a minimum 50-foot queue length (2 vehicles) should be provided for C1, C2, and C3R context classifications. A minimum 100-foot queue length (4 vehicles) should be provided in C2T, C3C, C4, C5, and C6 context classifications. Locations with over 10% truck traffic should accommodate at least one car and one truck.

For queue lengths at signalized intersections, refer to ***FDM 232.2***.



SITE DATA:

APPLICATION/PROPERTY/LAND USE DATA

NAME OF APPLICATION:	AVONLEA PARCEL-10
PARCEL ID:	28-37-41-013-000-00100-0
SITE AREA:	4.06 ACRES (176,889 S.F.)
EXISTING USE:	VACANT
PROPOSED USE:	MULTIFAMILY RESIDENTIAL; COMMERCIAL RESIDENTIAL
FUTURE LAND USE:	NEIGHBORHOOD SPECIAL
ZONING:	CPUD

PROPOSED USES:

RESIDENTIAL UNITS:	71 UNITS
COMMERCIAL RESIDENTIAL UNITS:	9 UNITS
PROPOSED DENSITY:	19.7 UNITS PER ACRE
MAX. BUILDING COVERAGE:	30% (53,066.7 S.F. MAX.)
BUILDING COVERAGE PROVIDED:	25.3% (44,691 S.F.)
MAX. BUILDING HEIGHT:	45'/4-STORIES MAX.
PROPOSED BUILDING HEIGHT:	3-STORIES

IMPERVIOUS

BUILDING COV.:	44,691 S.F. (25.3%)
VEHICULAR USE AREA:	45,460 S.F. (25.7%)
SIDEWALKS/CURBING/MISC.	17,885.5 S.F. (10.1%)
TOTAL:	108,036.5 S.F. (61.1%)

PERVIOUS (OPEN SPACE)

LANDSCAPE AREA:	53,701.5 S.F. (30.4%)
DRY RETENTION (BIO-SWALES):	15,151 S.F. (8.6%)
TOTAL:	68,852.5 S.F. (38.9%)

OPEN SPACE:

REQUIRED:	52,166.7 S.F. (30%)
PROVIDED:	68,852.5 S.F. (38.9%)

PARKING CALCULATIONS:

REQUIRED PARKING	
1-BEDROOM UNITS (15):	23 SPACES (1.5 SPACES PER 1-BR UNIT)
2-BEDROOM UNITS (41):	82 SPACES (2 SPACES PER 2-BR UNIT)
COMMERCIAL RESIDENTIAL UNITS (9):	18 SPACES (2 SPACES PER 2-BR UNIT)
3-BEDROOM UNITS (15):	30 SPACES (2 SPACES PER 2-BR UNIT)
TOTAL PARKING REQUIRED:	153 SPACES
TOTAL PARKING PROVIDED:	*167 SPACES

*INCLUDES 28 OFF-SITE SPACES, 30 GARAGE SPACES AND 30 DRIVEWAY SPACES.
ALSO INCLUDES 4 - ELECTRIC VEHICLE PARKING/CHARGING SPACES

HANDICAP SPACES REQUIRED:	6 SPACES
HANDICAP SPACES PROVIDED:	6 SPACES
BICYCLE PARKING REQ'D.:	20 SPACES (2 SPACES PER 5 UNITS, 20 SPACES MAX.)
HANDICAP SPACES PROVIDED:	20 SPACES

SETBACKS:

	REQ'D.	PROVIDED
FRONT (WEST):	*	10'
REAR (EAST):	*	18.5'
SIDE (NORTH):	*	15' BLDG./10' ACCESSORY STRUCTURE
SIDE (SOUTH):	*	15'

*SETBACK REQUIREMENTS AS DETERMINED BY CITY COMMISSSION

LOCATION MAP

Site Plan

0 15' 30' 60' 90' 120'

Scale: 1" = 30'

NORTH

Litterick Landscape Architecture
2740 SW Martin Downs Blvd. #199
Palm City, Fl 34990
561-719-3876
JasonLA1677@yahoo.com

