City of Stuart

AGENDA

COMMUNITY REDEVELOPMENT BOARD
MAY 3, 2022
AT 4:00 PM
COMMISSION CHAMBERS
121 SW FLAGLER AVE.
STUART, FLORIDA 34994

COMMUNITY REDEVELOPMENT BOARD

Chairman - Tom Campenni
Vice Chairman - Nina Dooley
Board Member - Chris Lewis
Board Member - Katherine Makemson
Board Member - Nikolaus Schroth
Board Member - Frank Wacha
Board Member - Pete Walson

ADMINISTRATIVE

Development Director, Kev Freeman
CRA Administrator, Pinal Gandhi-Savdas
Board Secretary, Jordan Pinkston

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.

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 reg3rding 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.

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA

APPROVAL OF MINUTES

1. APPROVAL OF APRIL 5, 2022 CRB MINUTES

COMMENTS FROM THE PUBLIC (3 Minutes Max.)

COMMENTS BY BOARD MEMBERS (Non-Agenda Items)

ACTION ITEMS

2. PRESENTATION OF THE APPLICATIONS FOR THE BUSINESS IMPROVEMENT REIMBURSEMENT PROGRAM FOR FY 2022.

3. STUART COURTHOUSE UPUD:

ORDINANCE NO. 2489-2022 AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, APPROVING A REZONING FROM URBAN CENTER TO URBAN PLANNED UNIT DEVELOPMENT (UPUD) LOCATED AT 151 & 191 S.E. OCEAN BLVD, SAID LAND BEING MORE FULLY DESCRIBED IN EXHIBIT “A” ATTACHED; ESTABLISHING THE STUART COURTHOUSE UPUD CONSISTING OF FIFTY TWO NEW (52) RESIDENTIAL UNITS AND 5,778 SQUARE FEET OF OFFICE/COMMERCIAL USE IN ACCORDANCE WITH SECTION 2.07.00 OF THE STUART LAND DEVELOPMENT CODE; ALLOWING A DENSITY OF 29.7 DWELLING UNITS PER ACRE ON A 1.06 ACRE SITE; APPROVING A FINAL SITE PLAN;

PROVIDING FOR DEVELOPMENT CONDITIONS INCLUDING A TIMETABLE FOR DEVELOPMENT, DECLARING THE PLAN TO BE CONSISTANT 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.

4. REDA AGREEMENT WITH NEW URBAN COMMUNITIES:

RESOLUTION NO. 05-2022 CRA; A RESOLUTION OF THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART, FLORIDA, AUTHORIZING THE CHAIRPERSON TO EXECUTE AN AGREEMENT BETWEEN THE STUART COMMUNITY REDEVELOPMENT AGENCY AND NEW URBAN COMMUNITIES AND STUART COURTHOUSE, LLC., PROVIDING FOR THE ALLOCATION OF TAX INCREMENT FUNDS GENERATED FROM THE INCREASE IN PROPERTY VALUE TO THE TAX PARCEL OF THE STUART COURTHOUSE URBAN PLANNED UNIT DEVELOPMENT; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

5. ATLANTIC POINT MARINA - MAJOR URBAN CODE CONDITIONAL USE APPROVAL:

RESOLUTION NO. 43 - 2022; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA," GRANTING A MAJOR URBAN CODE CONDITIONAL USE APPROVAL FOR MIDDLE ISLAND MANAGEMENT AND DEVELOPMENT, LLC OWNER OF PROPERTY LOCATED AT 75 NW FLAGLER AVENUE, ADJACENT TO THE ST. LUCIE RIVER, PARALLEL TO NW FLAGLER AVENUE, NORTH DIXIE HIGHWAY, AND THE FEC RAILWAY, AS DESCRIBED WITHIN THE ATTACHED LEGAL DESCRIPTION; ALLOWING URBAN DESIGN VARIANCES TO THE URBAN WATERFRONT DISTRICT SUCH AS THE MAXIMUM CUMULATIVE FRONT BUILDING FAÇADE WIDTH OF 160 FEET, THE REQUIREMENT TO PROVIDE ADDITIONAL VISTA REQUIREMENTS FOR A BUILDING FAÇADE 100 FEET OR MORE IN WIDTH, MAXIMUM BUILDING HEIGHT OF THREE STORIES AND 35 FEET, THE REQUIREMENT TO PROVIDE BALCONIES ON THE WATERFRONT SIDE OF A BUILDING, FROM CERTAIN ARCHITECTURAL STANDARDS AND REGULATIONS AND SIDE SETBACKS OF NOT LESS THAN 10 FEET ON EACH SIDE; IN ORDER TO BUILD A BOAT BARN, RESTAURANT, SHIP STORE, BOAT SLIPS, AND ASSOCIATED MARINA USES. PROVIDING AN EFFECTIVE DATE; PROVIDING FOR A TIMETABLE OF DEVELOPMENT; PROVIDING FOR CONDITIONS OF APPROVAL; AND FOR OTHER PURPOSES.

6. CONSIDER PUBLIC ART (RC):

RESOLUTION No. 49-2022; A RESOLUTION OF THE COMMUNITY REDEVELOPMENT BOARD OF THE CITY OF STUART, FLORIDA, GRANTING A MINOR URBAN CODE CONDITIONAL USE APPROVAL FOR PUBLIC ARTWORK REQUIRED AS A CONDITION OF DEVELOPMENT FOR ATLANTIC POINT MARINA TO MIDDLE ISLAND MANAGEMENT AND DEVELOPMENT, LLC, OWNER OF THE PROPERTY LOCATED AT 75 NW FLAGLER AVENUE IN THE CITY OF STUART, AS DESCRIBED WITHIN THE ATTACHED LEGAL DESCRIPTION; GRANTING APPROVAL TO RELOCATE THE RALPH EVINRUDE MEMORIAL MONUMENT TO THE CENTER OF THE PROJECT'S TRAFFIC CIRCLE; FOR PLACEMENT OF SAILFISH, DOLPHIN AND SNOOK IMAGERY ENLARGED IN HIGH RESOLUTION; FOR AN ILLUMINATED MANSARD ROOF AND FOR A VERTICAL ARTISTIC LANDMARK WITH CREATIVE SHOWCASE CAPABILITIES AT THE PUBLIC PLAZA

OF THE PROJECT; PROVIDING AN EFFECTIVE DATE; PROVIDING FOR CONDITIONS OF APPROVAL; AND FOR OTHER PURPOSES.

7. REDA AGREEMENT WITH MIDDLE ISLAND MANAGEMENT & DEVELOPMENT, LLC:

RESOLUTION NO. 04-2022 CRA; A RESOLUTION OF THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART, FLORIDA, AUTHORIZING THE CHAIRPERSON TO EXECUTE AN AGREEMENT BETWEEN THE STUART COMMUNITY REDEVELOPMENT AGENCY AND MIDDLE ISLAND MANAGEMENT & DEVELOPMENT, LLC, PROVIDING FOR THE ALLOCATION OF TAX INCREMENT FUNDS GENERATED FROM THE INCREASE IN PROPERTY VALUE TO THE TAX PARCEL OF THE ATLANTIC POINT MARINA MIXED USE DEVELOPMENT; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

8. EXPANSION OF OUTDOOR DINING

RESOLUTION NUMBER 06-2022 CRA; A RESOLUTION OF THE BOARD OF THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART, FLORIDA, AUTHORIZING THE EXPANSION OF THE OUTDOOR DINING PROGRAM BOUNDARY AND USE OF THE PUBLIC-RIGHT-OF-WAY FOR DINING AREA; PROVIDING FOR CONFLICTS; SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

STAFF UPDATE

ADJOURNMENT

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
Community Redevelopment Board

Meeting Date: 5/3/2022 **Prepared by:** Jordan Pinkston

Title of Item:
APPROVAL OF APRIL 5, 2022 CRB MINUTES

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

Funding Source:
N/A.

Recommended Action:
Approve.

ATTACHMENTS:
1. CRB Minutes_04052022

MINUTES
COMMUNITY REDEVELOPMENT BOARD OF THE CITY OF STUART
APRIL 5, 2022
AT 4:00 PM
COMMISSION CHAMBERS
121 SW FLAGLER AVE.
STUART, FLORIDA 34994

COMMUNITY REDEVELOPMENT BOARD

Chairman - Tom Campenni
Vice Chairman - Nina Dooley
Board Member - Chris Lewis
Board Member - Katherine Makemson
Board Member - Nikolaus Schroth
Board Member - Frank Wacha
Board Member - Pete Walson

ADMINISTRATIVE

Development Director, Kev Freeman
CRA Administrator, Pinal Gandhi-Savdas
Board Secretary, Jordan Pinkston

CALL TO ORDER

ROLL CALL

PRESENT: Chairperson Campenni, Vice Chairperson Dooley, Board Member Makemson, Board Member Wacha, Board Member Walson
ABSENT: Board Member Schroth, Board Member Lewis

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA

MOTION:
MOVED BY: Frank Wacha
SECONDED BY: Pete Walson
Motion approved unanimously.

APPROVAL OF MINUTES

1. Approval of March 1, 2022 CRB Minutes

MOTION: Approve.
MOVED BY: Pete Walson

SECONDED BY: Frank Wacha
Motion approved unanimously.

COMMENTS FROM THE PUBLIC (3 Minutes Max.)

None.

COMMENTS BY BOARD MEMBERS (Non-Agenda Items)

None.

ACTION ITEMS

None.

STAFF UPDATE

2. Update on the Creek District Mosaic Artwork Project

PRESENTATION: Corina Pelloni, The Creek District Representative
Pinal Gandhi-Savdas, CRA Administrator

COMMENTS FROM THE BOARD MEMBERS:

Frank Wacha asked about the status of the mural that was under construction.

Pinal Gandhi-Savdas confirmed that it should be completed at the beginning of May.

The timeline was discussed for the next mosaic.

Corina Pelloni confirmed that The Creek District had received their 501-C3 certificate.

Pete Walson said that he would like to see more mosaics around the city.

The board further discussed other mosaic options throughout the city.

Mike Mortell suggested installing mosaics at the time of new developments.

COMMENTS FROM THE PUBLIC (3 min. max): None.

3. Update on the Tram Service

PRESENTATION: Paula Sesta, City of Stuart Tram Operations
Pinal Gandhi-Savdas, CRA Administrator

COMMENTS FROM THE BOARD MEMBERS:

Nina Dooley asked about the History Tours.

Paula Sesta explained the current history routes.

Katie Makemson asked if we could use some of the remaining tram grant money for

marketing of alternate parking lots with tram pickup.

Paula Sesta explained that there are currently signs in those lots reminding them of overflow parking. She said they are in the process of applying for another grant that will give us another driver and tram for additional assistance.

David Dyess said that when the season peaks he plans on implementing signage in stores, electronic sign boards, and Google map parking.

The tram app was discussed.

Tom Campenni requested that there be a meeting every month, even though there may not be any action items.

COMMENTS FROM THE PUBLIC (3 min. max): None.

COMMENTS FROM THE BOARD MEMBERS:

Mike Mortell explained the results of the Kanner litigation as of today.

Pinal Gandhi-Savdas shared an update on the East Stuart Residential Tree Program and Tree Planting Ceremony.

ADJOURNMENT

_____ _____

Jordan Pinkston, Board Secretary Tom Campenni, Chair

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
Community Redevelopment Board

Meeting Date: 5/3/2022 **Prepared by:** Pinal Gandhi-Savdas

Title of Item:
PRESENTATION OF THE APPLICATIONS FOR THE BUSINESS IMPROVEMENT REIMBURSEMENT PROGRAM FOR FY 2022.

Summary Explanation/Background Information on Agenda Request:
The Stuart CRA Business Improvement Reimbursement Program is an incentive program designed to encourage visible, exterior improvements to commercial properties within the Community Redevelopment Area. The program provides a reimbursement of 50% of the total project costs up to $10,000.

The program guidelines were recently amended to encourage applicants to voluntary upgrade landscaping along the perimeter of the property and interior parking lot area to further enhance the visible appearance of the property and provide shade over pedestrian walkways.

The CRA outreach efforts to promote the program with the extended April 1, 2022 deadline included mailing out postcards to 466 business owners in the CRA, distributing flyers to local businesses, promoting the program through Neighborhood Services/Code Enforcement, Social Media - Twitter, Facebook, Instagram, and newsletter to the City of Stuart email list. The CRA received 6 applications to be considered for funding. The presentation with project details is attached.

Funding Source:
Approved CRA budget in the amount of $50,000 for FY 2022.

Recommended Action:
Approve staff recommendation for the FY 2022 BIRP grant disbursement.

ATTACHMENTS:
1. Presentation

CITY OF STUART
CRB MEETING
May 3, 2022

CRA Business Improvement Grant Program

- Mailed postcards to business owners in the CRA (466 postcards)
- Distributed flyers to local businesses
- Promote program through Neighborhood Services
- Social Media – Twitter, Facebook, Instagram
- Newsletter to City of Stuart email list

Public Outreach

- The Stuart CRA Business Improvement Grant Program is an incentive program designed to encourage visible, exterior improvements to commercial businesses and to encourage investment within the Stuart Community Redevelopment Area.

- Reimbursement of 50% of the project costs not to exceed $10,000.

PROGRAM DESCRIPTION

- Program guidelines amended to encourage voluntary upgrade landscaping/shade trees on private property.
- Goal is to provide shade over pedestrian walkway where feasible
- Improve conditions for walking and encourage pedestrian activity.

PROGRAM GOALS

Evaluation Criteria	Possible Points	Awarded Points
Visual Impact • Improvement in the attractiveness of the location and the level of blight or deterioration removed; • Highly visual elements of the buildings are being improved and visible from the street; • For building facades that are not visible from the street, the improvements allowed will serve to remove blight or deterioration condition; • Level of improvements impact on overall appearance of the property.	30	
Urban Street Impact • Upgrade landscaping around the perimeter of the property that abuts the public right-of-way and interior parking lot; or within the public right-of-way if there are site limitations. • Bike racks, benches, lighting, etc. • Level of improvements improve the pedestrian and transportation functionality of the property.	30	
Economic Impact • Amount of additional funding expended by business; • Facade project is part of a larger project that improves other exterior or interior parts of the building); • Reuse of vacant or underutilized property; • Adjacent to other CRA projects (streetscape improvements, sidewalks, neighborhood improvements); • Location within high traffic and/or high visibility area (Federal Highway, Dixie Highway, Ocean Blvd., Martin Luther King Jr. Blvd., Old Downtown District, “The Creek” Arts & Entertainment District, etc.); or Located within the approved priority area (map attached); • Will serve as a catalyst for redevelopment activity on the corridor or neighborhood.	10	
Historic/Community Impact • Renovation and rehabilitation of historic buildings (listed on the City of Stuart Local Historic Register, National Historic Register, “1991 Historic Properties Survey” or local landmark designation)	10	

Evaluation Matrix
Minimum of 60 point required for funding

Cosmetica Plastic Surgery Medical Office

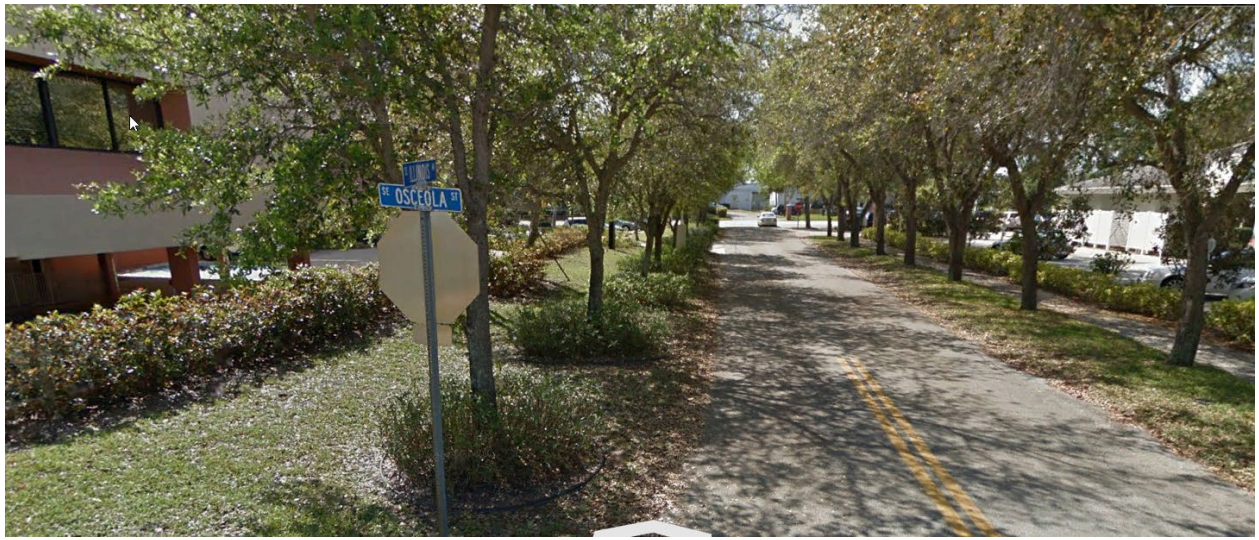
- Located at: 500 SE Osceola Street
- Improvements:
  - Landscaping
    - New palm trees, groundcovers, replace sod, new irrigation system
  - Exterior Painting
- Total Improvements Costs: $31,570

SE Osceola Street

SE Ocean Blvd

Cosmetica Plastic Surgery

Existing Condition – SE Osceola Street and SE Ocean Blvd
North and South side



Cosmetica Plastic Surgery

Existing Condition – Se Illinois Avenue

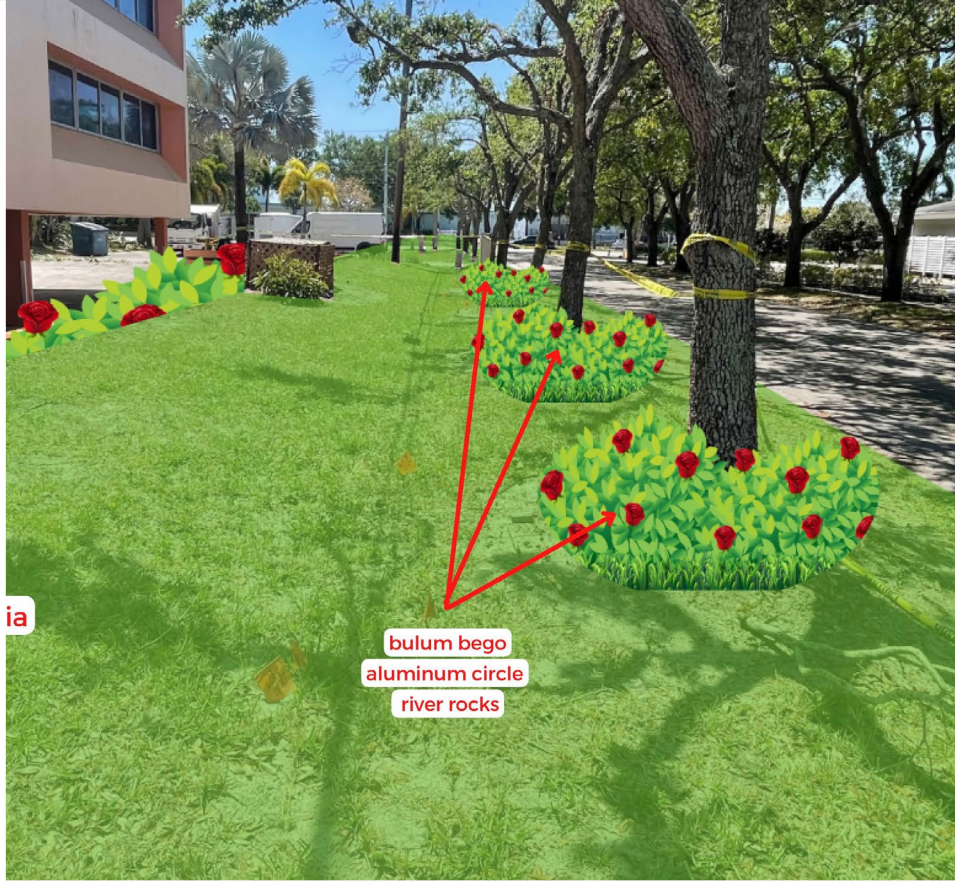
West side of building/parking lot

Cosmetica Plastic Surgery

Existing and Proposed – SE Osceola Street

Cosmetica Plastic Surgery

Existing and Proposed – SE Illinois Avenue

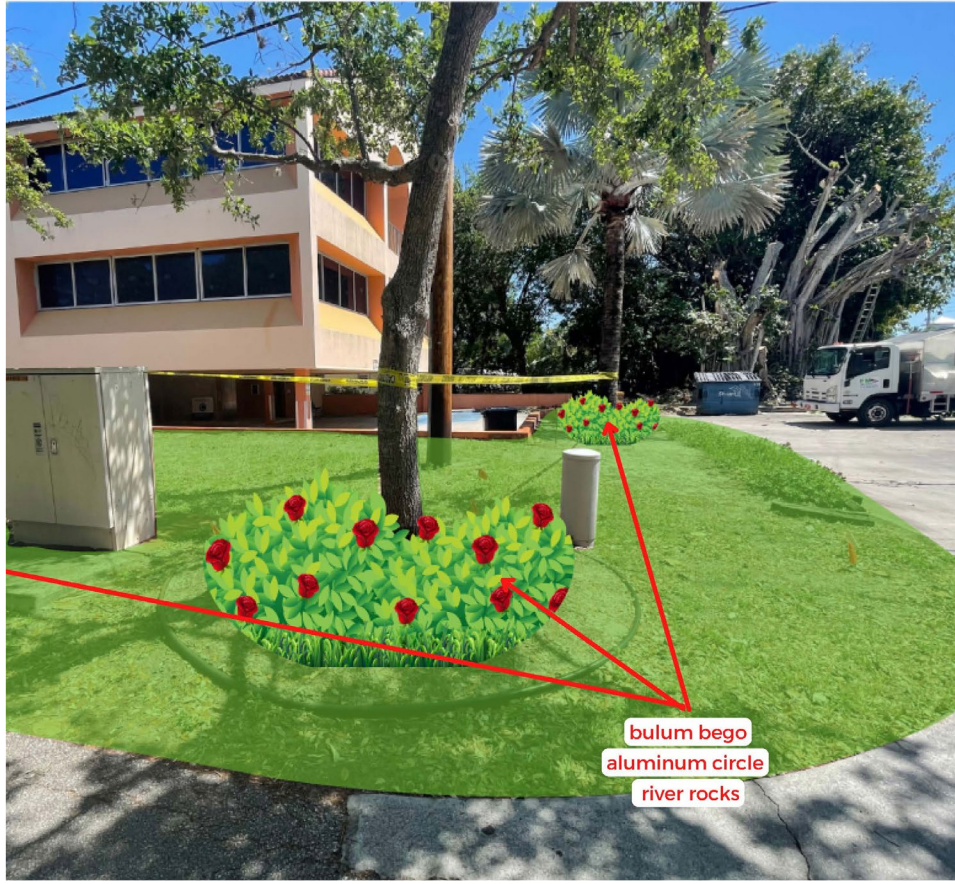


Cosmetica Plastic Surgery

Existing and Proposed – SE Illinois Avenue

City of Stuart CRA

Stuart DEVELOPMENT



Cosmetica Plastic Surgery

Existing and Proposed – SE Illinois Avenue

City of Stuart CRA

Stuart DEVELOPMENT

Cosmetica Plastic Surgery Building

Existing and Proposed – SE Illinois Avenue

Cosmetica Plastic Surgery

Existing and Proposed – SE Ocean Blvd

Cosmetica Plastic Surgery

Proposed Exterior Paint Color Scheme

City of Stuart CRA

Stuart DEVELOPMENT

Evaluation Criteria	Possible Points	Awarded Points
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Historic/Community Impact • Renovation and rehabilitation of historic buildings (listed on the City of Stuart Local Historic Register, National Historic Register, “1991 Historic Properties Survey” or local landmark designation)	10	0