Project Name

Parcel 10 - Avonlea

City of Stuart, Florida

Landscape Architect of Record

REGISTERED LANDSCAPE ARCHITECT JASON M. LITTERICK LA 0001677 STATE OF FLORIDA

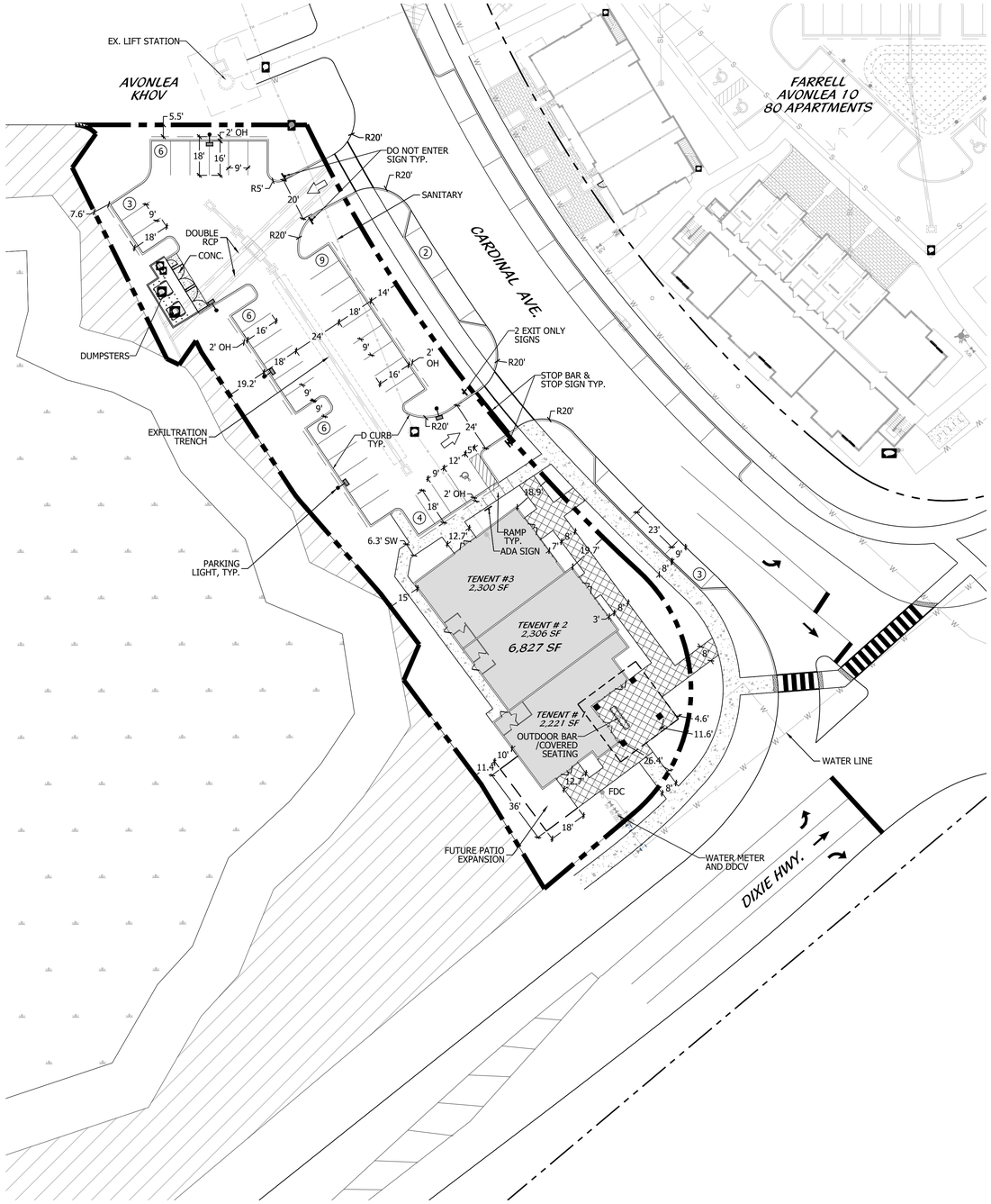
Jason M. Litterick, RLA (LA0001677)

Scale: 1" = 30'-0"

Designed:	JML
Drawn:	JML
Approved:	JML
Date:	11/28/22
Job no.	
Revisions:	4/14/23

Sheet No.

SP-1



SITE DATA

NAME OF PROJECT	AVONLEA LOT 11
PROPERTY CONTROL NUMBER	28-37-41-013-000-00110-0
FEMA FLOOD ZONE	X
LAND USE DESIGNATION	NEIGHBORHOOD/SPECIAL
ZONING	COMMERCIAL PLANNED UNIT
OVERLAY DISTRICT	COMMUNITY REDEVELOPMENT AREA
MAXIMUM BUILDING HEIGHT	35'
NUMBER OF STORIES	1
NUMBER OF BUILDINGS	1
PROPOSED USE	COMMERCIAL
TOTAL SITE AREA	**0.90 AC** **39,049.97 SF**

BUILDING DATA

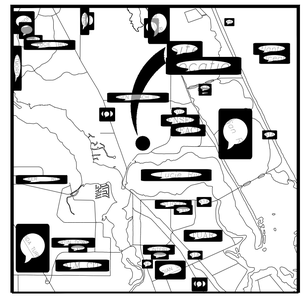
GROSS SQUARE FOOTAGE	6,827.00 SF
TOTAL SQUARE FOOTAGE	**6,827.00 SF**
FAR	1.00

LAND USE	**SF**	**AC**	**%**
BUILDING LOT COVERAGE	6,827	0.16	17.48%
VEHICULAR USE AREA	13,027	0.30	33.36%
OPEN SPACE	19,196	0.44	49.16%
TOTAL	**39,050**	**0.90**	**100.00%**

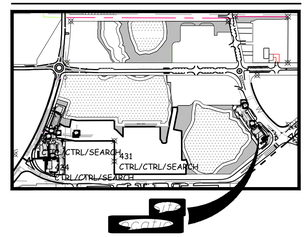
LOT COVERAGE			
IMPERVIOUS AREA	**SF**	**AC**	**%**
BUILDING LOT COVERAGE	6,827	0.16	17.48%
VEHICULAR USE AREA	13,027	0.30	33.36%
SIDEWALKS & HARDSCAPE	4,150	0.10	10.63%
TOTAL IMPERVIOUS AREA	**24,004**	**0.55**	**61.47%**
PERVIOUS AREA	**SF**	**AC**	**%**
GREEN SPACE	15,046	0.35	38.53%
TOTAL PERVIOUS AREA	**15,046**	**0.35**	**38.53%**
TOTAL SITE AREA	**39,050**	**0.90**	**100.00%**

PARKING DATA	**REQ**	**PROV**
PROFESSIONAL OFFICE (1/250 SF)	27.31	39
TOTAL	**27.31**	**39**
HANDICAP SPACES (INCLUDED IN TOTAL)	1	1

LOCATION MAP



KEY MAP



GENERAL NOTES

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

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

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

ON STREET PARKING IS UTILIZED IN THE CALCULATION FOR REQUIRED PARKING IN ACCORDANCE WITH THE PROVISIONS OF THE MXD CODE.