Luxe Fine Art & Photography

- Located at: 313 SW Albany Avenue
- Improvements:
  - Repaving parking lot and driveway (cracks impacting the building foundation)
  - Paver block walkway and seating area
  - Landscaping
  - Exterior Painting (building and stairs)
  - Repair front stoop
- Total Improvements Costs: $25,000

Luxe Fine Art & Photography

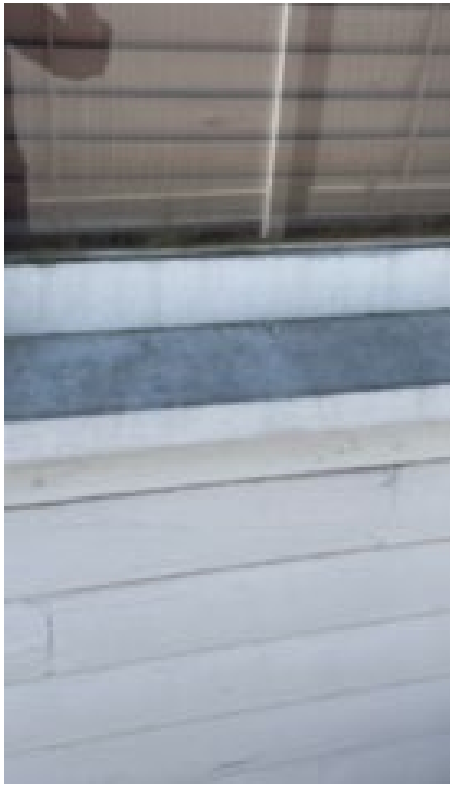
Existing Condition – SW Albany Avenue

Luxe Fine Art & Photography

Existing Condition – view from the alley

Luxe Fine Art & Photography

Improvements



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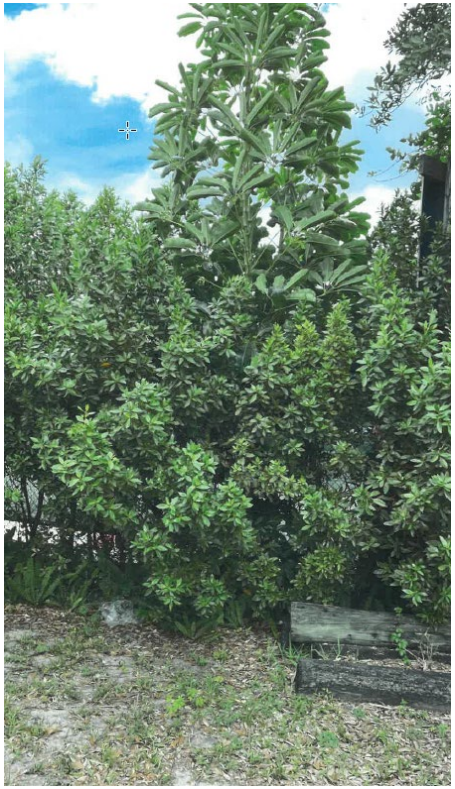
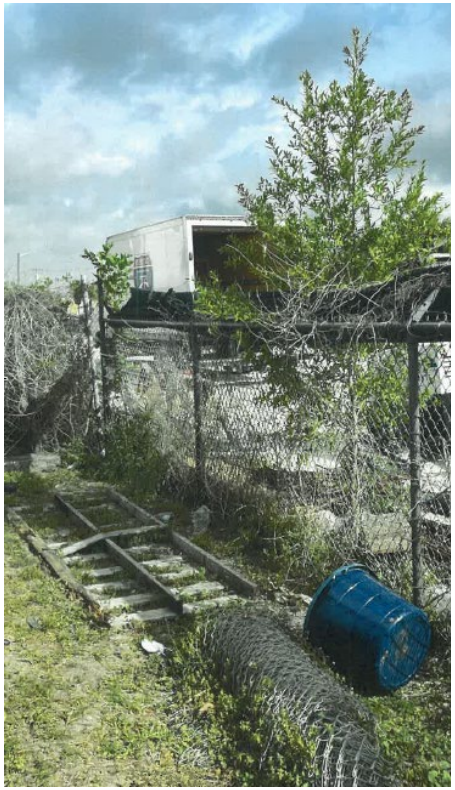
Dive Training & Education Center

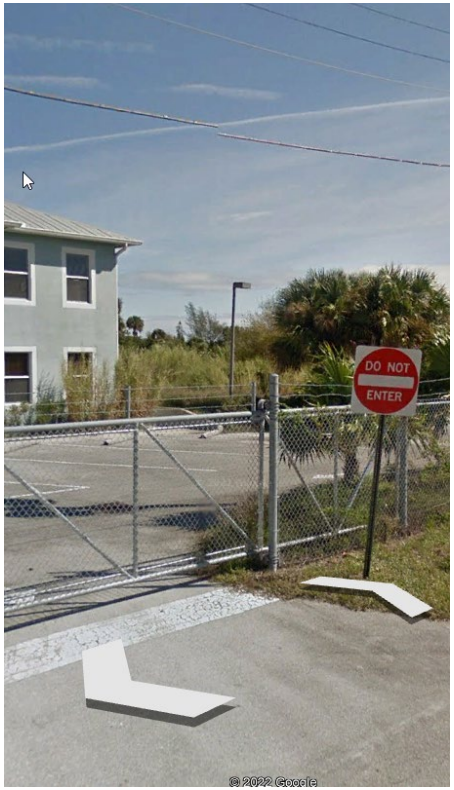
- Located at: 1321 SE Decker Avenue
- Improvements:
    - Clear shrubs and new landscaping
- Total Improvements Costs: $4,040

Dive Training & Education Center

Clear Shrubs and add new landscaping







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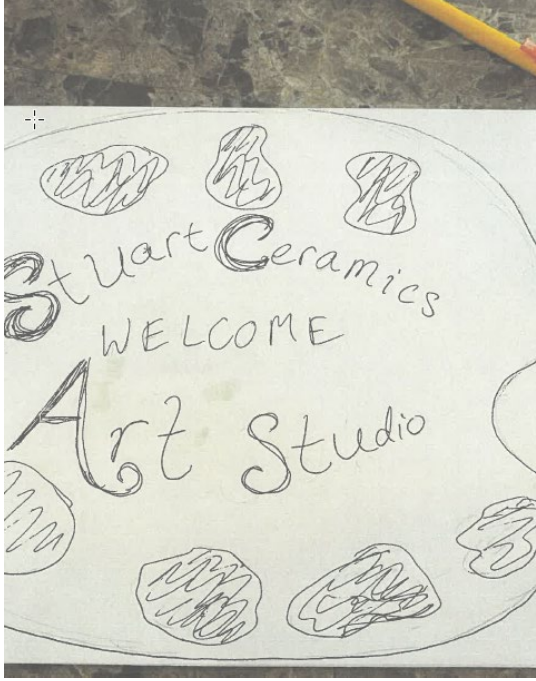
Historic/Community Impact • Renovation and rehabilitation of historic buildings (listed on the City of Stuart Local Historic Register, National Historic Register, “1991 Historic Properties Survey” or local landmark designation)	10	0

Stuart Ceramic Art Studio

- Located at: 15 SE Martin Luther King Jr Blvd
- Improvements:
  - New Freestanding sign
  - Bench
  - Street Tree
- Total Improvements Costs: $10,000

Stuart Ceramic Art Studio

Replace freestanding sign and add a bench & shade tree



Evaluation Criteria	Possible Points	Awarded Points
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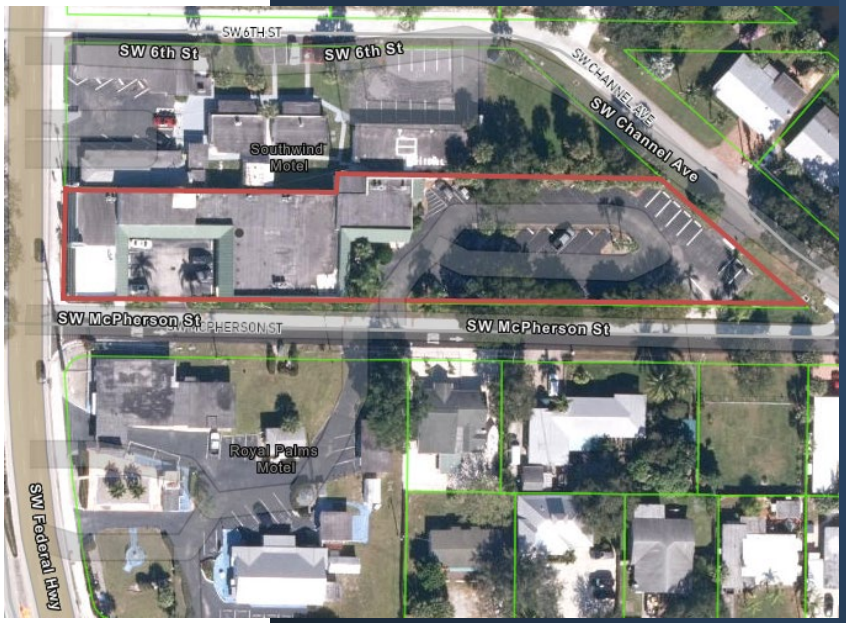
Historic/Community Impact • Renovation and rehabilitation of historic buildings (listed on the City of Stuart Local Historic Register, National Historic Register, “1991 Historic Properties Survey” or local landmark designation)	10	0

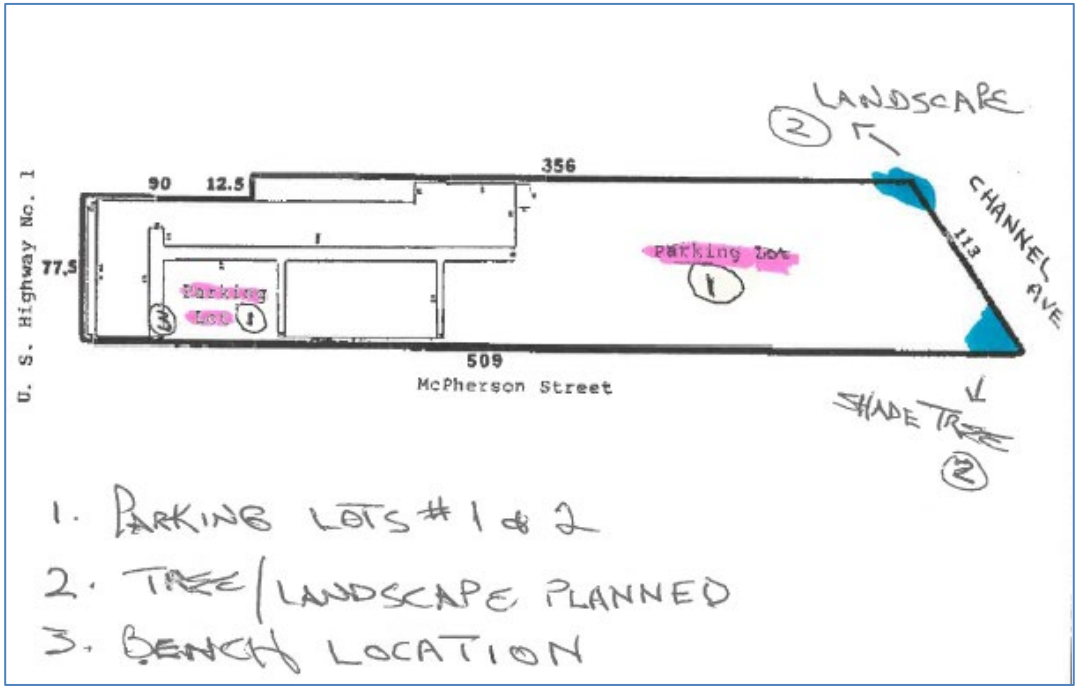
Care Plus Associates, Inc.

- Located at: 611 SW Federal Highway
- Improvements:
  - Parking Lot Improvements
  - Landscaping
  - Bench
- Total Improvements Costs: $8,268



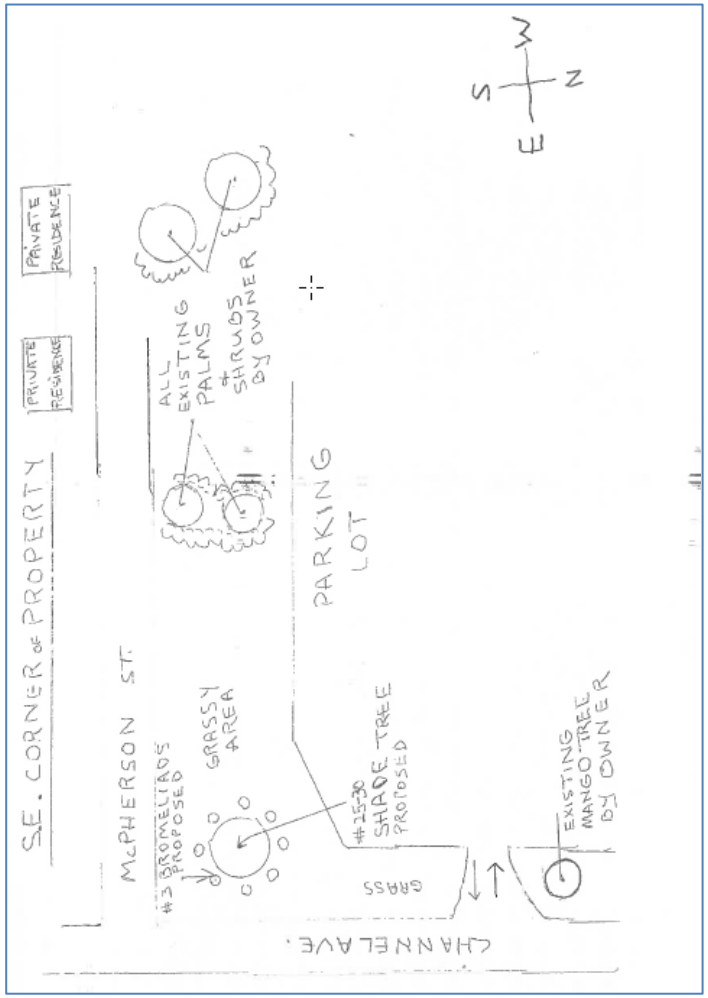
Care Plus Associates, Inc.

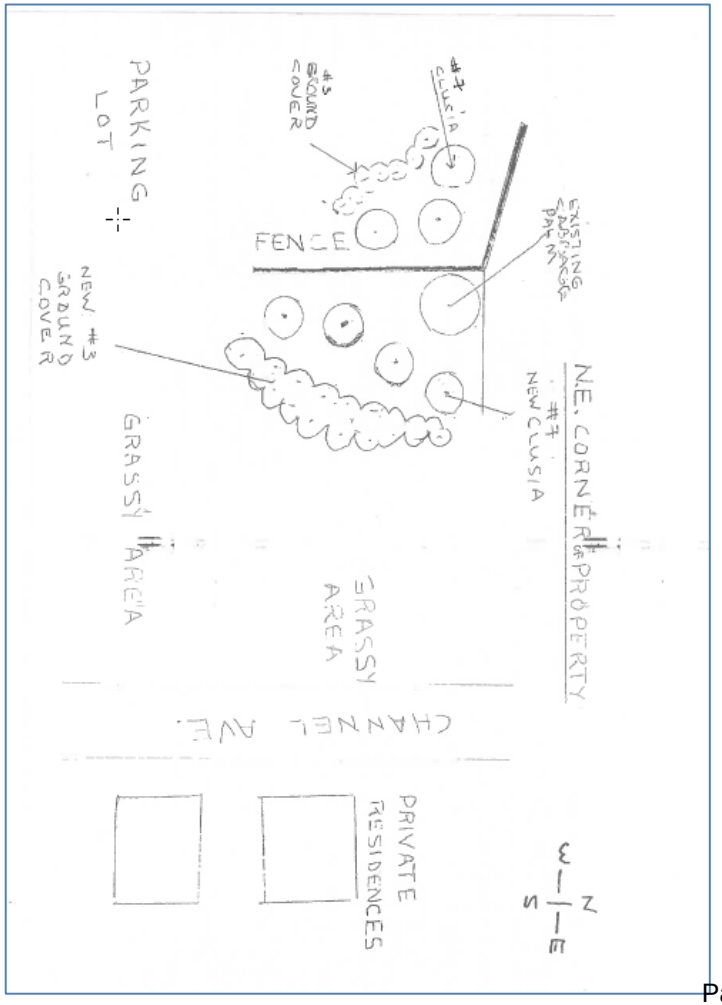
Parking lot improvements, landscaping, bench



Care Plus Associates, Inc.

Parking lot improvement, landscaping, bench

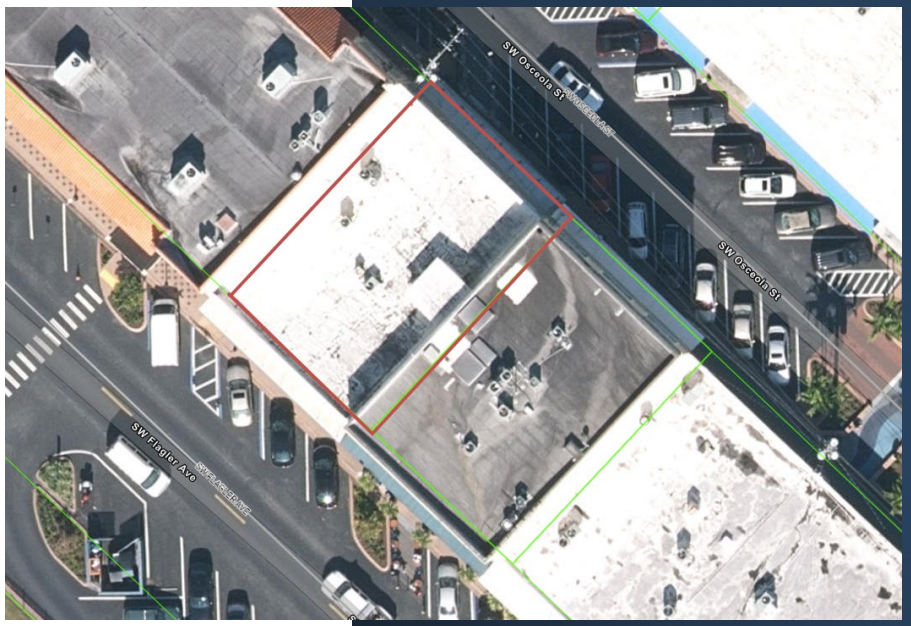




Evaluation Criteria	Possible Points	Awarded Points
Visual Impact • Improvement in the attractiveness of the location and the level of blight or deterioration removed; • Highly visual elements of the buildings are being improved and visible from the street; • For building facades that are not visible from the street, the improvements allowed will serve to remove blight or deterioration condition; • Level of improvements impact on overall appearance of the property.	30	30
Urban Street Impact • Upgrade landscaping around the perimeter of the property that abuts the public right-of-way and interior parking lot; or within the public right-of-way if there are site limitations. • Bike racks, benches, lighting, etc. • Level of improvements improve the pedestrian and transportation functionality of the property.	30	30
Economic Impact • Amount of additional funding expended by business; • Facade project is part of a larger project that improves other exterior or interior parts of the building); • Reuse of vacant or underutilized property; • Adjacent to other CRA projects (streetscape improvements, sidewalks, neighborhood improvements); • Location within high traffic and/or high visibility area (Federal Highway, Dixie Highway, Ocean Blvd., Martin Luther King Jr. Blvd., Old Downtown District, “The Creek” Arts & Entertainment District, etc.); or Located within the approved priority area (map attached); • Will serve as a catalyst for redevelopment activity on the corridor or neighborhood.	10	10
Historic/Community Impact • Renovation and rehabilitation of historic buildings (listed on the City of Stuart Local Historic Register, National Historic Register, “1991 Historic Properties Survey” or local landmark designation)	10	0

Greene Building

- Located at: 51 SW Flagler Avenue
- Improvements:
    - Replacement of Metal Awning
- Total Improvements Costs: $27,385



Greene Building

Replace aluminum awning (50 feet of shade structure)

Evaluation Criteria	Possible Points	Awarded Points
Visual Impact • Improvement in the attractiveness of the location and the level of blight or deterioration removed; • Highly visual elements of the buildings are being improved and visible from the street; • For building facades that are not visible from the street, the improvements allowed will serve to remove blight or deterioration condition; • Level of improvements impact on overall appearance of the property.	30	30
Urban Street Impact • Upgrade landscaping around the perimeter of the property that abuts the public right-of-way and interior parking lot; or within the public right-of-way if there are site limitations. • Bike racks, benches, lighting, etc. • Level of improvements improve the pedestrian and transportation functionality of the property.	30	30
Economic Impact • Amount of additional funding expended by business; • Facade project is part of a larger project that improves other exterior or interior parts of the building); • Reuse of vacant or underutilized property; • Adjacent to other CRA projects (streetscape improvements, sidewalks, neighborhood improvements); • Location within high traffic and/or high visibility area (Federal Highway, Dixie Highway, Ocean Blvd., Martin Luther King Jr. Blvd., Old Downtown District, “The Creek” Arts & Entertainment District, etc.); or Located within the approved priority area (map attached); • Will serve as a catalyst for redevelopment activity on the corridor or neighborhood.	10	10
Historic/Community Impact • Renovation and rehabilitation of historic buildings (listed on the City of Stuart Local Historic Register, National Historic Register, “1991 Historic Properties Survey” or local landmark designation)	10	0

Applicants	Address	Improvements	Score	Grant
Cosmetica Plastic Surgery Medical Office	500 SE Osceola St	Landscaping, Painting	70	$10,000
Luxe Fine Art	313 SW Albany Ave	Parking lot improv, landscaping, painting	70	$10,000
Dive Training & Education	1321 SE Decker Ave	Landscaping	60	$2,020
Stuart Ceramics Art Studio	15 MLK Jr. Blvd	Replace sign, shade tree, bench	70	$5,000
Care Plus Assoc., Inc	611 SW Federal Hwy	Parking lot improv, landscaping, bench	70	$4,134
Greene Building	51 SW Flagler Ave	Replace aluminum awning	70	$10,000

RECOMMENDATION

- Staff is requesting approval to accept staff recommendation for the grant disbursement to the applicants.

- CRA Meeting on May 23, 2022.

RECOMMENDATION

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
Community Redevelopment Board

Meeting Date: 5/3/2022 **Prepared by:** Thomas Reetz

Title of Item:
STUART COURTHOUSE UPUD:

ORDINANCE NO. 2489-2022 AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, APPROVING A REZONING FROM URBAN CENTER TO URBAN PLANNED UNIT DEVELOPMENT (UPUD) LOCATED AT 151 & 191 S.E. OCEAN BLVD, SAID LAND BEING MORE FULLY DESCRIBED IN EXHIBIT "A" ATTACHED; ESTABLISHING THE STUART COURTHOUSE UPUD CONSISTING OF FIFTY TWO NEW (52) RESIDENTIAL UNITS AND 5,778 SQUARE FEET OF OFFICE/COMMERCIAL USE IN ACCORDANCE WITH SECTION 2.07.00 OF THE STUART LAND DEVELOPMENT CODE; ALLOWING A DENSITY OF 29.7 DWELLING UNITS PER ACRE ON A 1.06 ACRE SITE; APPROVING A FINAL SITE PLAN; PROVIDING FOR DEVELOPMENT CONDITIONS INCLUDING A TIMETABLE FOR DEVELOPMENT, DECLARING THE PLAN TO BE CONSISTANT 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:

History:
The proposed PUD includes the existing Civitas building, a three-story mixed-use building located on the North Side of SE Ocean Boulevard between Denver and Detroit Avenues. The Development Agreement adopted in Resolution 83-02 was based upon all the property described in Exhibit A of the proposed Resolution. The City Commission recognizes that the three-story building that was constructed must remain in compliance with the City Regulations, the Land Development Code and the Comprehensive Plan.

In 2012,property was subdivided, separating the vacant land from the existing Civitas building, in violation of the Development Approval. This UPUD is intended to maintain compliance with the codes of the original development agreement and permit a redevelopment of the vacant parcel.

This PUD shall supersede and replace Resolution 85-02 and any subsequent development agreements. However, in the event that the terms of this UPUD that bring the three-story building back into compliance do not get completed, all parties agree that the original terms of the original development agreement, including the unity of title, shall remain in full force and effect and shall be reinstated. At no time shall the subdivision of the property be adopted by the City to the extent that the original approval in 83-02 is not in compliance with the Comprehensive Plan or any City Codes or State Law. In the future, if any party seeks to amend the UPUD, the properties will be acknowledged as one PUD to the extent that they impact the setbacks, landscaping, density, parking, permeable surface area, etc.

Request:
The applicant is requesting a rezoning from Urban Center to Urban Planned Unit Development UPUD to allow a mixed-use development with 52 new residential units on the 2nd, 3rd and 4th floors over 5,778 square feet of commercial office retail use and surface parking. The contract purchaser has requested the following variances to the code: 1). A density of 29.7 units per acre, where the maximum is allowed to be increased up to 30 du/acre with City Commission approval, 2). a landscape buffer in urban areas that is less than 5 feet, 3). Vehicles overhanging into a landscaped area that is less than 2 feet. 4). Parking

within the building envelope within the City of Stuart Community Redevelopment Area. 5.) Providing 55 shared parking spaces where 56 shared parking spaces are required.

Building Height
The applicant is permitted to construct property at a maximum height of three stories or 35 feet in height. If 50% or more of the building is residential or hotel, a fourth story is permitted. The maximum building height of a four-story building is 45 feet. The proposal is for three levels of residential space over a ground level of commercial and parking for a total height of 45'-0" feet from the finished floor to the roof deck. The total height of the condominium building including rooftop structures and equipment is 59'-8".

Density
Per the density regulations in Section **2.07.00.I** UPUD, the breakdown of unit size and unit density is shown below:

Applicant			
Max Unit Size	**# of Units**	**Unit Density**	**Total Unit Count**
900 SF	44	0.50	22.0
1100 SF	8	0.75	6.0
Applicant Total	**52**		**28.0**
Civitas			
Max Unit Size	**# of Units**	**Unit Density**	**Total Unit Count**
900 SF	2	0.50	1.0
1100 SF	2	0.75	1.5
No Max	1	1.00	1.0
Civitas Total	**5**		**3.5**
PUD Total	**57**		**31.5**
PUD Acreage			**1.06 acres**
UPUD Density			**30 units/acre**
Allowed Units			**31.8 units**
Proposed Units			**31.5 units**
Proposed Density			**29.7 units/acre**

UPUD Parking Space calculation: The existing Civitas I building requires 23 parking spaces, which are included in the shared parking calculation. The table below shows the breakdown of the total parking provided by location.

Applicant			
Max Unit Size	**# of Units**	**Spaces/Unit**	**Total Parking Spaces**
<900 SF	44	1.25	55.0
1100 SF	8	1.40	11.2
Applicant Total	**52**	**1.27**	**66.2**
Civitas			
Max Unit Size	**# of Units**	**Spaces/Unit**	**Total Parking Spaces**
<900 SF	2	1.25	2.5
<1100 SF	2	1.40	2.8
No Max	1	1.50	1.5
Civitas Total	**5**	**1.40**	**7.0**
PUD Total	**57**	**1.28**	**73.2**

Total Parking:The breakdown of the total parking provided by location.

Total Parking Provided	
Parking Location	Spaces
Proposed Multifamily w/ Single Garage Spaces	13
Proposed Multifamily w/ Tandem Garage Spaces	20
Handicap Spaces	3
Shared Surface Lot	35
Shared On-Street Parking	17
Total	**88**

Residential Parking Mix: The applicant is providing 77 spaces for the residential units and is providing 88 spaces total above. The excess of 11 spaces are used, along with a shared parking calculation, to accommodate the non-residential uses in the PUD.

Provided			
Residential Use	**Units**	**Spaces**	**Parking Ratio**
Multifamily w/ Garage Spaces	23	33.0	1.43/unit
Multifamily w/o Garage Spaces	29	37.0	1.27/unit
Civitas Residential	5	7.0	1.40/unit
Total	**57**	**77.0**	**1.35/unit**

Residential Parking Mix allowed by Code: The applicant is only required to provide 73 parking spaces for the residential units in the PUD

Code Requirement			
Residential Use	**Units**	**Spaces**	**Parking Ratio**
Multifamily <900 SF	44	55	1.25/unit
Multifamily <1100 SF	8	11.2	1.4/unit
Civitas Residential	5	7	1.4/unit
Total	**57**	**73.2**	**1.28/unit**

Shared Parking calculation: The parking calculation in Table 7 uses a variable parking rate for all the uses in the PUD, including Civitas, and is the table provided on the Site Plan. The parking rate for Civitas was derived from a shared parking calculation for its uses alone, capped at the 23 spaces maximum required for them. According to the shared calculation, the proposal is just shy of the parking requirements during the daytime. The most critical time is the weekday during the workday time slot from 9am-4pm with 56 shared spaces required. The 55 shared spaces provided **fall one space short of the required 56 spaces.**

Shared Parking									
Use	**Units**	**Ratio**	**Required**	**WKDAY 9a-4p**	**WKDAY 4p-8p**	**WKDAY 8p-12a**	**WKEND 9a-4p**	**WKEND 4p-12a**	**NIGHT 12a-9a**
				45%	**75%**	**95%**	**75%**	**100%**	**100%**
MF	29	1.27/du	36.9	16.6	27.6	35.0	27.6	36.9	36.9
				100%	**40%**	**10%**	**10%**	**5%**	**5%**
Office	5778 sf	1/350 sf	16.5	16.5	6.6	1.7	1.7	0.8	0.8
Civitas I			23	23	21	16	16	16	10
Required				**56.1**	**55.2**	**52.7**	**45.3**	**53.7**	**47.7**
Provided				**55.0**	**55.0**	**55.0**	**55.0**	**55.0**	**55.0**

Excess	**-1.1**	**-0.2**	**2.3**	**9.7**	**1.3**	**7.3**

Funding Source:
N/A

Recommended Action:

ATTACHMENTS:
1. A.1 Ordinance No. 2489-2022 Stuart Courthouse UPUD
2. A.2 Ordinance No. 2489-2022 Stuart Courthouse UPUD Exhibit D
3. A.3 Typical Dumpster Enclosure Trellis Design
4. B.1 Staff Review w Comp Plan Analysis
5. C.1 Application to Rezone Property w signed easement agreement
6. D.1 Applicant's Project Description and Justification
7. D.2 Courthouse Annex - Stuart - Traffic Statement - 03-25-20
8. D3. Surface Water Management Report
9. D.4 Glenn Webber Civitas HOA email to Tim Hernandez

BEFORE THE CITY COMMISSION
CITY OF STUART, FLORIDA

ORDINANCE No. 2489-2022

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA, APPROVING A REZONING FROM URBAN CENTER TO URBAN PLANNED UNIT DEVELOPMENT (UPUD) LOCATED AT 151 & 191 S.E. OCEAN BLVD, SAID LAND BEING MORE FULLY DESCRIBED IN EXHIBIT "A" ATTACHED; ESTABLISHING THE STUART COURTHOUSE UPUD CONSISTING OF FIFTY TWO (52) NEW RESIDENTIAL UNITS AND 5,855 SQUARE FEET OF OFFICE/COMMERCIAL USE IN ACCORDANCE WITH SECTION 2.07.00 OF THE STUART LAND DEVELOPMENT CODE; ALLOWING A DENSITY OF 29.7 DWELLING UNITS PER ACRE ON A 1.06 ACRE SITE; APPROVING A FINAL SITE PLAN; PROVIDING FOR DEVELOPMENT CONDITIONS INCLUDING A TIMETABLE FOR DEVELOPMENT, DECLARING THE PLAN TO BE CONSISTANT 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.

* * * * *

WHEREAS, the City Commission adopted Resolution 85-02 granting a Special Exception and entering a Development Order conditionally approving the construction of a three-story mixed-use building located on the North Side of SE Ocean Boulevard between Denver and Detroit Avenues.

WHEREAS, the Development Agreement adopted in Resolution 85-02 was based upon all the property described in Exhibit A to the Resolution. The City Commission recognizes that the three-story building that was constructed must remain in compliance with the City Codes, Regulations and the Comprehensive Plan.

WHEREAS, in 2012, an owner of the property subdivided the property and separated the vacant land into separate parcels in violation of the Development Approval. This UPUD is intended to maintain compliance with the codes for the original development agreement.

WHEREAS, the City Commission of Stuart, Florida, has adopted and administers Section 2.07.00.I of the Land Development Code; and

WHEREAS, the Applicant, New Urban Communities Corp, is requesting a rezoning to UPUD to allow for development of a multi-family development consisting of 52 new residential units and 5,855 square feet of office commercial use on the 1.06-acre site, and

WHEREAS, the applicant has requested a density of 29.7 dwelling units per acre per 3.01.04.l & 3.01.03.3 Density and Parking Space Calculation, and for parking within the building envelope; and a shared parking agreement for the development.

WHEREAS, at the hearing the applicant showed by substantial competent evidence that the application does not create any detrimental effects on adjacent land uses; and

WHEREAS, the owners have committed to the City that its development will comply with all development codes, plans, standards, and conditions approved by the City Commission; and that it will bind its successors in title to any such commitments made upon this ordinance; and

WHEREAS, the City Commission, has considered the Owner's voluntary request for a new zoning designation, and has also considered the recommendation of the city staff.

WHEREAS, the Community Redevelopment Board held a properly noticed hearing at a regularly scheduled meeting to consider the application of the Petitioner and recommended approval of rezoning to UPUD on May 3, 2022; and

WHEREAS, on _____, 2022, the City Commission held a properly noticed hearing at a regularly scheduled City Commission to consider the application by the Owner, amending the city's official zoning map and approving the proposed buildings and site, and

WHEREAS, the owners have committed to the City that its development will comply with all development codes, plans, standards, and conditions approved by the City Commission; and that it will bind its successors in title to any such commitments made upon this ordinance; and

WHEREAS, the Stuart Courthouse UPUD development will be in harmony with surrounding properties and their anticipated development; and

WHEREAS, the property is legally described in **"Exhibit A"** of this ordinance. A map depicting the property is attached hereto as **Exhibit "B"** and made a part hereof by reference and development conditions attached hereto as **Exhibit "C";**

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

SECTION 1: The following new documents are on file as public records of the City, at the office of the City Clerk in City Hall, and attached hereto as **Exhibit "D"**, hereinafter the "Development Documents", shall be deemed a part of this ordinance:

1. **Boundary Survey, Sheet 1 of 1 by Richard H. Smith, Inc., Surveying and Mapping, dated 9.01.21**
2. **Site Plan, Sheet 1 of 1, prepared by Peter Wayne Aquart, P.E., dated 3.17.2022**
3. **Preliminary Engineering Plan, by Peter Wayne Aquart, P.E., dated 2.22.2022**
4. **Landscape Plan & Details, Sheets 1&2 of 2, prepared by Cotleur & Hearing Landscape Architects and Land Planners - dated 2.02.22.**
5. **Architectural Plans & Elevations, Sheets A-1 thru A-4 East Building, A-1 thru A-5 West Building, by Dominick Ranieri Architect - dated 12.27.21**

6. **Resolution 85-02 Three-Story mixed-use building. (Civitas)**

SECTION 1: This PUD shall supersede and replace Resolution 85-02 and any subsequent development agreements. However, in the event that the terms of this UPUD that bring the three-story building back into compliance do not get completed, all parties agree that the original terms of the original development agreement, including the unity of title shall remain in full force and effect and shall be reinstated. At no time shall the subdivision of the property in anyway be adopted by the City to the extent that the original approval in 83-02 is not in compliance with the Comprehensive Plan or any City Codes or State Law.

SECTION 2: The Future Land Use designation in the City's Comprehensive Land Use Plan shall remain "Downtown Redevelopment". The Land Development (Zoning) District designation on the City of Stuart Official Zoning Map shall become "UPUD" Urban Planned Unit Development amended to allow for 52 new multi-family residential units and 5,855 square feet of commercial/office units.

SECTION 3: This Ordinance shall take effect immediately upon its adoption.

SECTION 4: Except as otherwise provided herein, no development permits, site permits, or building permits shall be issued by the City except in compliance with the City's Land Development Code.

SECTION 5: All ordinances or parts of ordinances in conflict with this ordinance or any part thereof is hereby repealed to the extent of such conflict. If any provision of this ordinance conflicts with any contractual provision between the City and the developer of the site, this ordinance shall prevail.

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: Following the adoption and acceptance of this ordinance by the Owner, and in addition to any other action for failure to complete development or otherwise comply with the Development Documents, the City Development Director may obtain a hearing before the City Commission and shall thereupon give at least five (5) days written notice of the time, date and location of the hearing, along with specific notice of the alleged breach. At the hearing before the City Commission the developer may appear and may contest the allegation of breach or explain the reason or reasons for the breach. Upon a finding of a material breach of the Development Documents and therefore, the Ordinance(s) adopting the same, the City Commission may impose or do any or all of the following:

a. Initiate the process to amend or repeal this or any other ordinance pertaining to the development.
b. Direct the City Development Director to initiate the process to rezone the UPUD property or any portion of the UPUD 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 UPUD ordinance by the developer shall be considered a zoning violation subject to any remedies provided herein, or as otherwise provided by law. In the event a violation found continues from day to day, each day the violation is found to continue shall be deemed a separate violation.

SECTION 8: This ordinance and agreement shall be effective upon the last of the following to occur: adoption by the City Commission, and proper execution and acceptance by the Owners.

SECTION 9: 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.

Passed on first reading the ____ day of _____, 2022.
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
MERRITT MATHESON, MAYOR				
TROY MCDONALD, VICE MAYOR				
BECKY BRUNER, COMMISSIONER				
EULA R. CLARKE, COMMISSIONER				
MIKE MEIER, COMMISSIONER				

ADOPTED on second and final reading this _____day of _____, 2022.

ATTEST:

_____
MARY R. KINDEL
CITY CLERK

_____
MERRITT MATHESON
MAYOR

APPROVED AS TO FORM
AND CORRECTNESS:

_____
MICHAEL J. MORTELL, ESQ.
CITY ATTORNEY

CITY'S ACKNOWLEDGMENT

STATE OF FLORIDA,
COUNTY OF _____

The above Ordinance was acknowledged before me by means of ☐ physical presence or ☐ online notarization this _____ day of _____, 2022, by Merritt Matheson, Mayor, and Mary R. Kindel, City Clerk, respectively, of the City of Stuart, Florida, a Florida municipal corporation, who ☐ are personally known to me or ☐ have produced _____as identification.
(Notary Seal)

_____
Signature of Notary Public
Printed Name: _____

ACCEPTANCE AND AGREEMENT

BY SIGNING THIS ACCEPTANCE AND AGREEMENT, THE UNDERSIGNED HEREBY ACCEPTS AND AGREES TO ALL OF THE TERMS AND CONDITIONS CONTAINED IN AN URBAN PLANNED UNIT DEVELOPMENT AND IN ALL EXHIBITS, ATTACHMENTS AND DEVELOPMENT DOCUMENTS, INTENDING TO BE BOUND THEREBY, AND THAT SUCH ACCEPTANCE AND AGREEMENT IS DONE FREELY, KNOWINGLY, AND WITHOUT ANY RESERVATION, AND FOR THE PURPOSES EXPRESSED WITHIN THE ABOVE ORDINANCE. IF IT IS LATER DISCOVERED THAT THE UNDERSIGNED, OR ITS SUCCESSORS OR ASSIGNS HAVE FAILED IN ANY MATERIAL WAY TO DEVELOP THIS URBAN PLANNED UNIT DEVELOPMENT ACCORDING TO THIS ORDINANCE, ITS CONDITIONS, AND THE DEVELOPMENT PLANS AND DOCUMENTS, THE UNDERSIGNED UNDERSTANDS AND AGREES THAT THIS ORDINANCE MAY BE AMENDED OR REPEALED BY THE CITY COMMISSION, AND THAT OTHER ACTIONS MAY BE TAKEN AGAINST THE UNDERSIGNED BY THE CITY, INCLUDING BUT NOT LIMITED TO CODE ENFORCEMENT ACTIONS, PERMIT AND LICENSING REVOCATIONS, AND ALL APPLICABLE CIVIL AND CRIMINAL ACTIONS.