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

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

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

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

ALL SIGNAGE SHALL CONFORM TO THE REQUIREMENTS OF THE TOWN OF JUPITER LDR'S.

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

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

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

STREET LIGHTS TO BE FPL COACH LIGHTS MOUNTED ON 12' TALL POLES. LIGHT LEVELS SHALL NOT EXCEED THE MAXIMUM TO MINIMUM ESTABLISHED IN TABLE 1 OF ORDINANCE NO. 66-98.

PROJECT TEAM

OWNER/CLIENT:
AVONLEA COMMERCIAL CORNERRS, LLC
100 SW ALBANY AVENUE, SUITE 200
STUART, FL 34994
772.286.6292
CONTACT: NIKOLAUS SCHROTH

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

ARCHITECT:
TI ARCHITECTS
3000 HIGH RIDGE ROAD, BAY 4
BOYNTON BEACH, FL 33426
561.860.2905
CONTACT: HAROLD TUTTLE AIA

CIVIL ENGINEER:
VELCON GROUP
702 SW PORT ST. LUCIE BOULEVARD
PORT ST. LUCIS, FL 34953
772.879.0477
CONTACT: BOB KEMMERSON, PE

SURVEYOR:
VELCON GROUP
702 SW PORT ST. LUCIE BOULEVARD
PORT ST. LUCIS, FL 34953
772.879.0477
CONTACT: DARREN GUETTLER

TRAFFIC CONSULTANT:
MACKENZIE ENGINERING AND PLANNING, INC.
1172 SW 30TH STREET, SUITE 500
PALM CITY, FL 34990
772.286.8030
CONTACT: SHAUN G. MACKENZIE, PE