IN WITNESS WHEREOF THE UNDERSIGNED HAS EXECUTED THIS ACCEPTANCE AND AGREEMENT

WITNESSES:

Print Name: _____

_____

Print Name: _____

_____

New Urban Communities Corp.

_____
Name: Timothy L. Hernandez
Title: Agent

PETITIONER'S ACKNOWLEDGMENT

STATE OF FLORIDA,
COUNTY OF _____

The above Acceptance and Agreement was acknowledged before me by means of ☐ physical presence or ☐ online notarization this _____ day of _____, 2022, by Timothy Hernandez who ☐ is personally known to me or ☐ has produced _____as identification.

(Notary Seal)

_____
Signature of Notary Public
Printed

Name: _____

Notary Seal:

Exhibit "A" Legal Description:

DESCRIPTION
PARCEL 1:

LOTS 21, 22, 39 AND *40, LESS* AND EXCEPTING THE NORTH 15 FEET OF LOT 39, AND ALSO LESS AND EXCEPTING ALL RIGHTS OF WAY INCLUDING THE SOUTH 25 FEET OF LOTS 21 AND *40,* HIGH SCHOOL SUBDIVISION. ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 2, PAGE 85 OF THE PUBLICRECORDS OF PALM BEACH [NOW MART I NJ COUNTY, FLOR I DA.

CONTAINING 13.499 SQUARE FEET. MORE OR LESS. PARCEL 2:
LOT 23. LESS THE WESTERLY FOUR [4) FEET THEREOF. HIGH SCHOOL SUBDIVISION. ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 2. PAGE 85 OF THE PUBLIC RECORDS OF PALM BEACH [NOW MART IN COUNTY, FLOR I DA.

CONTAINING 4800 SQUARE FEET, MORE OR LESS. PARCEL 3:
LOT 38, TOGETHER WITH THE NORTH FIFTEEN (15) FEET OF LOT 39, LOT 41. LESS THE SOUTH TWENTY-FIVE [25] FEET THEREOF FOR STREET RIGHT OF WAY PURPOSES, AND LOTS 43. 44 AND 45. HIGH SCHOOL SUBDIVISION. ACCORDING TO THE PLAT THEREOF RECORDED IN PLAT BOOK 2, PAGE 85 OF THE PUBLIC RECORDS OF PALM BEACH NOW MARTIN COUNTY.
CONTAINING 6,5000 SQUARE FEET, MORE OR LESS WEST OF S.E. DETROIT AVENUE. CONTAINING 21,490 SQUARE FEET, MORE OF LESS - EAST OF S.E. DETROIT AVENUE. CONTAINING 27,990 SQUARE FEET, MORE OF LESS – TOTAL OF PARCEL 3. CONTAINING 46,289 SQUARE FEET, MORE OR LESS – TOTAL ALL THREE PARCELS.

Exhibit "B" Map:

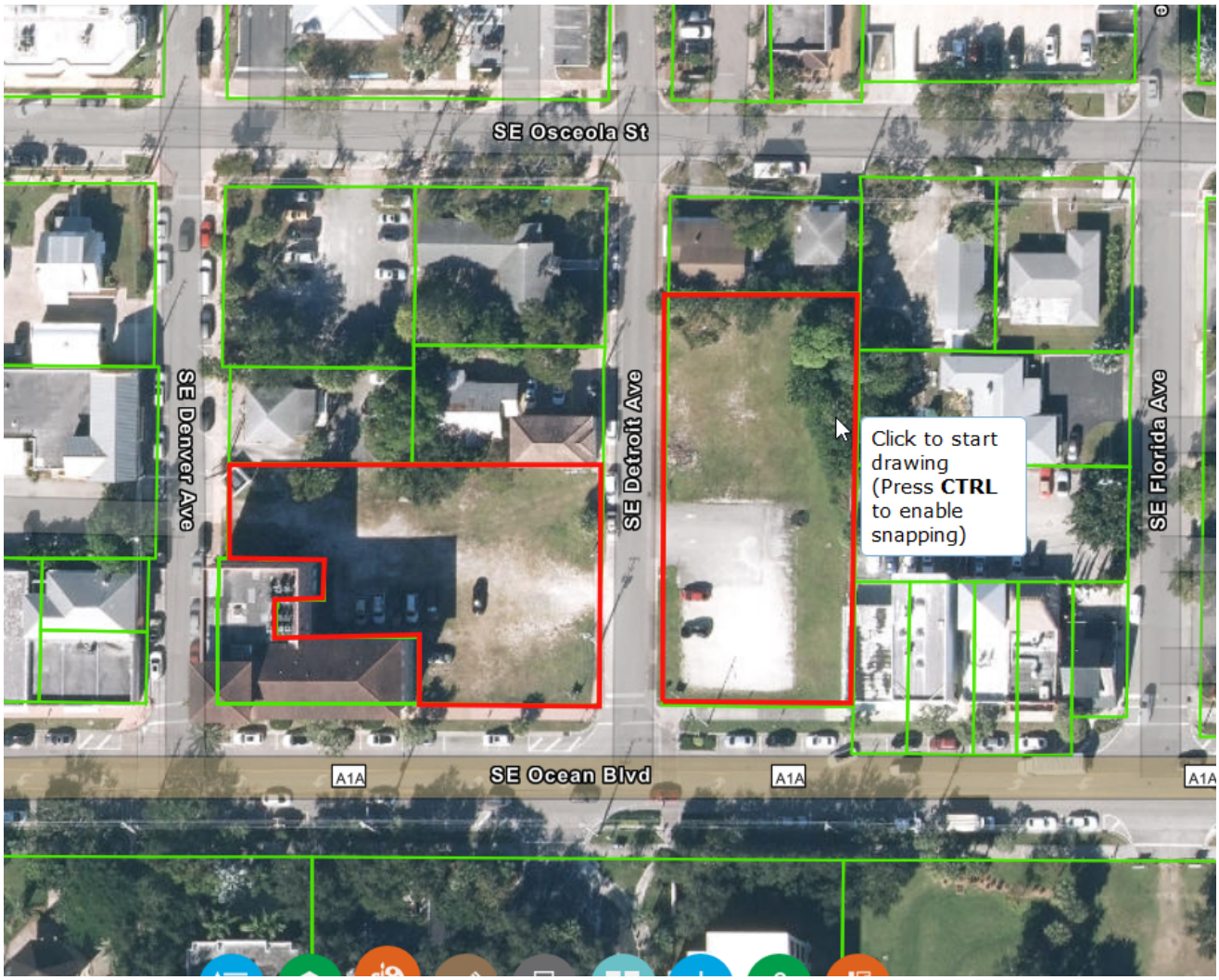


Exhibit "C" Conditions of Approval

1. The Stuart Courthouse UPUD Project and use thereof shall comply with the following drawings:

   a. Boundary Survey, Sheet 1 of 1 by Richard H. Smith, Inc., Surveying and Mapping, dated 9.01.21

   b. Site Plan, Sheet 1 of 1, prepared by Peter Wayne Aquart, P.E., dated 3.17.2022

   c. Preliminary Engineering Plan, by Peter Wayne Aquart, P.E., dated 2.22.2022

   d. Landscape Plan & Details, Sheets 1&2 of 2, prepared by Cotleur & Hearing Landscape Architects and Land Planners - dated 2.02.22.

   e. Architectural Plans & Elevations, Sheets A-1 thru A-4 East Building, A-1 thru A-5 West Building, by Dominick Ranieri Architect - dated 12.27.21

   f. Resolution 85-02 Three-Story mixed-use building. (Civitas)

2. Any modifications to the Stuart Courthouse UPUD Site Plan that does not exceed 10% of the approved building footprint, building setbacks, gross square footage, building location, parking size, location and number of parking, drainage areas, and location 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.

3. The maximum building height within the UPUD shall be four (4) stories or 45 feet. Sloped roofs shall not exceed a maximum of 15 feet.

Landscaping

4. The common areas the project shall be provided with landscaping per the Landscaping plan with an irrigation system of sufficient capacity to maintain the landscaping in a healthy growing condition.

Prior to Issuance of Site Permits

5. Applicant shall provide a digital boundary survey and civil plan prior to the issuance of a site permit.

6. Civil Plans shall be reviewed and approved by all applicable City departments prior to the issuance of a site permit.

7. 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.

8. All development activities shall comply with the City's Concurrency Management System prior to the issuance of building permits.

9. Water and Sewer Services shall be provided by City of Stuart utilities.

10. In the event of any conflict in the provisions of Exhibit 'C' Development Conditions and attached exhibits, Exhibit 'C' shall prevail.

11. All utility improvements constructed by the developer within City's right-of-way, shall be constructed in a manner and form acceptable to the City Public Works department.

12. Prior to certificate of occupancy for any unit, the applicant shall provide an engineer's written confirmation attesting that the UPUD's storm water system is in place and functioning in compliance with all approved plans and specifications.

13. 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 to reduce dust generated on-site.

14. The applicant will be required to apply for a Revocable Permit for any improvements to SE Detroit Avenue and or SE Ocean Blvd.

15. All building materials and colors shall comply with the Section 3.01.04 of the City's Land Development Regulations.

16. Details for the Trellis design for the development's trash dumpsters shall be provided in the final site and landscape plans at final site plan review.

17. Building addresses and or numbers shall be in plain view and shown on each building plan submitted at the time of building permit application in accordance with the city code.

18. Prior to issuance of a building permit, the applicant shall either contribute the required art fee of one percent of the vertical construction cost or provide work of art on the development pursuant to Section 3.01.08 within the dedicated land. The applicant agrees to maintain the public art in a location as depicted on the site plan.

Development and Construction

19. Except as provided herein, all development shall comply with City Code.

20. Site work including but not limited to land preparation, clearing and grading, drainage and water, sewer and irrigation lines, shall be reviewed approved by the City's Public Works department and the city's engineering consultant prior to permitting.

21. Any sidewalks damaged during construction shall be repaired and/or replaced by the applicant as per the City's specification.

22. Notwithstanding the illustration shown on the site plan, all signage shall be in accordance with the City's Land Development Regulations with regards to size, dimensions, color, etc.

23. Site lighting shall not negatively impact adjacent properties and shall not create a visual nuisance. Decorative exterior light fixtures shall be approved prior to the issuance of any development permits.

24. The applicant shall comply with all applicable Handicap Accessibility standards.

25. Final Development Plans and Construction Drawings shall be reviewed and approved by all necessary City departments prior to the issuance of any building permits.

26. The project shall have no more than one water meter to the single building unless public works deems more water meters are appropriate.

27. There shall be no improvements, fencing, installation of additional landscape material, etc. placed within the common areas that would be in nonconformance with the urban landscaping code.
28. An 8-foot-wide sidewalk shall be provided at the front of both buildings on along SE Ocean Blvd.

29. The slope from proposed and existing sidewalks along SE Ocean Blvd shall not exceed 4:1. Existing slope in from of the existing 3-Story Civitas building shall be regraded if necessary.

30. The developer shall provide 2 bike racks per Sec. 6.01.20.G for the non-residential portion of the project (Two bicycle parking spaces (one bicycle rack) for the first ten required off-street vehicular parking spaces. Two additional bicycle parking spaces for each additional 30 required off-street vehicular parking spaces or fraction thereof). and 12 bike racks for the residential portion of the project, (Two bicycle parking spaces (one bicycle rack) per five units within the community redevelopment area).

31. Prior to final certificate of occupancy, the development will provide a minimum of three (3) Level Two (2) Electric Vehicle Charging (EVCS) Stations to support immediate vehicle charging and a minimum of three (3) Electric Vehicle Charging Infrastructure (EVCI) connections to support future electric vehicle charging. The infrastructure installation shall include, but not be limited to; the design of electrical panels and service equipment to support the additional electrical demand, the panel capacity to support additional feeder / branch circuits, the installation of raceways, both underground and surface mounted, to support the electrical vehicle supply equipment.

Signage

32. All signs throughout the UPUD must have a consistent treatment, as to number, location, size, height, lighting, and materials with a unified theme throughout the Planned Unit Development. The development's monument sign(s) shall adhere to the City of Stuart Land Development Code.

HOA Requirements & Future Amendments

33. There will be no future subdivision of the property without a plat approved by the City Commission.

34. Any applications to amend this Ordinance shall be limited to the developer or the Homeowners Association.

35. The Homeowner's Association shall regulate any permits for guest parking.

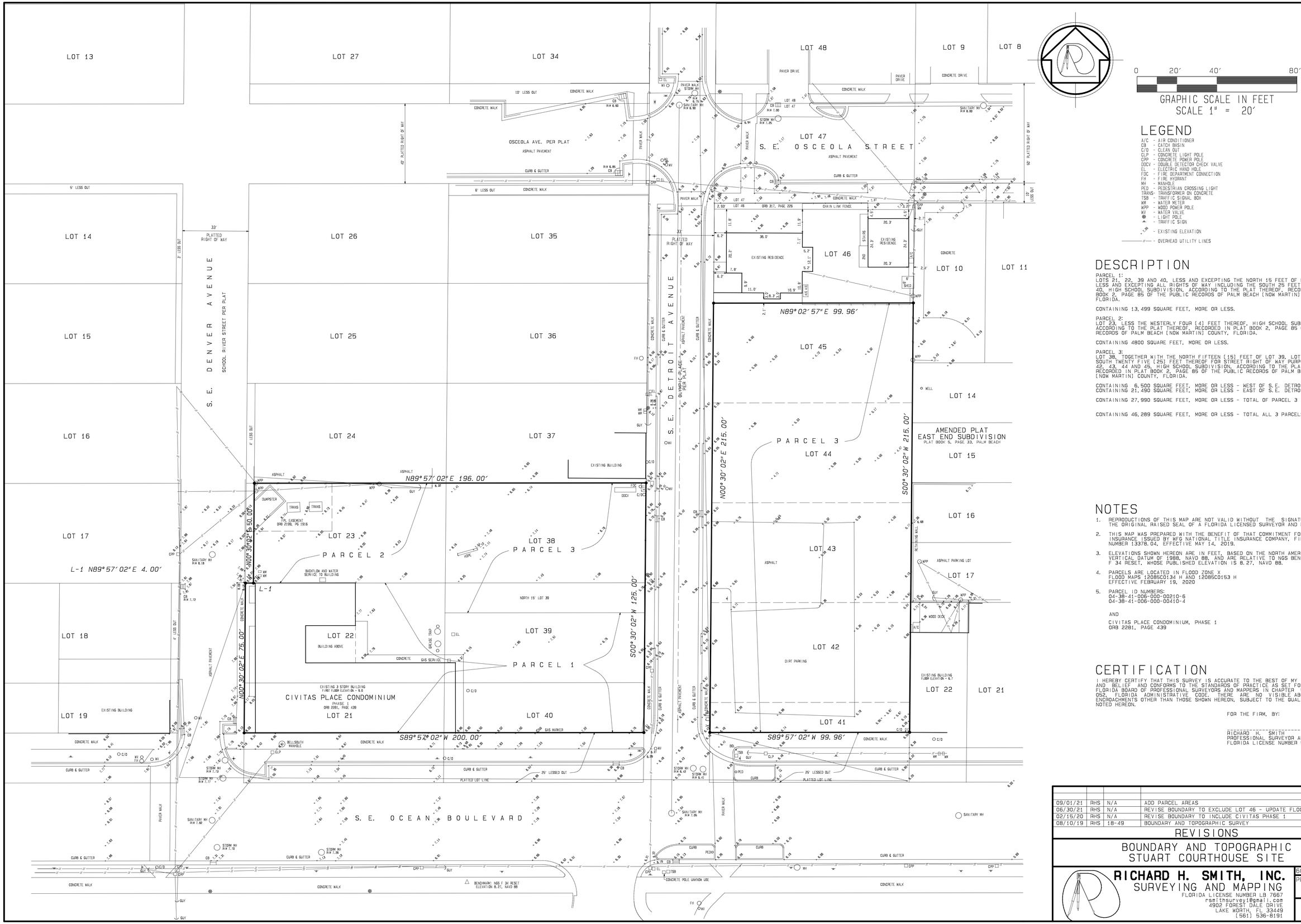
Timetable for Development

36. Timetable for development shall be as follows:

Site and building permit application deemed enough for permit review under city codes and standards.	**June 30, 2025**
Final Certificate of Occupancy for all site and building improvements.	**June 30, 2028**

37. The following uses shall be permitted:

a. Multi-Family Residential
b. Home Occupations in accordance with the City's Land Development Code.
c. Office/Retail (5,855 square feet)



LEGEND

A/C - AIR CONDITIONER
CB - CATCH BASIN
C/O - CLEAN OUT
CLP - CONCRETE LIGHT POLE
CPP - CONCRETE POWER POLE
DDCV - DOUBLE DETECTOR CHECK VALVE
EL - ELECTRIC HAND HOLE
FDC - FIRE DEPARTMENT CONNECTION
FH - FIRE HYDRANT
MH - MANHOLE
PED - PEDESTRIAN CROSSING LIGHT
TRANS - TRANSFORMER ON CONCRETE
TSB - TRAFFIC SIGNAL BOX
WM - WATER METER
WPP - WOOD POWER POLE
WV - WATER VALVE
- LIGHT POLE
- TRAFFIC SIGN
- EXISTING ELEVATION
- OVERHEAD UTILITY LINES

DESCRIPTION

PARCEL 1:
LOTS 21, 22, 39 AND 40, LESS AND EXCEPTING THE NORTH 15 FEET OF LOT 39, AND ALSO LESS AND EXCEPTING ALL RIGHTS OF WAY INCLUDING THE SOUTH 25 FEET OF LOTS 21 AND 40, HIGH SCHOOL SUBDIVISION, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 2, PAGE 85 OF THE PUBLIC RECORDS OF PALM BEACH (NOW MARTIN) COUNTY, FLORIDA.

CONTAINING 13,499 SQUARE FEET, MORE OR LESS.

PARCEL 2:
LOT 23, LESS THE WESTERLY FOUR (4) FEET THEREOF, HIGH SCHOOL SUBDIVISION, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 2, PAGE 85 OF THE PUBLIC RECORDS OF PALM BEACH (NOW MARTIN) COUNTY, FLORIDA.

CONTAINING 4800 SQUARE FEET, MORE OR LESS.

PARCEL 3:
LOT 38, TOGETHER WITH THE NORTH FIFTEEN (15) FEET OF LOT 39, LOT 41, LESS THE SOUTH TWENTY FIVE (25) FEET THEREOF FOR STREET RIGHT OF WAY PURPOSES, AND LOTS 42, 43, 44 AND 45, HIGH SCHOOL SUBDIVISION, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 2, PAGE 85 OF THE PUBLIC RECORDS OF PALM BEACH (NOW MARTIN) COUNTY, FLORIDA.

CONTAINING 6,500 SQUARE FEET, MORE OR LESS - WEST OF S.E. DETROIT AVENUE
CONTAINING 21,490 SQUARE FEET, MORE OR LESS - EAST OF S.E. DETROIT AVENUE

CONTAINING 27,990 SQUARE FEET, MORE OR LESS - TOTAL OF PARCEL 3

CONTAINING 46,289 SQUARE FEET, MORE OR LESS - TOTAL ALL 3 PARCELS

NOTES

1. REPRODUCTIONS OF THIS MAP ARE NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
2. THIS MAP WAS PREPARED WITH THE BENEFIT OF THAT COMMITMENT FOR TITLE INSURANCE ISSUED BY NFG NATIONAL TITLE INSURANCE COMPANY, FILE NUMBER 13378.04, EFFECTIVE MAY 14, 2019.
3. ELEVATIONS SHOWN HEREON ARE IN FEET, BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD 88, AND ARE RELATIVE TO NGS BENCHMARK F 34 RESET, WHOSE PUBLISHED ELEVATION IS 8.27, NAVD 88.
4. PARCELS ARE LOCATED IN FLOOD ZONE X
FLOOD MAPS 12085C0134 H AND 12085C0153 H
EFFECTIVE FEBRUARY 19, 2020
5. PARCEL ID NUMBERS:
04-38-41-006-000-00210-6
04-38-41-006-000-00410-4

AND

CIVITAS PLACE CONDOMINIUM, PHASE 1
ORB 2281, PAGE 439

CERTIFICATION

I HEREBY CERTIFY THAT THIS SURVEY IS ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF AND CONFORMS TO THE STANDARDS OF PRACTICE AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17.050-052, FLORIDA ADMINISTRATIVE CODE. THERE ARE NO VISIBLE ABOVE GROUND ENCROACHMENTS OTHER THAN THOSE SHOWN HEREON, SUBJECT TO THE QUALIFICATIONS NOTED HEREON.

FOR THE FIRM, BY:

RICHARD H. SMITH
PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA LICENSE NUMBER 5239

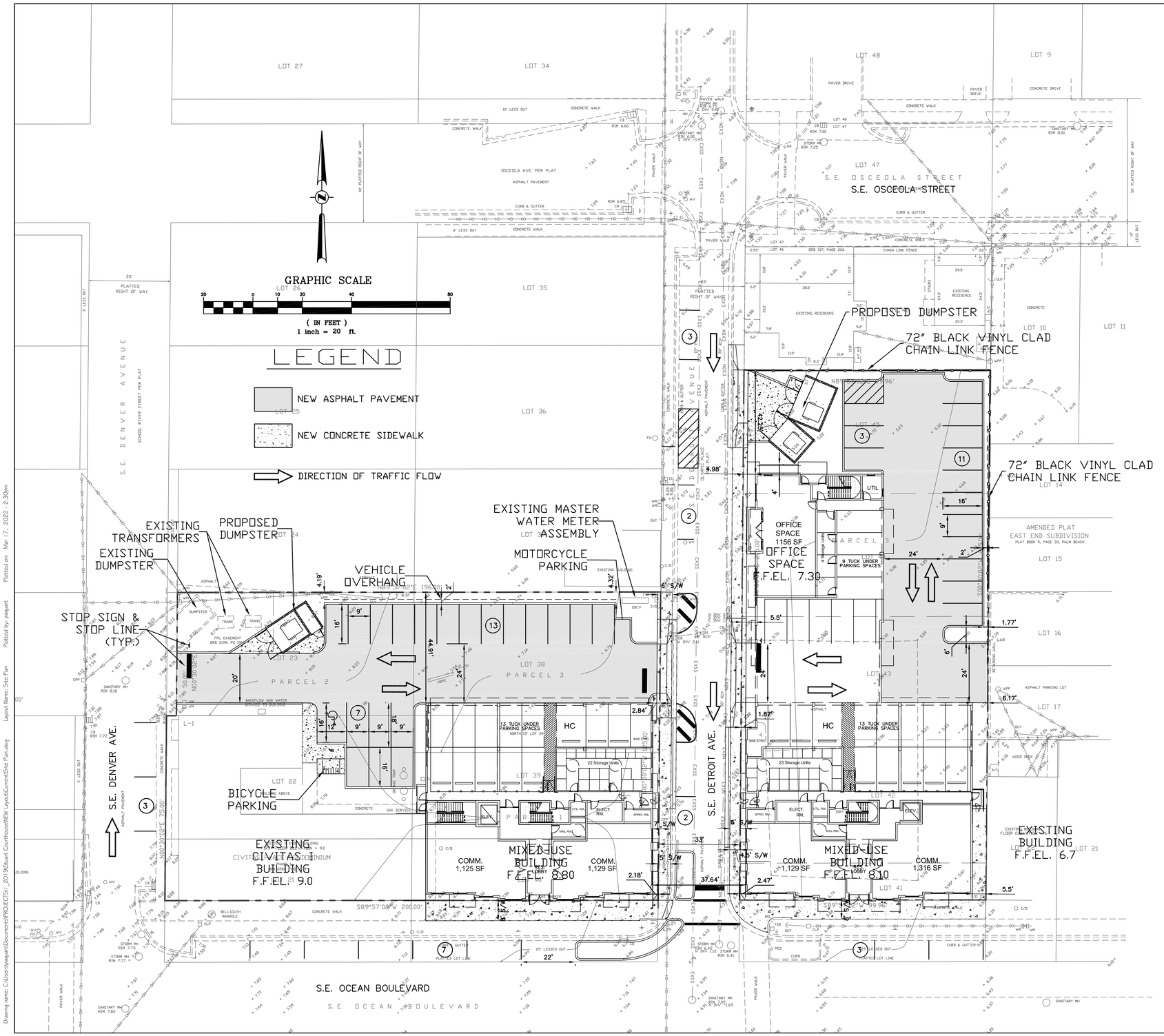
09/01/21	RHS	N/A	ADD PARCEL AREAS
06/30/21	RHS	N/A	REVISE BOUNDARY TO EXCLUDE LOT 46 - UPDATE FLOOD ZONES
02/15/20	RHS	N/A	REVISE BOUNDARY TO INCLUDE CIVITAS PHASE 1
08/10/19	RHS	18-49	BOUNDARY AND TOPOGRAPHIC SURVEY

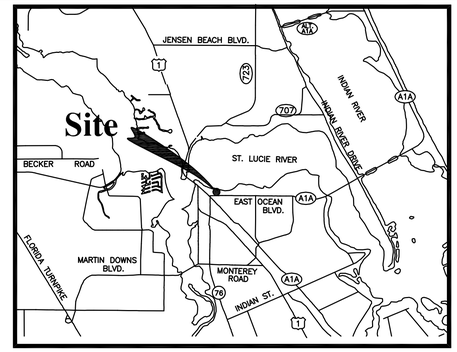
REVISIONS

BOUNDARY AND TOPOGRAPHIC
STUART COURTHOUSE SITE

RICHARD H. SMITH, INC.
SURVEYING AND MAPPING
FLORIDA LICENSE NUMBER LB 7667
rsmithsurvey1@gmail.com
4902 FOREST DALE DRIVE
LAKE WORTH, FL 33449
(561) 536-8191

6000-1
PROJECT NUMBER
6000
SHEET
1 OF 1





Vicinity Map nts

SITE DATA

COURTHOUSE ANNEX AREA:	40,844 SQ. FT. = 0.938 ACS.
CIVITAS I AREA:	5,445 SQ. FT. = 0.125 ACS.
TOTAL PROJECT AREA:	46,289 SQ. FT. = 1.063 ACS.
NON-RESIDENTIAL:	15,521 SQ. FT.
EXISTING CIVITAS I BUILDING	9,666 SQ. FT. COMMERCIAL
PROPOSED MIX-USE BUILDINGS:	5,855 SQ. FT. OFFICE
RESIDENTIAL:	57 UNITS
EXISTING CIVITAS I BUILDING:	5 UNITS
PROPOSED MIX-USE BUILDINGS:	52 UNITS
DENSITY:	29.7 UNITS/ACRE (31.5/1.06) (46 UNITS X 0.50 = 23 UNITS 10 UNITS X 0.75 = 7.5 UNITS 1 UNIT X 1.00 = 1 UNIT)
TOTAL PROJECT AREA:	46,289 SQ. FT. = 100.0%
BUILDING AREA:	24,617 SQ. FT. = 53.2%
IMPERVIOUS AREA:	17,369 SQ. FT. = 37.5%
PERVIOUS AREA:	4,303 SQ. FT. = 9.3%
LOT COVERAGE OF STRUCTURES:	53.2%
FLOOR AREA:	89,293 SQ. FT.
MIXED USE BUILDINGS:	74,126 SQ. FT.
CIVITAS 1 BUILDING:	15,167 SQ. FT.
FLOOR AREA RATIO:	1.93
FUTURE LAND USE DESIGNATION:	DOWNTOWN REDEVELOPMENT
EXISTING ZONING:	UC-URBAN CENTER
PROPOSED ZONING:	UPUD-URBAN PUD
EXISTING USE:	MIXED-USE & VACANT LAND
PROPOSED USE:	MIXED-USE
PARKING PROVIDED:	89 33 STANDARD SPACES IN MIXED-USE BLDGS. 2 HC SPACES IN MIXED USE BLDGS. 33 STANDARD SPACES IN ON-SITE LOTS 1 HC SPACES IN ON-SITE LOTS 20 SPACES ON-STREET
REQUIRED PARKING:	90 SEE SHARED PARKING CALCULATIONS (BELOW)

Shared Parking Calculations

Use	Units/Sq.ft.	Ratio	Required	Weekday	9a-4p	Weekday	4p-8p	Weekday	8p-12a	Weekend	9a-4p	Weekend	4p-12a	Nighttime	12a-9a
1Bedroom	44	1.25	55.0												
2Bedroom	8	1.40	11.2												
Total New															
Residential	52	1.27	66.2	45%	30	75%	50	95%	63	75%	50	100%	66	100%	66
New Office	5,855	1/350	16.7	100%	17	40%	7	10%	2	10%	2	5%	1	5%	1
Existing Civitas1			23.0		23		23		23		23		23		23
			105.9		70		79		88		74		90		90

Notes:
1. By agreement 23 spaces are provided for Civitas I at all times of day.
2. Office area is for Courthouse Annex.

URBAN CODE REQUIREMENTS

	PROVIDED	REQUIRED
MINIMUM FRONT SETBACK (SE Ocean):	0'	0'
MINIMUM SIDE SETBACK (SE Detroit):	2'	0'
MINIMUM REAR SETBACK:	42'	0'
MAXIMUM BUILDING HEIGHT:	45'	45'
MAXIMUM BUILDING STORIES:	3-4	4
MAXIMUM FLOOR AREA RATIO:	1.93	N/A
OPEN SPACE:	9.3%	N/A
MAXIMUM DENSITY (du/ac):	29.7	30

Peter Wayne Aquart, State of Florida, Professional Engineer, License No. 34176

This item has been digitally signed and sealed by Peter Wayne Aquart on the date indicated here.

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BY:	DATE:	DESCRIPTION:
PWA	06/03/20	1 PER CITY REVIEW COMMENTS
PWA	07/26/21	2 REV. BOUNDARY, BUILDINGS & LAYOUT
PWA	02/02/22	3 REV. PER CITY COMMENTS
PWA	03/17/22	4 REVISED OFFICE SQUARE FOOTAGE
DESIGN BY:	PWA	
SCALE:	1"=20'	
DATE DRAWN:	20FEB2020	
APPROVED BY:	PWA	
CHECKED BY:	PWA	
DRAWN BY:	PWA	

PETER WAYNE AQUART, P.E.
CONSULTING CIVIL ENGINEER
14032 SW 48TH STREET, MIAMI, FL 33175
TEL.: (561) 379-2879 E-MAIL:PAQUART@AOL.COM
FLORIDA LICENSED PROFESSIONAL ENGINEER No. 34176

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THE ELIZABETH
CITY OF STUART FLORIDA
PREPARED FOR: STUART COURTHOUSE, LLC
SITE PLAN

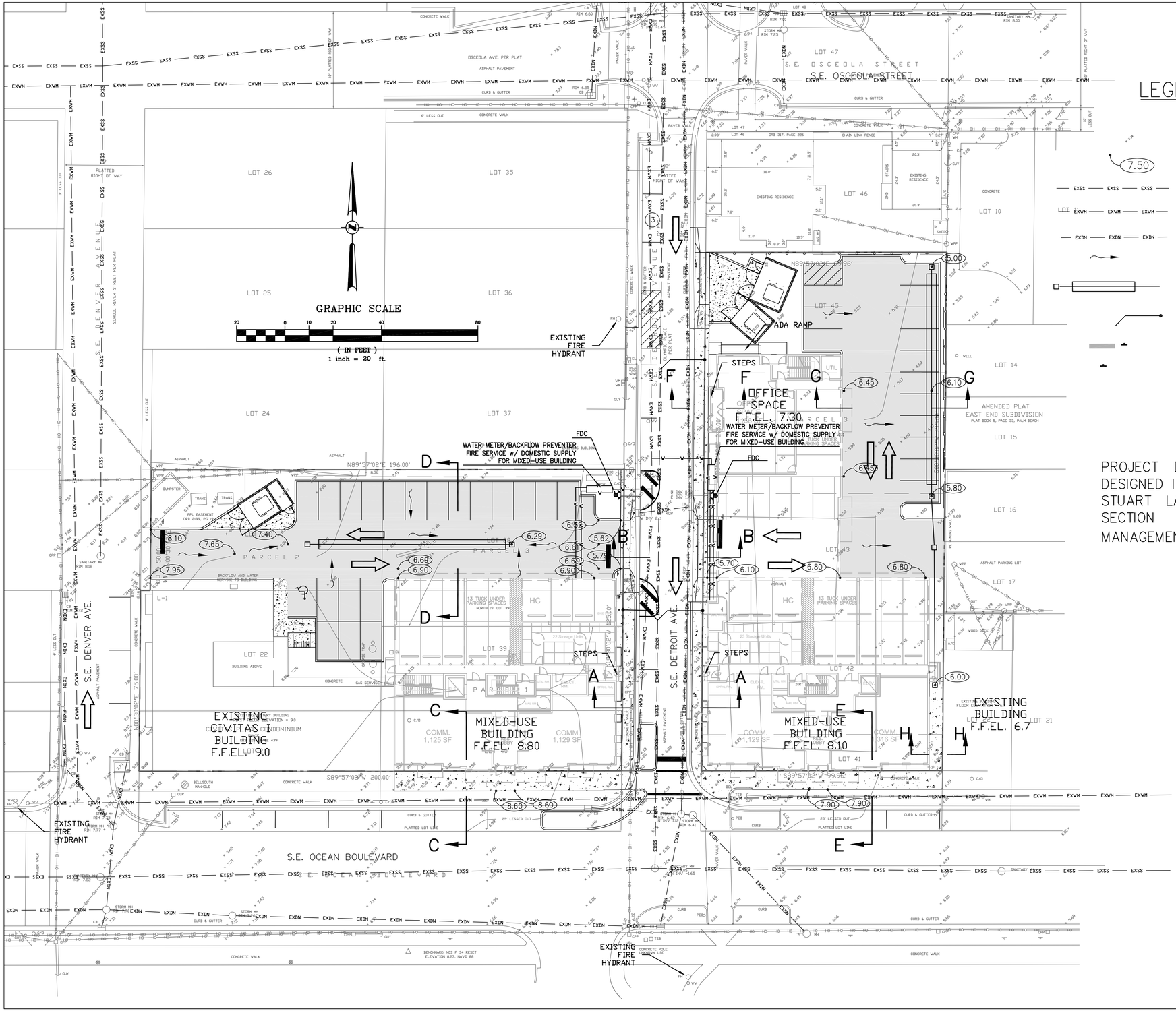
NOT VALID UNLESS IT BEARS AN ORIGINAL SIGNATURE AND SEAL

March 17, 2022
Peter Wayne Aquart
Florida P.E. No. 34176

PROJECT NO.
103

SP-1
SHEET 1 OF 1

Drawing name: C:\Users\pwaquart\Documents\PROJECTS\1_2019\Stuart Courthouse\NEW Layout\Current\Site Plan.dwg Layout Name: Site Plan Plotted by: pwaquart Plotted on: Mar 17, 2022 - 2:30pm



LEGEND

- EXISTING ELEVATION
- 7.50 PROPOSED ELEVATION
- EXSS EXISTING SANITARY SEWER MAIN
- EXWM EXISTING WATER MAIN
- EXDN EXISTING DRAINAGE
- PROPOSED DIRECTION OF SURFACE WATER FLOW
- PROPOSED CATCH BASIN, PIPE & EXFILTRATION TRENCH
- PROPOSED SEWER SERVICE
- PROPOSED STOP SIGN AND STOP BAR
- PROPOSED TRAFFIC CONTROL SIGN

PROJECT DRAINAGE SYSTEM WILL BE DESIGNED IN ACCORDANCE WITH CITY OF STUART LAND DEVELOPMENT CODE – SECTION 6.03.00 – STORMWATER MANAGEMENT

Peter Wayne Aquart, State of Florida, Professional Engineer, License No. 34176

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DESCRIPTION:	DATE:	BY:
1 PER CITY REVIEW COMMENTS	06/03/20	PWA
2 REV. PER REVISED SITE PLAN	07/26/21	PWA
3 REV. PER CITY COMMENTS	02/02/22	PWA

DATE DRAWN: 20FEB2020 | SCALE: 1"=20' | DESIGN BY: PWA | DRAWN BY: PWA | CHECKED BY: PWA | APPROVED BY: PWA

PETER WAYNE AQUART, P.E.
CONSULTING CIVIL ENGINEER
14032 SW 48TH STREET, MIAMI, FL 33175
TEL.: (561) 379-2879 E-MAIL:PAQUART@AOL.COM
FLORIDA LICENSED PROFESSIONAL ENGINEER No. 34176

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THE ELIZABETH
CITY OF STUART FLORIDA
PREPARED FOR: STUART COURTHOUSE, LLC
PRELIMINARY ENGINEERING PLAN

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February 02, 2022
Peter Wayne Aquart
Florida P.E. No. 34176

PROJECT NO. 103

PE–1
SHEET 1 OF 2

Plotted on: Feb 02, 2022 - 3:29pm
Plotted by: paquart
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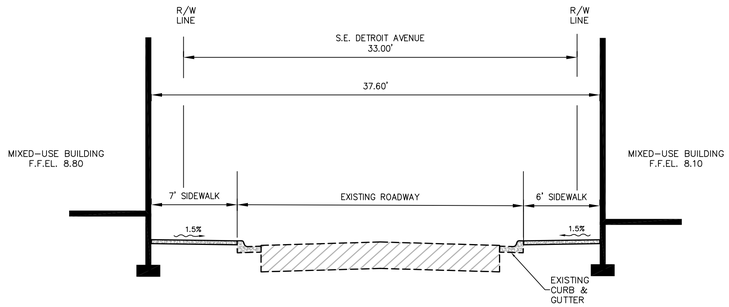

SECTION A–A

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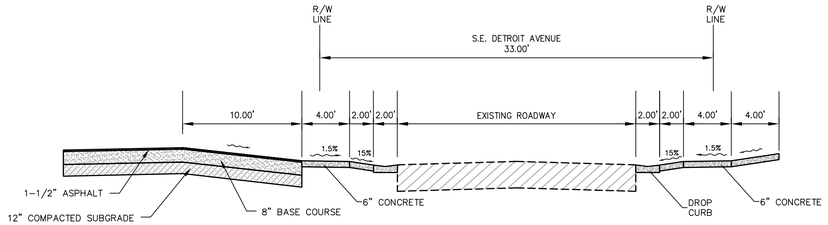

SECTION B–B

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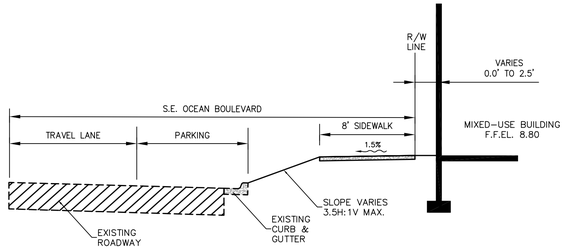

SECTION C–C

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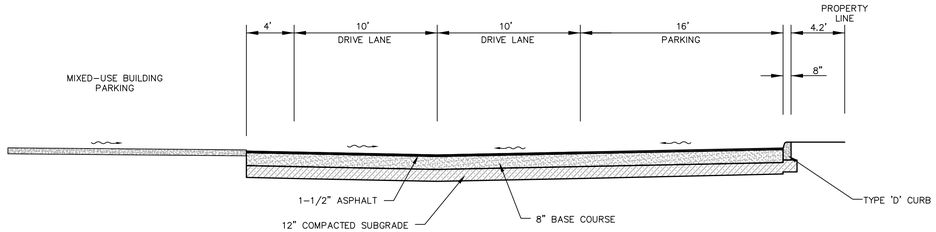

SECTION D–D

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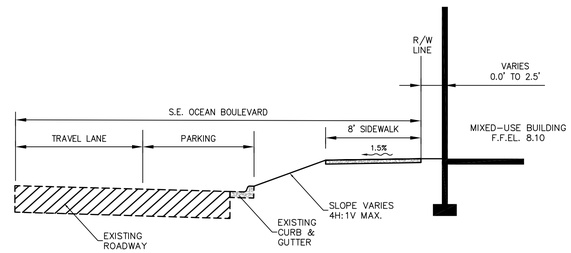

SECTION E–E

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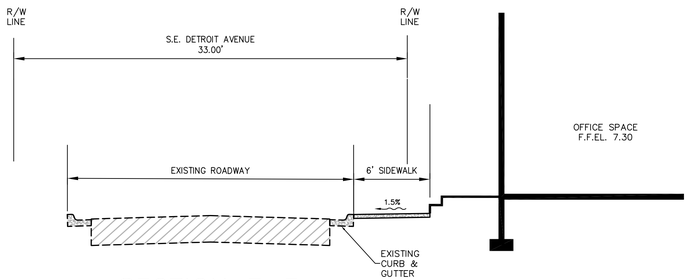

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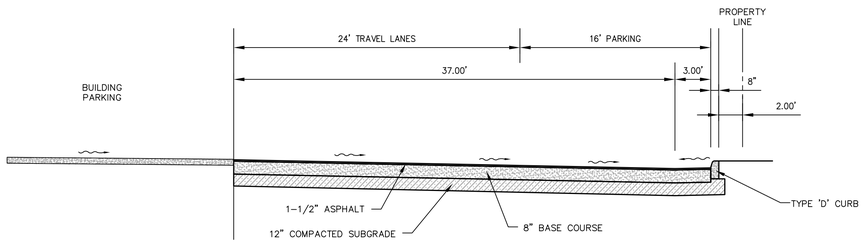

SECTION G–G

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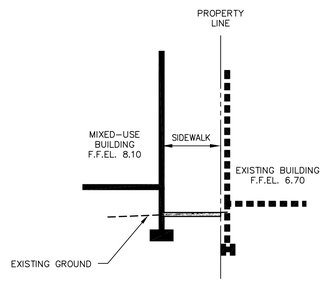

SECTION H–H

N.T.S.