LEGEND

ADA	AMERICANS WITH DISABILITIES ACT
LB	LANDSCAPE BUFFER
R	RADIUS
SB	SETBACK
SW	SIDEWALK
TYP	TYPICAL

HC SIGN
STOP SIGN
DO NOT ENTER
PARKING LIGHT

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

Avonlea Commercial Corners

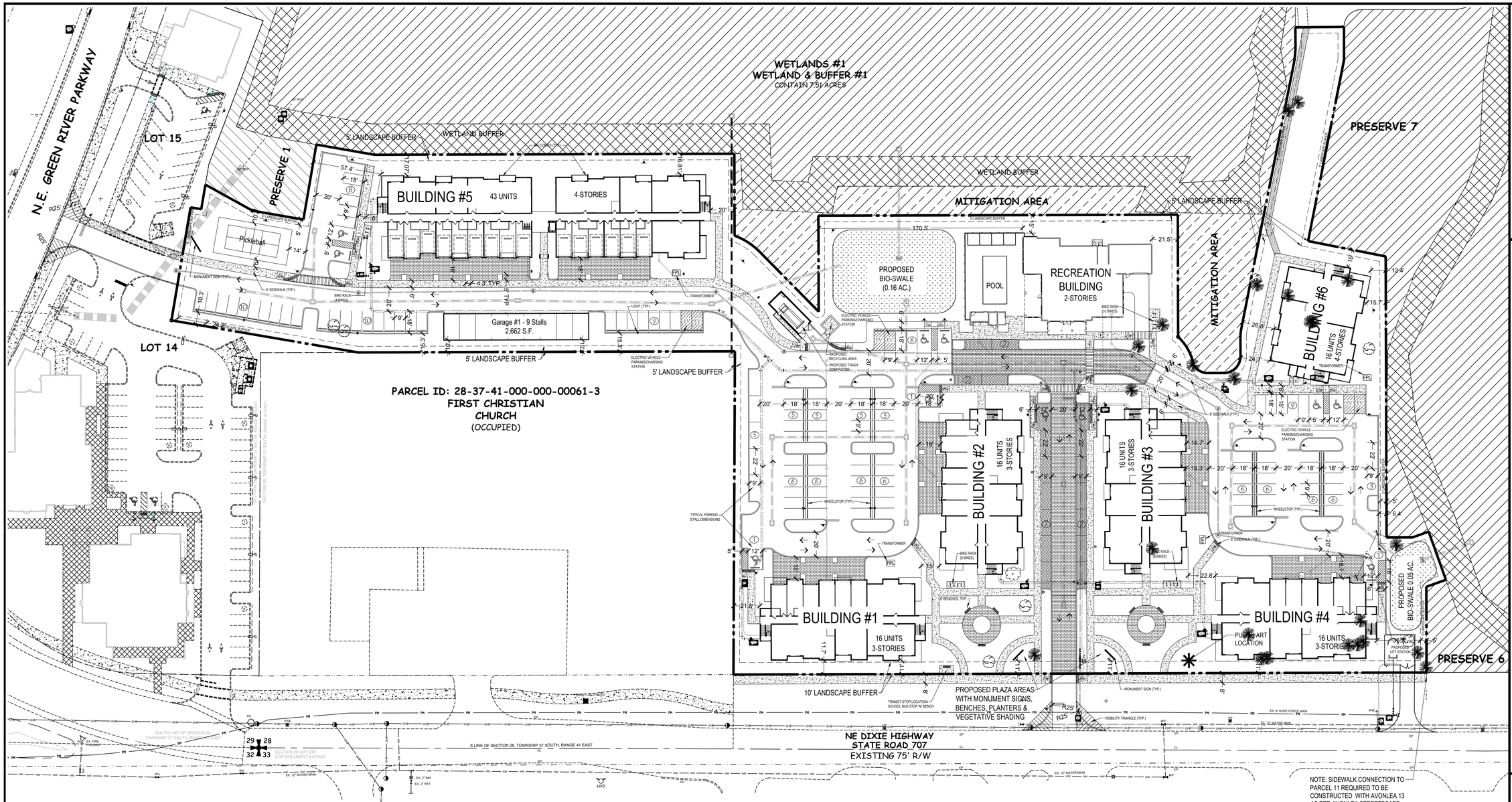
Lot 11 Site Plan
Stuart, Florida

DESIGNED DEH
DRAWN RO
APPROVED DEH
JOB NUMBER 21-0401
DATE 08-29-22
REVISIONS 11-11-22

Scale: 1" = 30'
0' 15' 30' 60'

SHEET 1 OF 2

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



SITE DATA:

APPLICATION/PROPERTY/LAND USE DATA

NAME OF APPLICATION:	AVONLEA PARCEL-13
PARCEL ID:	28-37-41-013-000-00130-0
SITE AREA:	6.35 ACRES (276,447 S.F.)
EXISTING USE:	VACANT
PROPOSED USE:	MULTIFAMILY RESIDENTIAL
FUTURE LAND USE:	NEIGHBORHOOD SPECIAL
ZONING:	RPUD

PROPOSED USES:

TOTAL RESIDENTIAL UNITS:	123 UNITS (AS ALLOWED PER AVONLEA PUD MASTER PARCEL PLAN)
PROPOSED DENSITY:	19.37 UNITS PER ACRE
MAX. BUILDING COVERAGE:	30% (82,934.1 S.F. MAX.)
BUILDING COVERAGE PROVIDED:	22.2% (61,457 S.F.)
MAX. BUILDING HEIGHT:	45'/4-STORIES MAX.
PROPOSED BUILDING HEIGHT:	4-STORIES

IMPERVIOUS

BUILDING COV.:	61,457 S.F. (22.2%)
VEHICULAR USE AREA:	82,769.66 S.F. (29.9%)
SIDEWALKS/CURBING/MISC.	36,208.04 S.F. (13.1%)
TOTAL:	180,434.7 S.F. (65.3%)

PERVIOUS (OPEN SPACE)

LANDSCAPE AREA:	86,991.5 S.F. (31.5%)
DRY RETENTION (BIO-SWALES):	9,020.8 S.F. (3.3%)
TOTAL:	96,012.3 S.F. (34.7%)

OPEN SPACE:

REQUIRED:	82,934.1 S.F. (30%)
PROVIDED:	96,012.3 S.F. (34.7%)

SITE DATA (CONT.):

PARKING CALCULATIONS:

REQUIRED PARKING	
1-BEDROOM UNITS (24):	36 SPACES (1.5 SPACES PER 1-BR UNIT)
2-BEDROOM UNITS (75):	150 SPACES (2 SPACES PER 2-BR UNIT)
3-BEDROOM UNITS (24):	48 SPACES (2 SPACES PER 2-BR UNIT)
TOTAL PARKING REQUIRED:	234 SPACES
TOTAL PARKING PROVIDED:	*236 SPACES

*INCLUDES 149 ON-GRADE PARKING, 48 GARAGE SPACES AND 39 DRIVEWAY SPACES.
ALSO INCLUDES 6 - ELECTRIC VEHICLE PARKING/CHARGING SPACES

HANDICAP SPACES REQUIRED:	7 SPACES
HANDICAP SPACES PROVIDED:	11 SPACES
BICYCLE PARKING REQ'D.:	20 SPACES (2 SPACES PER 5 UNITS, 20 SPACES MAX.)
HANDICAP SPACES PROVIDED:	30 SPACES

SETBACKS:

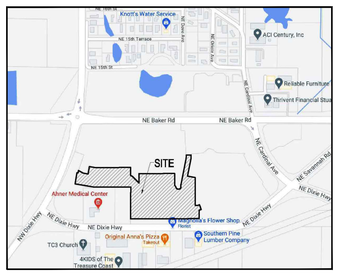
	REQ'D.	PROVIDED
FRONT (SOUTH):	*	11'
REAR (NORTH):	*	15'
SIDE (EAST):	*	12.4'
SIDE (WEST):	*	57.4'