Peter Wayne Aquart, State of Florida, Professional Engineer, License No. 34176

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	DESCRIPTION:	BY:	DATE:
3	REV. PER CITY COMMENTS	PWA	02/02/22
2	REV. PER REVISED SITE PLAN	PWA	07/26/21
1	PER CITY REVIEW COMMENTS	PWA	06/03/20

DATE DRAWN: 20FEB2020
SCALE: NONE
DESIGN BY: PWA
DRAWN BY: PWA
CHECKED BY: PWA
APPROVED BY: PWA

PETER WAYNE AQUART, P.E.
CONSULTING CIVIL ENGINEER
14032 SW 48TH STREET, MIAMI, FL 33175
TEL: (561) 379-2979 E-MAIL:PAQUART@AOL.COM
FLORIDA LICENSED PROFESSIONAL ENGINEER No. 34176

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THE ELIZABETH
CITY OF STUART FLORIDA
PREPARED FOR:
STUART COURTHOUSE, LLC
TYPICAL SECTIONS

NOT VALID UNLESS IT BEARS AN ORIGINAL SIGNATURE AND SEAL

February 02, 2022
Peter Wayne Aquart
Florida P.E. No. 34176

PROJECT NO.
103

SEC
SHEET 2 OF 2

Drawing name: C:\Users\pwaquart\Documents\PROJECTS\1_2019\Stuart Courthouse\NEW Layout\Current\Sections.dwg Layout Name: SECTIONS Plotted by: pwaquart Plotted on: Feb 02, 2022 - 3:33pm

LANDSCAPE DATA

FUTURE LAND USE DESIGNATION	DOWNTOWN REDEVELOPMENT
EXISTING ZONING	UC-URBAN CENTER
PROPOSED ZONING	UPUD-URBAN PUD

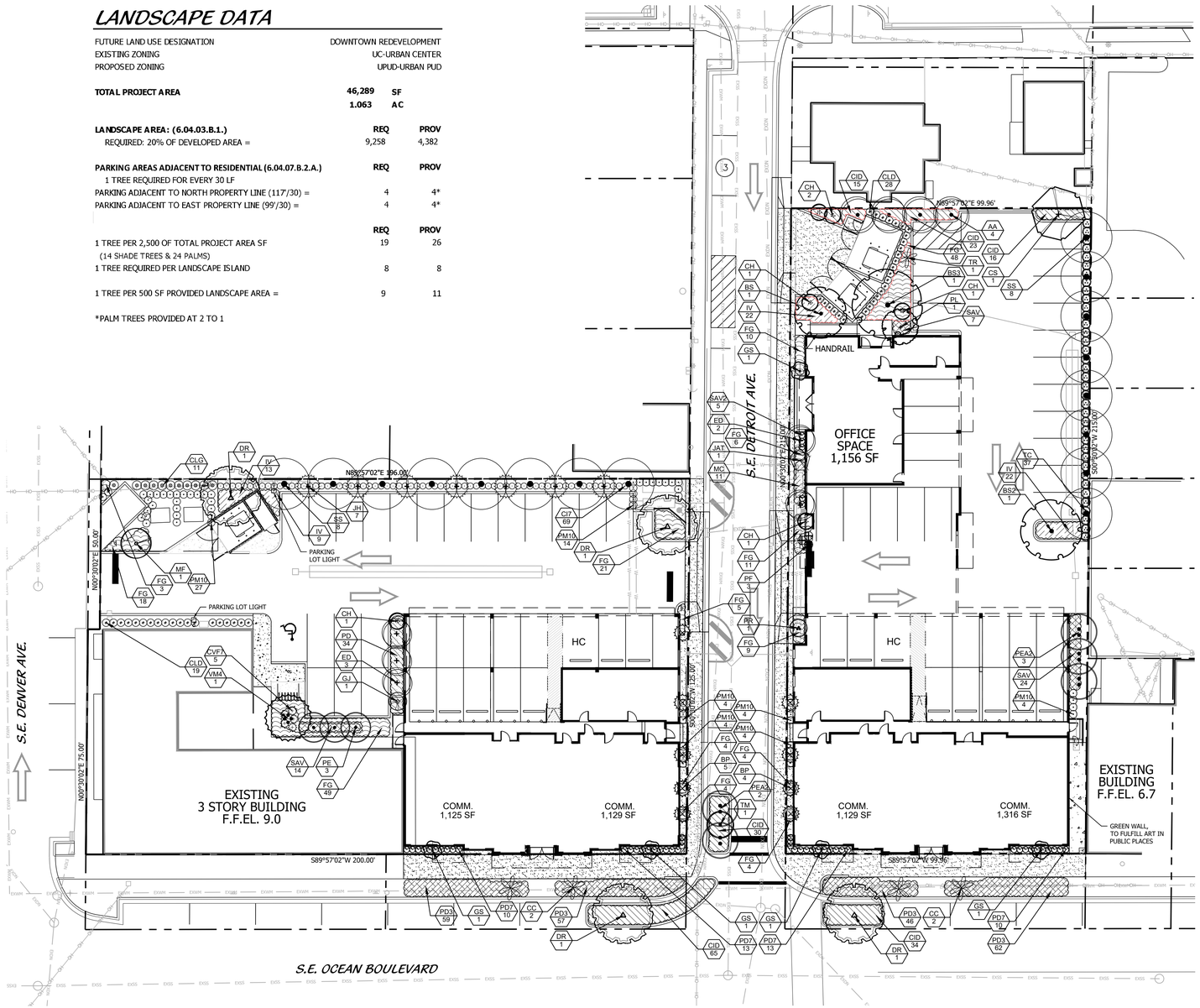
TOTAL PROJECT AREA	**46,289**	**SF**
	1.063	**AC**

LANDSCAPE AREA: (6.04.03.B.1.)	**REQ**	**PROV**
REQUIRED: 20% OF DEVELOPED AREA =	9,258	4,382

PARKING AREAS ADJACENT TO RESIDENTIAL (6.04.07.B.2.A.)	**REQ**	**PROV**
1 TREE REQUIRED FOR EVERY 30 LF		
PARKING ADJACENT TO NORTH PROPERTY LINE (117/30) =	4	4*
PARKING ADJACENT TO EAST PROPERTY LINE (99/30) =	4	4*

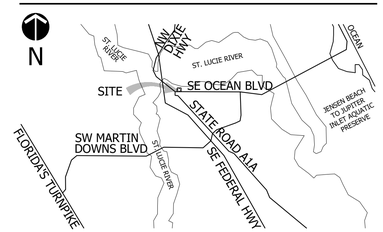
	REQ	**PROV**
1 TREE PER 2,500 OF TOTAL PROJECT AREA SF (14 SHADE TREES & 24 PALMS)	19	26
1 TREE REQUIRED PER LANDSCAPE ISLAND	8	8
1 TREE PER 500 SF PROVIDED LANDSCAPE AREA =	9	11

*PALM TREES PROVIDED AT 2 TO 1



NOTE:
CONTRACTOR TO EXCAVATE ALL PLANTING AREAS 36" AND REPLACE WITH CLEAN PLANTING SOIL MIXTURE. SAMPLES TO BE PROVIDED TO LANDSCAPE ARCHITECT PRIOR TO IMPLEMENTATION. LANDSCAPE ARCHITECT TO INSPECT ALL PLANTING BEDS PRIOR TO INSTALLATION OF TREES AND SHRUBS, TO CONFIRM SOIL HAS BEEN APPROPRIATELY EXCAVATED AND REPLACED.

LOCATION MAP



Landscape Plan

0' 30' 60' 90' 120'

Scale: 1" = 30'-0"

North

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The Elizabeth
STUART CITY COURTHOUSE, LLC
City of Stuart, Florida

REGISTERED LANDSCAPE ARCHITECT DOUGLAS E. HEARING LA 0000943 STATE OF FLORIDA

DESIGNED	DEH
DRAWN	JAE
APPROVED	DEH
JOB NUMBER	21-0707
DATE	08-03-21
REVISIONS	09-07-21
	11-01-22
	02-02-22

February 02, 2022 4:47:10 p.m.
Drawing: 21-0707_LP.DWG

SHEET 1 OF 2

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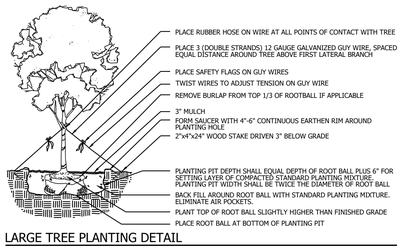
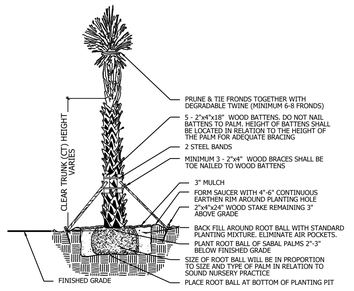
PLANTING DETAILS



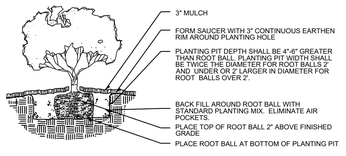
LARGE TREE PLANTING DETAIL

NTS



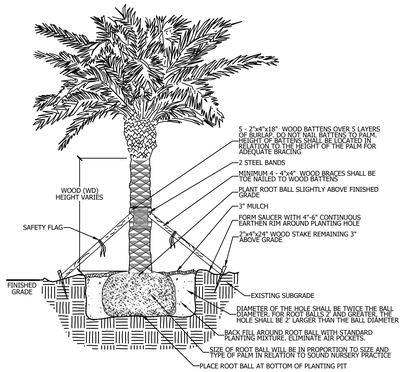
PALM PLANTING DETAIL

NTS



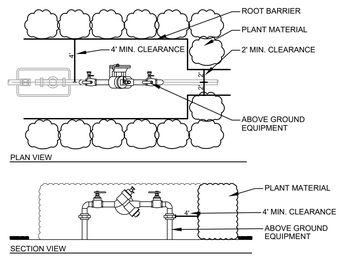
SHRUB/GROUNDCOVER PLANTING DETAIL

NTS



LARGE PALM PLANTING DETAIL

MEDJOOL, CANARY ISLAND, SYLVESTER DATE PALM, ETC. *NTS*



ABOVE GROUND BACKFLOW PLANTING DETAILS NTS

PLANT LIST

TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	REMARKS
BS	1	BURSERA SIMARUBA	GUMBO LIMBO	45 GAL	3" CAL	12` HT X 6` SPRD	FULL CANOPY
BS2	1	BURSERA SIMARUBA	GUMBO LIMBO	45 GAL	3.5" CAL	12` HT X 6` SPRD	DOUBLE STEM, FULL CANOPY
BS3	1	BURSERA SIMARUBA	GUMBO LIMBO	45 GAL	3.5" CAL	12` HT X 6` SPRD	TRIPLE STEM, FULL CANOPY
CS	1	CONOCARPUS ERECTUS SERICEUS	SILVER BUTTONWOOD	F.G.	2" CAL	10` HT X 5` SPRD	FULL CANOPY
DR	4	DELONIX REGIA	ROYAL POINCIANA	FIELD GROWN	2" CAL	12` OA X 5` SPRD	SINGLE STRAIGHT TRUNK. FULL CANOPY.
ED	5	ELAEOCARPUS DECIPIENS	JAPANESE BLUEBERRY TREE	65 GAL	2.5" CAL	12` HT	FLORIDA FANCY. FULL & THICK CANOPY, SHEARED CONICAL SHAPE. FLORIDA FANCY. SINGLE STRAIGHT TRUNK. 4` CT.
PL	1	PODOCARPUS HENKELII	LONG LEAFED YELLOW WOOD	FIELD GROWN	NA	12`-14` HT	FULL CANOPY

ACCENT TREES/PALMS	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	REMARKS
CH	6	CHAMAEROPS HUMILIS	EUROPEAN FAN PALM	25 GAL.	N.A.	4`-5` O.A.	MULTI TRUNK, FULL CANOPY.
CC	4	COCCOTHRINAX CRINITA`	OLD MAN PALM	FIELD GROWN	NA	8` OA HT	FULL CANOPY, SPECIMEN
GJ	1	GARDENIA JASMINOIDES `MIAMI SUPREME`	GARDENIA	15 GAL	4` x 4`	AS	FULL & THICK. MATCHED.
JAT	1	JATROPHA INTEGERIMA	JATROPHA	25 GAL	1.5" CAL	4.5` HT., 3` SPRD., LIMB UP 2`	FULL & THICK, MULTI-STEM
JH	7	JUNIPERUS CHINENSIS 'HETZII COLUMNARIS'	HETZI COLUMN JUNIPER	15 GAL	NA	8`-9` OA	FULL AND THICK
PR	1	PHOENIX ROEBELENII	PYGMY DATE PALM	FIELD GROWN	N.A.	5` OA	FULL CANOPY, TRIPLE TRUNK
TR	1	THRINAX RADIATA	THATCH PALM	15 GAL.	N.A.	5` OA	FULL & THICK

PALM TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	REMARKS
AA	4	ARCHONTOPHOENIX ALEXANDRAE	KING ALEXANDRA PALM	FIELD GROWN	NA	14`-16` OA	FULL CANOPY
PE	3	PTYCHOSPERMA ELEGANS	ALEXANDER PALM	30 GAL.	N/A	12` OA	FULL CANOPY, SINGLE TRUNK, MATCHED
PEA2	5	PTYCHOSPERMA ELEGANS	DOUBLE ALEXANDER PALM	FIELD GROWN	NA	8`-10` CT	FULL CANOPY, DOUBLE TRUNK, MATCHED
SS	16	SABAL PALMETTO	CABBAGE PALM	FG	NA	14` OA HT	FULL CANOPY, MATCHED
TM	1	THRINAX MORRISII	KEY THATCH PALM	45 GAL, MIN	N.A.	6` OA, MULTI TRUNK	FULL & THICK
VM4	1	VEITCHIA MERRILLII	CHRISTMAS PALM	30 GAL.	N.A.	10-12` OA	FOUR TRUNK, FULL CANOPY

SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	CONT	SIZE	SPACE	REMARKS
BP	9	BOUGAINVILLEA X 'PALM BEACH PURPLE'	PALM BEACH PURPLE BOUGAINVILLEA	7 GAL	4` TRELLIS	AS	FULL & THICK, TRELLIS. ESPALIER TO WALL
CI7	69	CHRYSOBALANUS ICACO	COCO PLUM	7 GAL	2` X 2`	2` OC	FULL & THICK
CLD	47	CLUSIA GUTTIFERA	SMALL LEAF CLUSIA	3 GAL	2` X 2`	2.5` OC	FULL & THICK
CLG	11	CLUSIA GUTTIFERA	SMALL LEAF CLUSIA	7 GAL	2` X 2`	3` OC	FULL & THICK
CVF7	5	CODIAEUM VARIEGATUM `FRANKLIN ROOSEVELT`	FRANKLIN ROOSEVELT CROTON	7 GAL	3` X 2`	AS	FULL & THICK
GS	5	GARCINIA SPICATA	GARCINIA	45 GAL	8`-10` HT	AS	FULL & THICK, MATCHED
MF	1	MYRCIANTHES FRAGRANS	SIMPSONS STOPPER	25 GAL	6` HT X 6` SPRD	AS	FULL & THICK
PF	3	PENNISETUM SETACEUM 'RUBRUM'	PURPLE FOUNTAIN GRASS	7 GAL	2` X 2`	2.5` OC	FULL & THICK
PD7	46	PODOCARPUS MACROPHYLLUS `PRINGLES`	DWARF PODOCARPUS	7 GAL	3` X 2`	2` OC	FULL & THICK
PM10	61	PODOCARPUS MAKII	PODOCARPUS	10 GAL	2` X 2`	2.5` OC	FULL & THICK
SAV2	5	SCHEFFLERA ARBORICOLA `TRINETTE`	DWARF VARIEGATED SCHEFFLERA	3 GAL	1.5` X 1.5`	2` OC	FULL & THICK
TC	37	TRACHELOSPERMU JASMINOIDES 'CONFEDERATE'	CONFEDERATE JASMINE	7 GAL	4` TRELLIS	3` OC	FULL & THICK, TRELLIS

GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	CONT	SIZE	SPACE	REMARKS
CID	183	CHRYSOBALANUS ICACO `HORIZONTAL`	DWARF COCOPLUM	3 GAL	24" X 30"	24" OC	FULL & THICK, NOT STRETCHED, FLORIDA FANCY
FG	196	FICUS MACROPHYLLA `GREEN ISLAND`	GREEN ISLAND FICUS	3 GAL	15" X 15"	24" OC	FULL & THICK, FLORIDA FANCY
IV	66	ILEX VOMITORIA `SHILLINGS DWARF`	DWARF YAUPON HOLLY	3 GAL	15" X 15"	24" OC	FULL & THICK
MC	11	MUHLENBERGIA CAPILARIS	PINK MUHLY GRASS	3 GAL	24" X 24"	24" OC	FULL & THICK
PD3	224	PODOCARPUS MACR. `PRINGLES` OR `META`	DWARF PODOCARPUS	3 GAL	24" X 24"	24" OC	FULL & THICK
PD	34	PODOCARPUS MACR. `PRINGLES` OR `META`	DWARF PODOCARPUS	7 GAL	24" X 24"	24" OC	FULL & THICK
SAV	45	SCHEFFLERA ARBORICOLA `TRINETTE`	DWARF VARIEGATED SCHEFFLERA	3 GAL	18" X 18"	24" OC	FULL & THICK

LANDSCAPE NOTES

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

THE LANDSCAPE CONTRACTOR SHALL NOT MAKE ANY SUBSTITUTIONS OR CHANGES WITHOUT THE AUTHORIZATION OF THE VILLAGE OF NORTH PALM BEACH, 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.

LANDSCAPING PLACEMENT, WITH CONSIDERATION OF MATURATION, SHOULD NOT OBSTRUCT LIGHTING FIXTURES, THE VIEW THROUGH WINDOWS, OR BUILDING ADDRESSES.

LANDSCAPING OF THE LOWER CANOPY TREES SHOULD BE TRIMMED UP TO A MIN. HEIGHT OF 6'-0" THROUGH MATURATION TO INCREASE NATURAL SURVEILLANCE.

LANDSCAPING OF SHRUBBERY SHOULD BE TRIMMED TO A MAX. HEIGHT OF 36" AND MAINTAINED THROUGH MATURATION TO INCREASE NATURAL SURVEILLANCE.

ALL LANDSCAPE SHALL CONFORM TO THE REQUIREMENTS OF THE VILLAGE OF NORTH PALM BEACH LAND DEVELOPMENT REGULATIONS.

ALL ABOVE GROUND UTILITIES I.E. TRANSFORMERS, SWITCH BOXES, AC CONDENSERS AND ALIKE SHALL BE FULLY SCREENED FROM VIEW ON THREE SIDES WITH LANDSCAPING (EXCLUDING ANTENNAS). THE LANDSCAPING SHALL EXTEND ONE FOOT HIGHER THAN 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.

ALL SOD WITHIN NEW LANDSCAPE AREAS SHALL BE STENOTAPHRUM SECUNDATUM 'FLORATAM' (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 OR F 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.

PLANTING ISLANDS WITHIN AND ADJACENT TO PARKING AREAS SHALL BE FREE OF LIME ROCK AND OTHER FOREIGN MATERIALS TO A DEPTH OF 36". IF NECESSARY, RECYCLED PLANTING SOIL MIXTURE SHOULD BE USED TO REPLACE UNSUITABLE SOIL, WHICH IS EXCAVATED.

ALL AREAS SHALL BE FULLY IRRIGATED IN ACCORDANCE WITH THE REQUIREMENTS OF THE VILLAGE OF NORTH PALM BEACH.

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

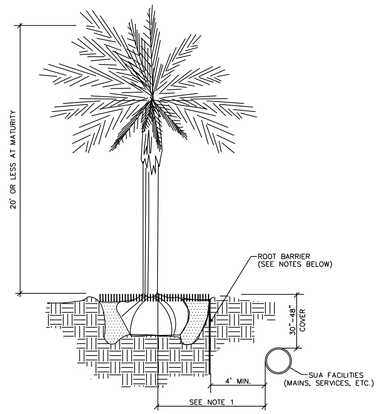
THE IRRIGATION SYSTEM SHALL BE EQUIPPED WITH A RAIN SENOR/CUT OFF SWITCH IN ACCORDANCE WITH STATE AND LOCAL REQUIREMENTS.

THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PERMITS FOR HIS/HER WORK.

ALL EXOTIC AND NUISANCE VEGETATION SHALL BE REMOVED FROM ON SITE.

ALL TREES AND LANDSCAPING WILL BE FIELD LOCATED TO AVOID CONFLICT WITH THE EXISTING UTILITY, LIGHT POLES AND DRAINAGE LINES.

ROOT BARRIER DETAILS

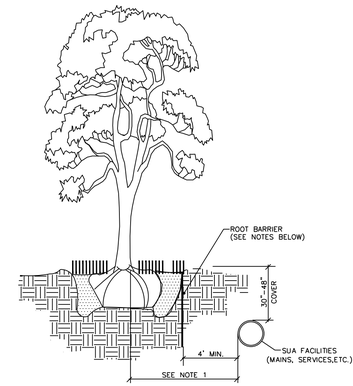


NOTES: (PLEASE REFER TO WRITTEN SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS)

1. THIS DISTANCE SHALL BE 7' MINIMUM WITH ROOT BARRIER AND 10' MINIMUM IF NO ROOT BARRIER IS USED.
2. ALL ROOT BARRIERS SHALL BE 4'MINIMUM FROM ALL SEACOAST FACILITIES.
3. THE INSTALLATION OF ROOT BARRIERS SHALL BE COORDINATED WITH SEACOAST AND INSPECTED BY SEACOAST PRIOR TO BACKFILLING. ALL ROOT BARRIERS SHALL EXTEND UP TO FINISHED GRADE.
4. ROOT BARRIERS SHALL BE MINIMUM 36" DEEP. APPROVED PRODUCTS INCLUDE "DEEP ROOT" AND "ROOT SOLUTIONS".
5. ALL ROOT BARRIERS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURERS WRITTEN INSTRUCTIONS.