*SETBACK REQUIREMENTS AS DETERMINED BY CITY COMMISSSION

GENERAL NOTES

1. This project shall be completed in one phase.
2. All prohibited exotic plant species shall be removed prior to the issuance of a Certificate of Occupancy.
3. All required landscaping shall be installed prior to the issuance of a Certificate of Occupancy. Refer to the Landscape Plans for landscape details and specifications.
4. Refer to Construction Drawings for location of traffic control devices.
5. The applicant will request in writing, prior to any land clearing, that a field inspection be performed to determine if barricades have been properly installed on the site.
6. All signs will be reviewed for compliance with the applicable regulations at the time the sign permit is issued.
7. During construction activities, existing native vegetation shall be retained to act as buffers between adjacent land uses, and to minimize nuisance dust and noise. Barricades shall be used on site to preserve the vegetation to be retained.
8. 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.
9. The property owner shall be required to provide adequate easements to ensure non-exclusive access to duly licensed cable television services to persons residing in this development. The easement shall specifically provide for the use by the franchised cable television system.
10. The parking areas shown hereon are private and will be owned and maintained by the property owner.
11. Finished Floor Elevations 'FFE' are NAVD 88.
12. Water and sewer service shall be provided by Martin County Utilities.
13. Photometric site lighting plans shall be provided to the City of Stuart for review and approval prior to site
development permit approval.
14. The drainage system shown hereon is private and will be owned and maintained by the property owner.
15. Bike rack shall be per Sec. 6.01.20 LDC.

LOCATION MAP



LEGEND

Pavers — Dry Retention

Pavers — Sidewalk

Site Plan

0' 20' 40' 80' 120 160'

Scale: 1" = 40'

NORTH

Litterick Landscape Architecture
LC26000482
2740 SW Martin Downs Blvd. #199
Palm City, Fl 34990
561-719-3876
JasonLA1677@yahoo.com

Project Name

Parcel 13 - Avonlea

City of Stuart, Florida

Landscape Architect of Record

REGISTERED LANDSCAPE ARCHITECT JASON M. LITTERICK LA 0001677 STATE OF FLORIDA

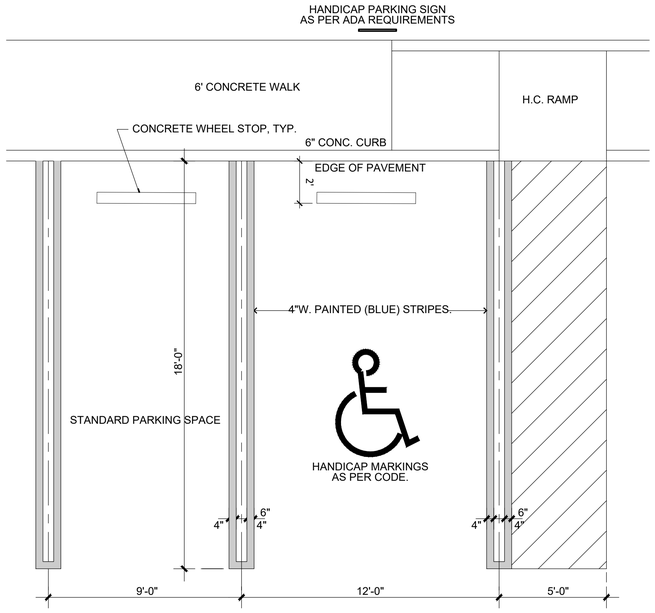
Jason M. Litterick, RLA
(LA0001677)

Scale: 1" = 40'-0"

Designed:	JML
Drawn:	JML
Approved:	JML
Date:	11/28/22
Job no.	
Revisions:	

Sheet No.

SP-1



STANDARD & HANDICAP PARKING LAYOUT

N.T.S.

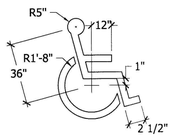


COLORS:
TOP SYMBOL & BORDER = WHITE
BOTTOM TEXT & BORDER = BLACK
TOP BACKGROUND = BLUE
BOTTOM BACKGROUND = WHITE

COLORS:
TEXT & BORDER = BLACK
BACKGROUND = WHITE

HANDICAP SIGN DETAIL

N.T.S.



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

HANDICAP SYMBOL DETAIL

N.T.S.



BLACK POWDER COATED
"U-SHAPED" BIKE RACK
QTY: 10 (TEN)

BIKE RACK DETAIL

N.T.S.

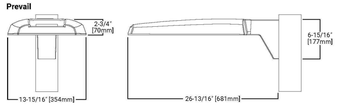


WABASH VALLEY BU113C BUTLER 72" SURFACE MOUNT
POWDER COATED ALUMINUM VERTICAL SLAT OUTDOOR
BENCH W/ ARMS (QTY: 7)

6' BENCH DETAIL

SCALE: NOT TO SCALE





VALMONT STRUCTURES, INC.
DIRECT BURIAL CONCRETE POLE

PARKING LOT LIGHTING FIXTURE

TO BE USED ON ALL PARKING LOT LIGHTING
(20' MOUNTING HEIGHT)

N.T.S.



GWC GALLEON
WALL

1-2 Light Squares
Solid State LED

WALL MOUNT LUMINAIRE

WaveLinx

MCGRAW - EDISON WALL MOUNT LED LUMIERE

BUILDING MOUNTED LIGHTING

N.T.S.