Typical Shrub, Small Tree or Palm Tree with Root Barrier

AUGUST 26, 2020 (Rev C-16)



NOTES: (PLEASE REFER TO WRITTEN SPECIFICATIONS FOR ADDITIONAL REQUIREMENTS)

1. THIS DISTANCE SHALL BE 10' MINIMUM WITH ROOT BARRIER AND 15' MINIMUM IF NO ROOT BARRIER IS USED.
2. ALL ROOT BARRIERS SHALL BE 4' MINIMUM FROM ALL SEACOAST FACILITIES.
3. THE INSTALLATION OF ROOT BARRIERS SHALL BE COORDINATED WITH SEACOAST AND INSPECTED BY SEACOAST PRIOR TO BACKFILLING. ALL ROOT BARRIERS SHALL EXTEND UP TO FINISHED GRADE.
4. ROOT BARRIERS SHALL BE MINIMUM 36" DEEP. APPROVED PRODUCTS INCLUDE "DEEP ROOT" AND "ROOT SOLUTIONS".
5. ALL ROOT BARRIERS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURERS WRITTEN INSTRUCTIONS.
6. LARGE PALM TREES INCLUDE ROYAL, WASHINGTONIAN, BISMARK AND SIMILAR SIZED SPECIES.

Typical Canopy Tree, Large or Exotic Palm Tree with Root Barrier

AUGUST 26, 2020 (Rev C-16)

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 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 DETEBMINED BY THE LANDSCAPE ARCHITEC TO BE UNSUITABLE FOR PLANTING, IE. ROAD BASE, PAVEMENT, ETC. REPLACMENT 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 ACCOMODATE 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 AROUND 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 2:1 SHALL BE STAKED IN PLACE. ROLL OR STAMP LIGHTLY AND WATER THOROUGHLY WITH A FINE SPRAY IMMEDIATELY AFTER PLANTING.

6. MISCELLANEOUS LANDSCAPE WORK

LANDSCAPE MAINTENANCE

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

PLANT MATERIAL SUBSTITUTION

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

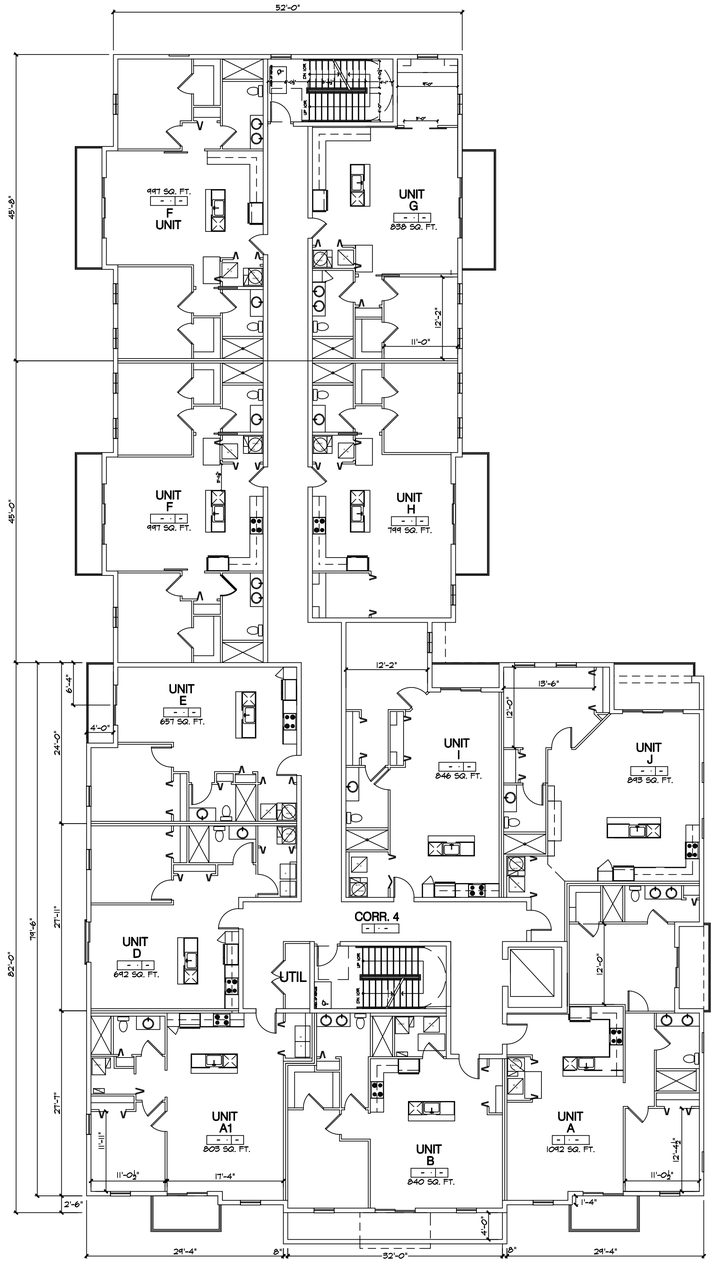
PLANTING BED PREPARATION

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

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

LANDSCAPE WARRANTY

THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL PLANT MATERIAL FOR A PERIOD OF SIX (6) MONTHS FROM THE DATE OF CONDITIONAL ACCEPTANCE IN WRITING FROM THE LANDSCAPE ARCHITECT. AT THE TIME OF CONDITIONAL ACCEPTANCE, THE SIX (6) MONTH PERIOD SHALL COMMENCE. ANY MATERIALS WHICH HA

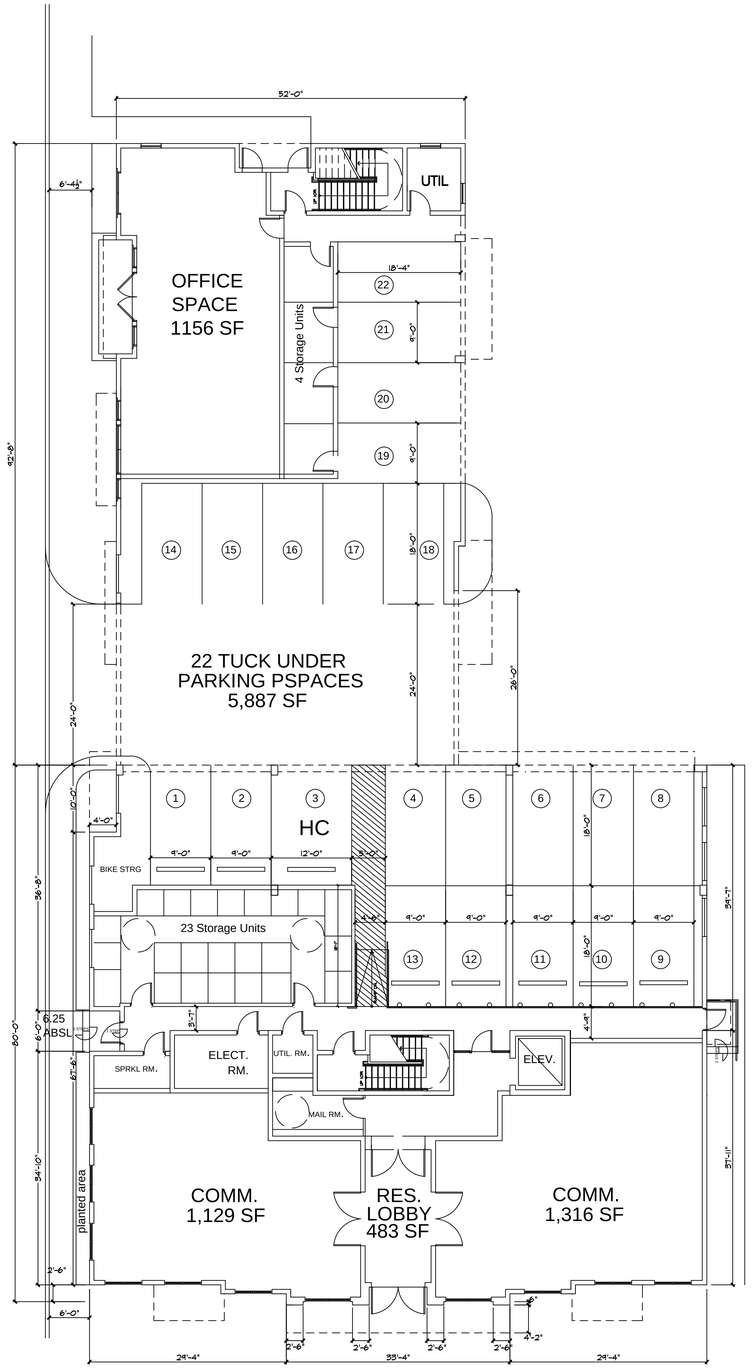


2 / A1 2ND & 3RD FLOOR PLAN [11 UNITS]

SCALE : 1/8" = 1'-0" 11,926 gsf X2= 23,852 gsf

OPTION 10 [12-15-21

20' 10' 0'



1 / A1 FIRST FLOOR PLAN

SCALE : 1/8" = 1'-0" 11,817 gsf

OPTION 10 [12-15-21]

20' 10' 0'

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REVISIONS

MARK	DESCRIPTION	DATE
DRN.BY: DR	CHKD.BY: DR	

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DECEMBER 27, 2021

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STUART COURTHOUSE ANNEX APARTMENTS
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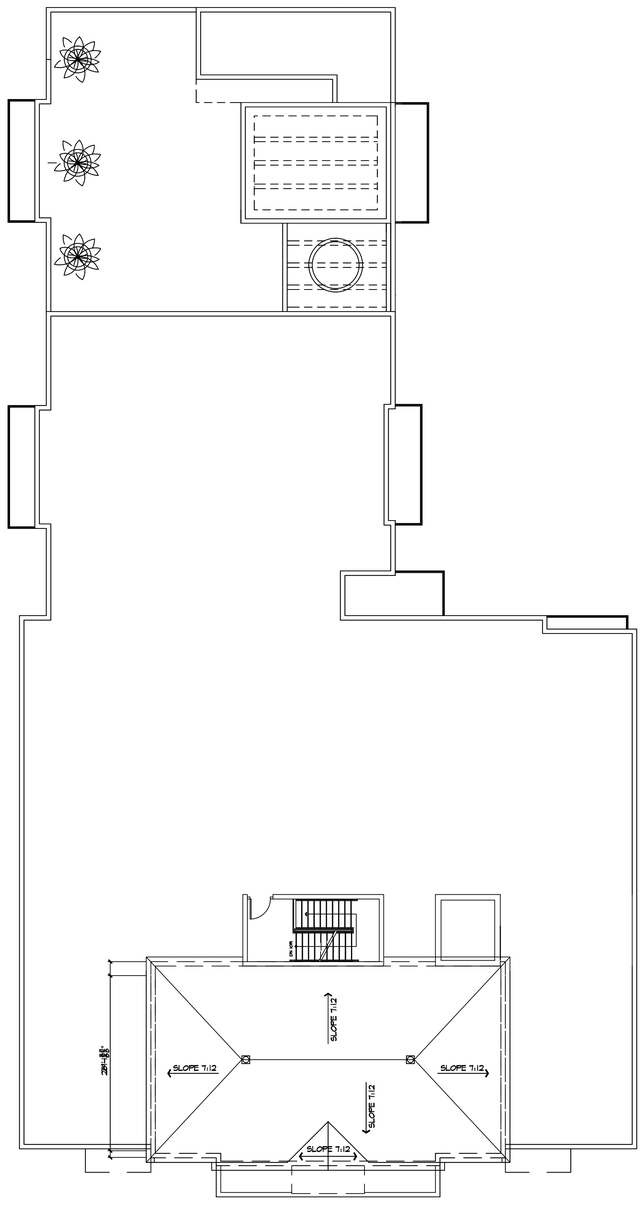
CITY of STUART, FLORIDA

EAST BUILDING FIRST - THIRD FLOOR PLANS

A1

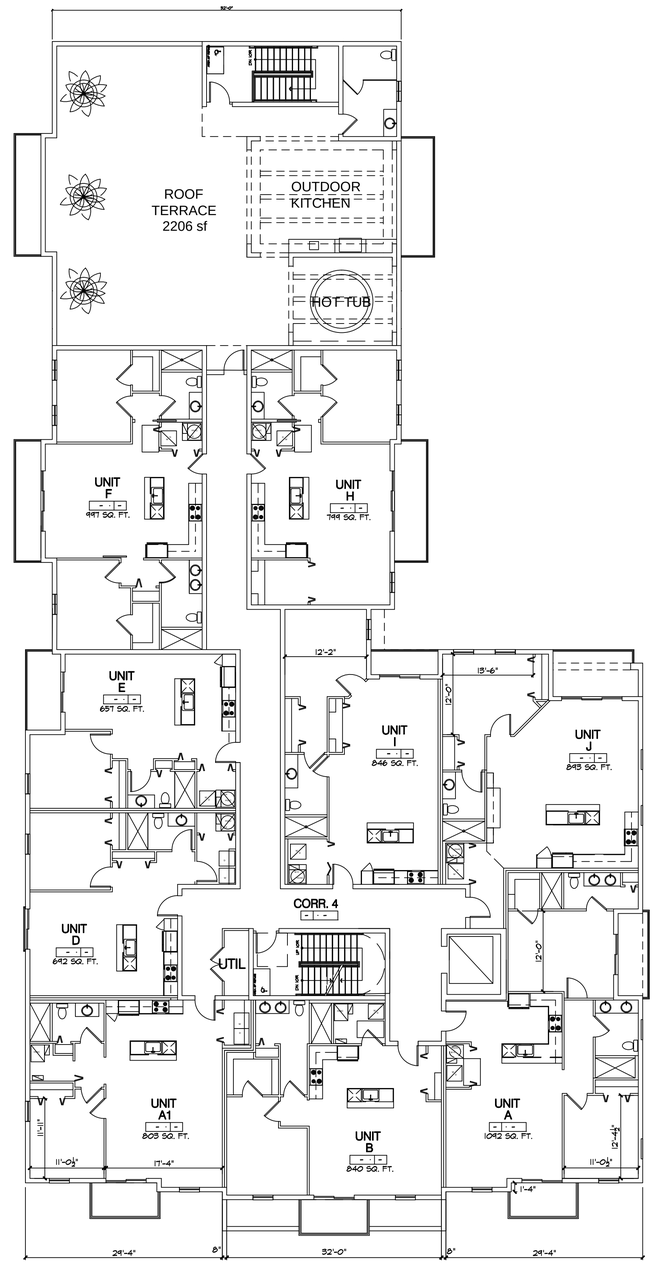


2 / A2 ROOF PLAN

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

OPTION 10 [12-15-21

20' 10' 0'



1 / A2 4TH FLOOR PLAN [9 UNITS]

SCALE : 1/8" = 1'-0" 9,516 gsf

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EAST BUILDING FOURTH FLOOR & ROOF PLAN

A2

REAR ELEVATION

2 / A3

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

OPTION 10 [12-20-21]

0' 10' 20'

FRONT ELEVATION

1 / A3

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

OPTION 10 [12-20-21]

0' 10' 20'

EXTERIOR BUILDING MATERIALS:

1. STUCCO : CREAM
2. LIMESTONE
3. CONCRETE BARREL ROOF TILES
4. CONCRETE BALCONY
5. 42" ALUMINUM RAILINGS : BLACK
6. CANVAS AWNING
7. ALUMINUM SINGLE HUNG WINDOWS & SLIDING GLASS DOORS : BLACK
8. ALUMINUM STOREFRONT WINDOWS & DOORS : BLACK
9. BRONZE LIGHT FIXTURES
10. CONCRETE FINIAL

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EAST BUILDING FRONT & REAR ELEVATIONS

A3

EXTERIOR BUILDING MATERIALS:

1. STUCCO : CREAM
2. LIMESTONE
3. CONCRETE BARREL ROOF TILES
4. CONCRETE BALCONY
5. 42" ALUMINUM RAILINGS : BLACK
6. CANVAS AWNING
7. ALUMINUM SINGLE HUNG WINDOWS & SLIDING GLASS DOORS : BLACK
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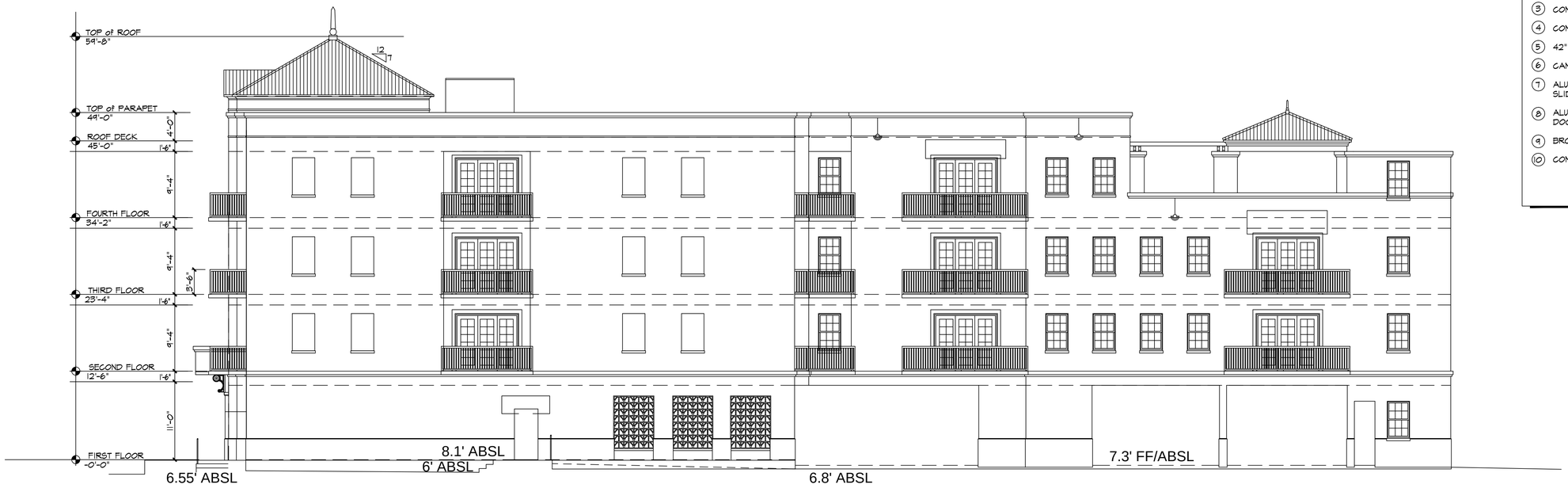
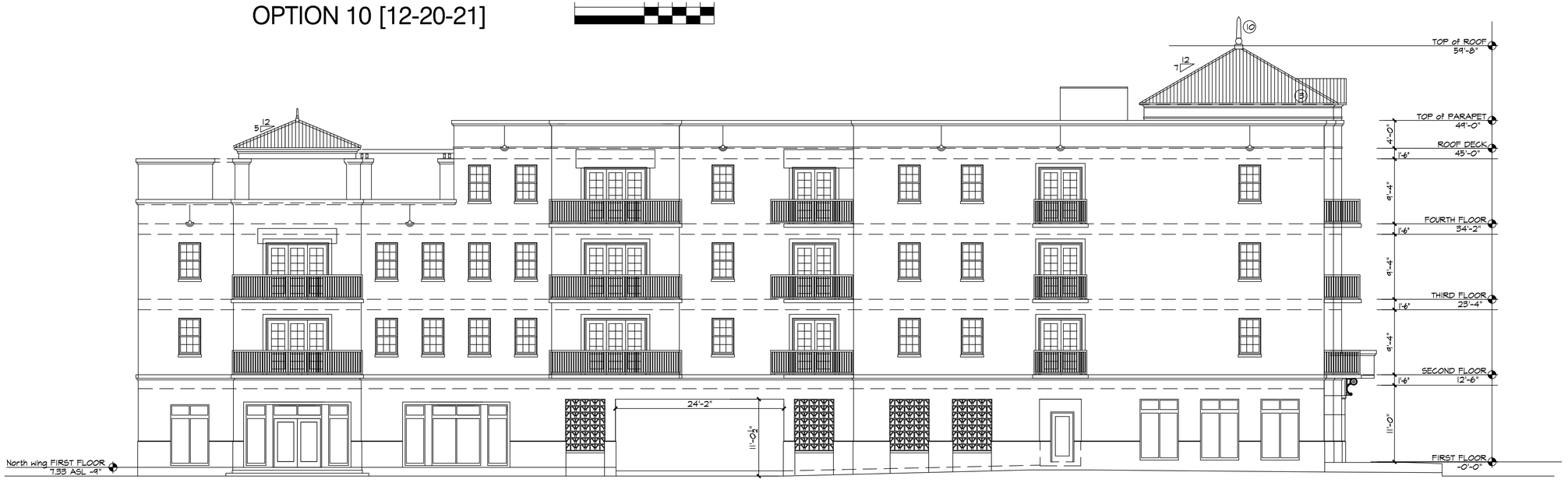