GPC GALLEON
PEDESTRIAN
COMPANION

1-2 Light Squares
Solid State LED

AREA/SITE LUMINAIRE

WaveLinx

MCGRAW - EDISON 12' POLE MOUNT LED LUMIERE

PEDESTRIAN LIGHTING

N.T.S.

Site Details

Litterick
Landscape
Architecture
2740 SW Martin Downs Blvd. #199
Palm City, Fl 34990
561-719-3876
JasonLA1677@yahoo.com

Project Name

Parcel 13 - Avonlea

City of Stuart, Florida

Landscape Architect of Record

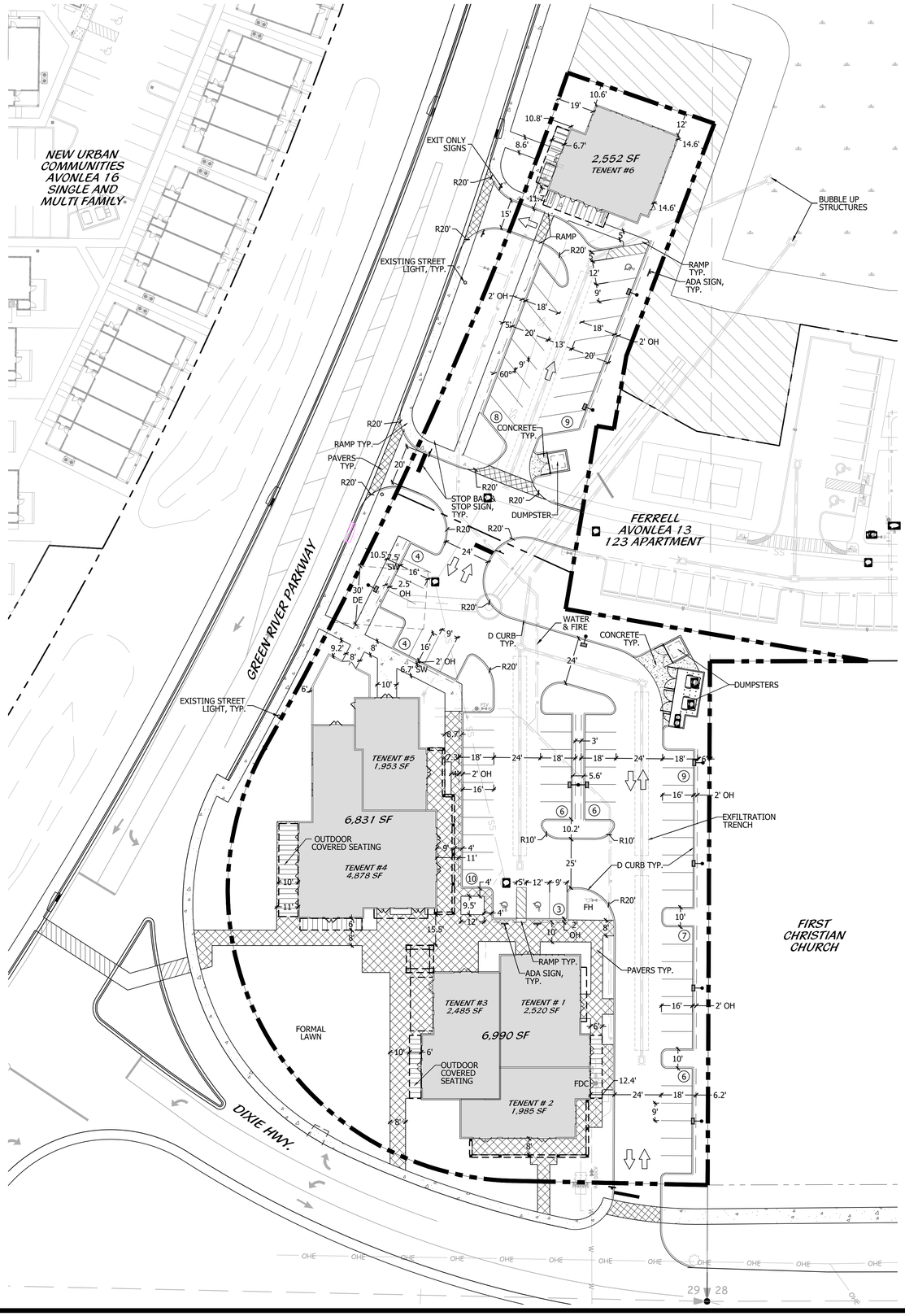
REGISTERED LANDSCAPE ARCHITECT
JASON M. LITTERICK
LA 0001677
STATE OF FLORIDA

Jason M. Litterick, RLA
(LA0001677)

Scale: As Noted

Designed:	JML
Drawn:	JML
Approved:	JML
Date:	11/28/22
Job no.	
Revisions:	

Sheet No.
SP-2



SITE DATA

NAME OF PROJECT	AVONLEA LOTS 14 & 15
PROPERTY CONTROL NUMBER	28-37-41-013-000-00150-0 28-37-41-013-000-00140-0
FEMA FLOOD ZONE	X
LAND USE DESIGNATION	NEIGHBORHOOD/SPECIAL
ZONING	COMMERCIAL PLANNED UNIT
OVERLAY DISTRICT	COMMUNITY REDEVELOPMENT AREA
MAXIMUM BUILDING HEIGHT	35-FEET
NUMBER OF STORIES	1
NUMBER OF BUILDINGS	3
TOTAL SITE AREA	**2.05 AC** **89,505.14 SF**

BUILDING DATA

	2,552.00 SF
	6,831.00 SF
	6,990.00 SF
TOTAL SQUARE FOOTAGE	**16,373.00 SF**
FAR	1.00

LAND USE	**SF**	**AC**	**%**
BUILDING LOT COVERAGE	16,372	0.38	18.29%
VEHICULAR USE AREA	31,725	0.73	35.44%
OPEN SPACE	41,409	0.95	46.26%
TOTAL	**89,505**	**2.05**	**100.00%**

LOT COVERAGE			
IMPERVIOUS AREA	**SF**	**AC**	**%**
BUILDING LOT COVERAGE	16,372	0.38	18.29%
VEHICULAR USE AREA	31,725	0.73	35.44%
SIDEWALKS & HARDSCAPE	13,014	0.30	14.54%
TOTAL IMPERVIOUS AREA	**61,110**	**1.40**	**68.28%**
PERVIOUS AREA	**SF**	**AC**	**%**
GREEN SPACE	28,395	0.65	31.72%
TOTAL PERVIOUS AREA	**28,395**	**0.65**	**31.72%**
TOTAL SITE AREA	**89,505**	**2.05**	100.00%

PARKING DATA	**REQ**	**PROV**
PROFESSIONAL OFFICE (1/250 SF)	65.49	72
TOTAL	**65.49**	**72**
HANDICAP SPACES (INCLUDED IN TOTAL)	3	3

GENERAL NOTES

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

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

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

ON STREET PARKING IS UTILIZED IN THE CALCULATION FOR REQUIRED PARKING IN ACCORDANCE WITH THE PROVISIONS OF THE MXD CODE.

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

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

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

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

ALL SIGNAGE SHALL CONFORM TO THE REQUIREMENTS OF THE TOWN OF JUPITER LDR'S.

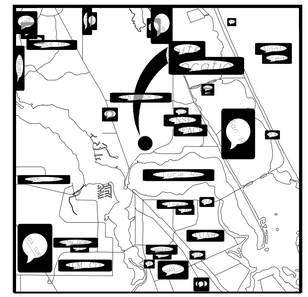
"PEDESTRIAN XING" SIGNS SHALL BE PROVIDED FOR ALL MID-BLOCK CROSSINGS.

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

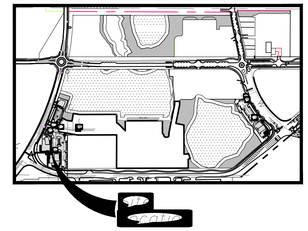
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LOCATION MAP



KEY MAP



PROJECT TEAM

OWNER/CLIENT:
AVONLEA COMMERCIAL CORNERRS, LLC
100 SW ALBANY AVENUE, SUITE 200
STUART, FL 34994
772.286.6292
CONTACT: NIKOLAUS SCHROTH

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561.860.2905
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PORT ST. LUCIS, FL 34953
772.879.0477
CONTACT: BOB KEMMERSON, PE

SURVEYOR:
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1172 SW 30TH STREET, SUITE 500
PALM CITY, FL 34990
772.286.8030
CONTACT: SHAUN G. MACKENZIE, PE

LEGEND

ADA	AMERICANS WITH DISABILITIES ACT
LB	LANDSCAPE BUFFER
R	RADIUS
SB	SETBACK
SW	SIDEWALK
TYP	TYPICAL

HC SIGN
STOP SIGN
DO NOT ENTER
PARKING LIGHT

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Jupiter, Florida 33458
561.747.6336 · Fax 747.1377
www.cotleurhearing.com
Lic# LC-26000535

Avonlea Commercial Corners

Lots 14 & 15 Site Plan

Stuart, Florida

DESIGNED DEH
DRAWN RO
APPROVED DEH
JOB NUMBER 21-0401
DATE 08-29-22
REVISIONS

Scale: 1" = 30'

0' 15' 30' 60'

SHEET 1 OF 2

© COTLEUR & HEARING, INC.
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MARTIN COUNTY
PROPERTY APPRAISER
Jenny Fields, CFA

Basic Info

PIN	AIN	Situs Address	Website Updated
28-37-41-013-000-00100-0	1115822	300 NE BAKER RD STUART FL	4/24/24

General Information

CHANGE MAILING ADDRESS SIGN UP FOR PROPERTY FRAUD ALERT

Property Owners
FARRELL COMMUNITIES AT AVONLEA II LLC

Mailing Address
PO BOX 14
2317 MONTAUK HWY
BRIDGEHAMPTON NY 11932

Tax District
STUART

Parcel ID
28-37-41-013-000-00100-0

Account Number
1115822

Property Address
300 NE BAKER RD STUART FL

Legal Description
LOT 10 NEW AVONLEA PUD ACCORDING TO THE ...

Use Code/Property Class
9900 - 9900 Vacant Acreage

Neighborhood
M1 M1-JENSEN/RIO/HI

Legal Acres
4.06

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	$ 833,920	$ 0	$ 833,920	$ 0	$ 833,920	$ 0	$ 833,920

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
5/18/21

Sale Price
$ 1,000,000

Grantor (Seller)
FRANK A WACHA JR TRUSTEE

Deed Type
Warranty Deed

Doc Num
2890800

Book & Page
3226 2723

Legal Description

LOT 10 NEW AVONLEA PUD ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 17 PAGE 35 PUBLIC RECORDS MARTIN COUNTY FLORIDA

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

Improvements

PIN	AIN	Situs Address	Website Updated
28-37-41-013-000-00100-0	1115822	300 NE BAKER RD STUART FL	4/24/24

Use Code/Property Class	Total Finished Area	Max Stories
N/A	0 SF	0

Features/Yard Items

Type	Qty	Size	Unit of Measure	Year Blt

MARTIN COUNTY
PROPERTY APPRAISER
Jenny Fields, CFA

Basic Info

PIN	AIN	Situs Address	Website Updated
28-37-41-013-000-00130-0	1115825	35 NE DIXIE HWY STUART FL	4/24/24

General Information

CHANGE MAILING ADDRESS SIGN UP FOR PROPERTY FRAUD ALERT

Property Owners
FARRELL COMMUNITIES AT AVONLEA LLC

Mailing Address
PO BOX 14 2317 MONTAUK HWY
BRIDGEHAMPTON NY 11932

Tax District
STUART

Parcel ID
28-37-41-013-000-00130-0

Account Number
1115825

Property Address
35 NE DIXIE HWY STUART FL

Legal Description
LOT 13 NEW AVONLEA PUD ACCORDING TO THE ...

Use Code/Property Class
9900 - 9900 Vacant Acreage

Neighborhood
M1 M1-JENSEN/RIO/HI

Legal Acres
6.35

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	$ 1,688,670	$ 0	$ 1,688,670	$ 21,774	$ 1,666,896	$ 0	$ 1,666,896

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
9/21/20
Sale Price
$ 1,700,000

Grantor (Seller)
STB OUTDOORS LLC
Deed Type
Special Warranty Deed

Doc Num
2838931
Book & Page
3159 2327

Legal Description

LOT 13 NEW AVONLEA PUD ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 17 PAGE 35 PUBLIC RECORDS MARTIN COUNTY FLORIDA

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Improvements

PIN	AIN	Situs Address	Website Updated
28-37-41-013-000-00130-0	1115825	35 NE DIXIE HWY STUART FL	4/24/24

Use Code/Property Class	Total Finished Area	Max Stories
N/A	0 SF	0

Features/Yard Items

Type	Qty	Size	Unit of Measure	Year Blt

Basic Info

PIN	AIN	Situs Address	Website Updated
28-37-41-013-000-00140-0	1115826	UNASSIGNED	4/24/24

General Information

CHANGE MAILING ADDRESS SIGN UP FOR PROPERTY FRAUD ALERT

Property Owners
AVONLEA COMMERCIAL CORNERS LLC

Mailing Address
100 SW ALBANY AVE #200
STUART FL 34994

Tax District
STUART

Parcel ID
28-37-41-013-000-00140-0

Account Number
1115826

Property Address
UNASSIGNED

Legal Description
LOT 14 NEW AVONLEA PUD ACCORDING TO THE ...

Use Code/Property Class
1000 - 1000 Vacant Commercial

Neighborhood
M1 M1-JENSEN/RIO/HI

Legal Acres
1.59

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	$ 273,575	$ 0	$ 273,575	$ 8,755	$ 264,820	$ 0	$ 264,820

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Current Sale

Sale Date
7/27/20
Sale Price
$ 275,000

Grantor (Seller)
FRANK A WACHA JR TRUSTEE
Deed Type
Special Warranty Deed

Doc Num
2828921
Book & Page
3147 0003

Legal Description

LOT 14 NEW AVONLEA PUD ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 17 PAGE 35 PUBLIC RECORDS MARTIN COUNTY FLORIDA

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

Improvements

PIN	AIN	Situs Address	Website Updated
28-37-41-013-000-00140-0	1115826	UNASSIGNED	4/24/24

Use Code/Property Class	Total Finished Area	Max Stories
N/A	0 SF	0

Features/Yard Items

Type	Qty	Size	Unit of Measure	Year Blt

Kimley»Horn

To: Jodi Kugler
Director
City of Stuart Development Department

From: Alex Memering, P.E.
Kimley-Horn and Associates, Inc. ARM

Date: August 22, 2025

Re: **Avonlea**
Final Review of Traffic Impact Study

Kimley-Horn has reviewed the traffic impact study (revised June 2025) prepared by Makenzie Engineering & Planning. related to the above-mentioned project. The proposed project consists of 23.2 KSF of retail space, 123 low-rise multifamily units and 80 low-rise multifamily units with ground floor commercial. The project site is located at the northwest corner of Baker Road & Green River Parkway in Stuart, Florida.

It is anticipated that the proposed trip generation potential for the site is as follows: 156 (59 entering / 97 exiting) AM peak hour trips, and 257 (145 entering / 112 exiting) PM peak hour trips. The analysis included an assessment of the proposed trip generation, roadway analysis and intersection analysis.

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.