2 / A 4 RIGHT SIDE ELEVATION

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

OPTION 10 [12-20-21]

20' 10' 0'



1 / A 4 LEFT SIDE ELEVATION

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

OPTION 10 [12-20-21]

0' 0' 10' 10' 20' 20'

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EAST BUILDING LEFT & RIGHT ELEVATIONS

A4

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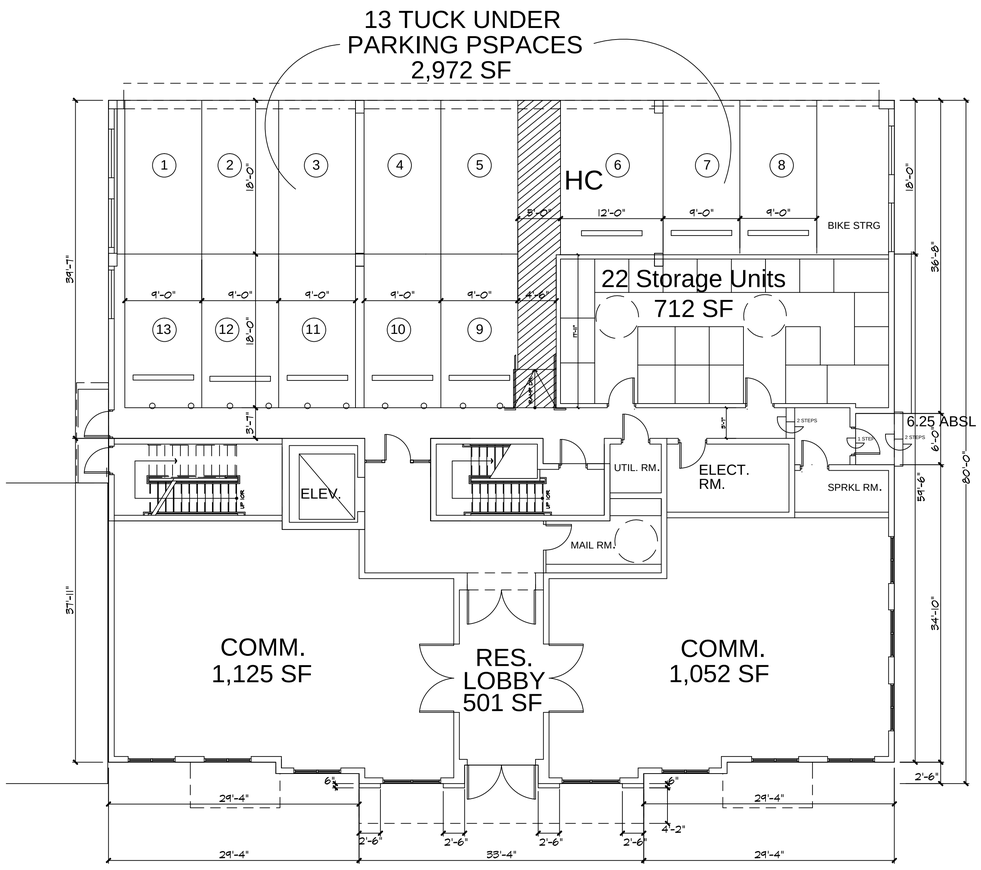
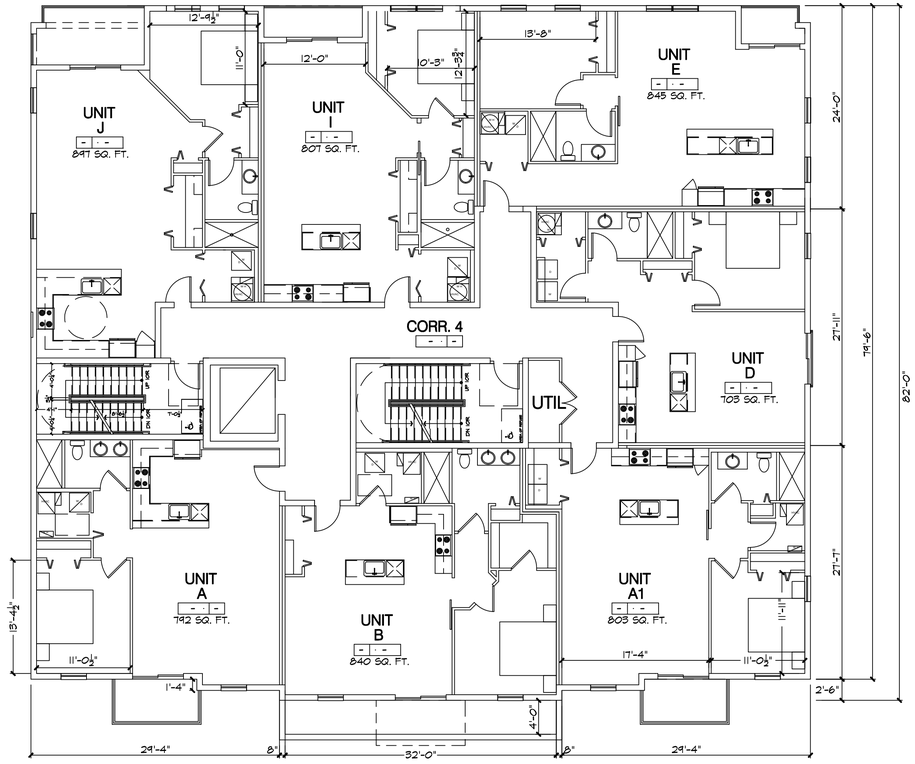


FIRST FLOOR PLAN

SCALE : 1/8" = 1'-0" 7,190 gsf

20' 10' 0'

OPTION 10 WEST BUILDING 12-15-21



2ND - 4TH FLOOR PLAN [21 UNITS]

SCALE : 1/8" = 1'-0" 7,250 gsf X3= 21,750 gsf

20' 10' 0'

OPTION 10 WEST BUILDING 12-26-21

dra
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WEST BUILDING
FIRST - FOURTH
FLOOR PLANS

A1

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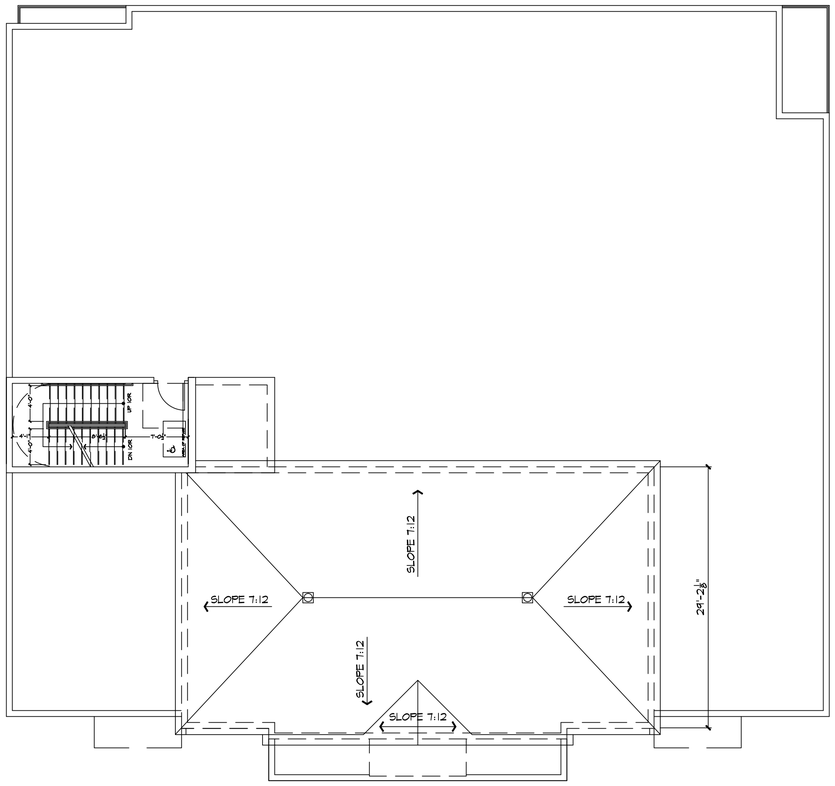

3 / A1 ROOF PLAN

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

20' 10' 0'

OPTION 10 WEST BUILDING 12-26-21

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WEST BUILDING ROOF PLAN

A2

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2 / A3 REAR ELEVATION

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

0' 10' 20'

OPTION 10 [12-26-21

EXTERIOR BUILDING MATERIALS:

1. STUCCO : CREAM
2. LIMESTONE
3. CONCRETE BARREL ROOF TILES
4. CONCRETE BALCONY
5. 42" ALUMINUM RAILINGS : BLACK
6. CANVAS AWNING
7. ALUMINUM SINGLE HUNG WINDOWS & SLIDING GLASS DOORS : BLACK
8. ALUMINUM STOREFRONT WINDOWS & DOORS : BLACK
9. BRONZE LIGHT FIXTURES
10. CONCRETE FINIAL

1 / A3 FRONT ELEVATION

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

0' 10' 20'

OPTION 10 [12-26-21]

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WEST BUILDING FRONT & REAR ELEVATIONS

A3

EXTERIOR BUILDING MATERIALS:

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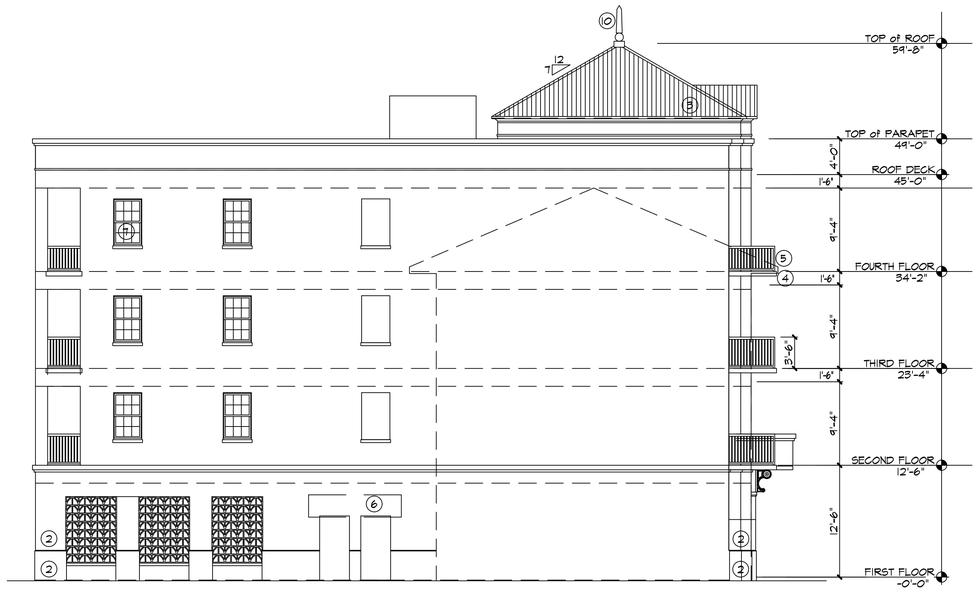

2 / A 4 LEFT SIDE ELEVATION

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

OPTION 10 [12-26-21]

20' 10' 0'

1 / A 4 RIGHT SIDE ELEVATION

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

OPTION 10 [12-26-21]

0' 10' 20'

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WEST BUILDING LEFT & RIGHT ELEVATIONS

A4

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STUART ANNEX 12-27-21

BUILDING MATRIX (EAST BUILDING)

	FIRST FLR	SECOND FLR	THIRD FLR	FOURTH FLR	
GROSS FLOOR SF	11,817 GSF	11,926 GSF	11,926 GSF	9,516 GSF	- Excludes Roof Top terrace and stair @ 2410 gsf
TOTAL BUILDING SF - Excludes balconies & Front Colonade				45,185 GSF	

31 U

SPACE	TYPE	COND. AREA	BALCONY AREA	GROSS AREA	FIRST FLR	SECOND FLR	THIRD FLR	FOURTH FLR	# of UNIT	UNIT AREA TOTAL
OFFICE SPACE	--	1,129 S.F	--	--	1	--	--	--	1	1,129 G.S.F
OFFICE SPACE	--	1,316 S.F	--	--	1	--	--	--	1	1,316 G.S.F
OFFICE SPACE	--	1,156 S.F	--	--	1	--	--	--	1	1,156 G.S.F
UTILITY	--	351 S.F	--	--	1	--	--	--	--	351 S.F
RES. AMMENITY	Lobby + Storage	1,212 S.F	321 S.F	--	1	--	--	--	--	1,534 S.F
PARKING	Tuck-Under	5,887 S.F	--	--	1	--	--	--	--	5,887 S.F
CIRC.	Vertical	465 S.F	--	--	1					465 S.F
CIRC.	Corr. + Vertical	1,965 S.F	--	--		1	1			3,930 S.F
CIRC.	Corr. + Vertical	1,470 S.F	--	--				1		1,470 S.F
UNIT A	2 BED/2 BATH	1,092 S.F	113 G.S.F	1,205 G.S.F	--	1	1	1	3	3,615 G.S.F
UNIT B	1 BED/1 BATH	840 S.F	56 G.S.F	896 G.S.F	--	1	1	1	3	2,688 G.S.F
UNIT A1	1 BED/1 BATH	803 S.F	55 G.S.F	858 G.S.F	--	1	1	1	3	2,574 G.S.F
UNIT D	1 BED/1 BATH	692- S.F	--	--	--	1	1	1	3	2,076 G.S.F
UNIT E	1 BED/1 BATH	657- S.F	48 G.S.F	705 G.S.F	--	1	1	1	3	2,115 G.S.F
UNIT F	2 BED/2 BATH	997 S.F	73 G.S.F	1070 G.S.F	--	2	2	1	5	5,350 G.S.F
UNIT G	1 BED/1 BATH	838 S.F	91 G.S.F	929 G.S.F	--	1	1	--	2	1,858 G.S.F
UNIT H	1 BED/1 BATH	799 S.F	91 G.S.F	890 G.S.F	--	1	1	1	3	2,670 G.S.F
UNIT I	1 BED/1 BATH	846 S.F	37 G.S.F	883 G.S.F	--	1	1	1	3	2,649 G.S.F
UNIT J	1 BED/1 BATH	893 S.F	91 G.S.F	984 G.S.F	--	1	1	1	3	2,952- G.S.F
ROOF TOP TERRACE	--	2,206 S.F	--	--	--	--	--	1	--	2,206 S.F
				TOTAL UNIT/FLOOR	0	11	11	9	31	

BUILDING MATRIX (WEST BUILDING)

	FIRST FLR	SECOND FLR	THIRD FLR	FOURTH FLR	
GROSS FLOOR SF	7,191 S.F	7,250 S.F	7,250 S.F	7,250 S.F	- Excludes Roof Top terrace and stair @ 2410 gsf
TOTAL BUILDING SF - Excludes balconies & Front Colonade				28,941 S.F	

21 U

SPACE	TYPE	COND. AREA	BALCONY AREA	GROSS AREA	FIRST FLR	SECOND FLR	THIRD FLR	FOURTH FLR	UNIT TYPE #	UNIT AREA TOTAL
OFFICE SPACE	--	1,125 S.F	--	--	1	---	--	--		1,125 S.F
OFFICE SPACE	--	1,052 S.F	--	--	1	--	--	--		1,052 S.F
UTILITY	--	262 S.F	--	--	1	--	--	--		262 S.F
RES. AMMENITY	Lobby + Storage	1,213 S.F	321	--	1	--	--	--		1,534 S.F
PARKING	Tuck-Under	2,972 S.F	--	--	1	--	--	--		2,972 S.F
CIRC.	Vertical	480 S.F	--	--	1	--	--	--		480 S.F
UNIT A	1 BED/1 BATH	792 S.F	55 G.S.F	847 G.S.F	--	1	1	1	3	2,541 S.F
UNIT B	1 BED/1 BATH	840 S.F	56 G.S.F	896 G.S.F	--	1	1	1	3	2,688 S.F
UNIT A1	1 BED/1 BATH	803 S.F	55 G.S.F	858 G.S.F	--	1	1	1	3	2,574 S.F
UNIT D	1 BED/1 BATH	703 S.F	--	--	--	1	1	1	3	2,109 S.F
UNIT E	1 BED/1 BATH	845 S.F	31 G.S.F	876 G.S.F	--	1	1	1	3	2,628 S.F
UNIT I	1 BED/1 BATH	807 S.F	43 G.S.F	850 G.S.F	--	1	1	1	3	2,550 S.F
UNIT J	1 BED/1 BATH	897 S.F	91 G.S.F	988 G.S.F	--	1	1	1	3	2,964 S.F
CIRC.	Corr. + Vertical	1,031 S.F	--	--	--	1	1	1		3,093 S.F
				TOTAL UNIT/FLOOR	0	7	7	7	21	

GRAND TOTAL EAST & WEST BUILDINGS 52 U

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DOMINICK RANIERI ARCHITECT
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SUITE 06
DELRAY BEACH, FLORIDA 33444
PHONE 518.376.6381
www.drany.com

STATE OF FLORIDA
DOMINICK JOHN RANIERI
AR0016673
REGISTERED ARCHITECT

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REVISIONS

MARK	DESCRIPTION	DATE

DRN.BY: DR | CHKD.BY: DR

PROGRESS SET
DECEMBER 27, 2021

STUART COURTHOUSE, LLC.
200 CONGRESS PARK DRIVE, SUITE 201
DELRAY BEACH, FL 33445
TELE: 516-279-8706

STUART COURTHOUSE ANNEX APARTMENTS
SE OCEAN BLVD. & DETROIT AVE.
CITY of STUART, FLORIDA

BUILDING MATRIX

A5

City of Stuart

Sailfish Capital of the World

BEFORE THE CITY COMMISSION
CITY OF STUART, FLORIDA

RESOLUTION NUMBER 85 -02

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA AUTHORIZING THE MAYOR AND CITY CLERK TO EXECUTE A DEVELOPER AGREEMENT BETWEEN CIVITAS, LLC., A FLORIDA LIMITED LIABILITY COMPANY AND THE CITY OF STUART TO DEVELOP A THREE-STORY MIXED-USE BUILDING LOCATED ON NORTH SIDE OF SE OCEAN BOULEVARD BETWEEN DENVER AND DETROIT AVENUE; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

* * * * *

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

SECTION 1: The Mayor and City Clerk are hereby authorized and directed to execute a Developer Agreement between Civitas, LLC., A Florida Limited Liability Company and the City of Stuart to develop a three-story mixed-use building located on the north side of S.E. Ocean Boulevard between Denver and Detroit Avenue A copy of the Developer Agreement is attached hereto as "Attachment A."

SECTION 2: This resolution shall take effect upon adoption.

PASSED AND ADOPTED this 13th day of May, 2002.

ATTEST:

DIANNE M. O'DONNELL
CITY CLERK

CHARLES S. FOSTER
MAYOR

APPROVED AS TO FORM AND CORRECTNESS:

CARL V.M. COFFIN
CITY ATTORNEY

INSTR # 1603461 OR BK 01684 PG 2850 RECD 10/01/2002 10:04:28 AM
MARSHA EWING MARTIN COUNTY DEPUTY CLERK L Pinera

CIVITAS DEVELOPMENT AGREEMENT

THIS AGREEMENT is made this 25 day of September, 2002, by and between the CITY OF STUART, a political subdivision of the State of Florida, hereinafter referred to as the "City", and CIVITAS, LLC, a Florida limited liability company, hereinafter referred to as "Civitas".

* * * * *

WHEREAS, Civitas is the fee simple owner of the real property described in "Exhibit A" attached hereto and made a part hereof (the "Property"); and

WHEREAS, it is the desire of Civitas to construct on the Property a three story, 15,000 square foot mixed use building as illustrated in the site plan, elevations and sections prepared by A&S Architects and specifically identified in "Exhibit B" attached hereto and made a part hereof previously submitted to the City (the "Civitas Project"); and,

WHEREAS, the Civitas Project is and shall be governed by the provisions, terms and conditions of the approved site plan, elevations and sections as well as the terms and conditions of this agreement; and,

WHEREAS, the City of Stuart's Community Redevelopment Board and City Commission, find that the development approval documents and this agreement are consistent with the City's Vision, the City's Comprehensive Plan and the City's Building and Zoning Code in effect at the time of approval of this agreement.

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

1. Recitations and Name. The above recitations are true and correct and are incorporated as a part of this agreement. The name of this agreement shall be the Civitas Development Agreement (hereinafter "Civitas Development Agreement" and "Agreement").

2. Property Subject to Development Agreement. The real property that is subject to this Civitas Development Agreement is the Property. A Title Certification as to the record title owner of such real property is attached hereto as "Exhibit C" and made a part hereof.

3. Urban Code Conditions for Development. Civitas agrees to be bound by the following conditions with respect to the development of the Civitas Project:

(a) Install decorative lighting that will not negatively impact adjacent properties and shall not create a visual nuisance. Decorative lighting shall be approved prior to the issuance of any development permits.

(b) Screen all mechanical equipment from any dedicated right-of-way through landscaping materials or decorative screening, so as to preclude noise or visual nuisance. All rooftop units shall be screened from view by adjacent properties on the ground level.

(c) Signage shall be integrally designed with the building or the associated storefronts in materials and paint color approved by the City's codes and ordinances and may only be externally lit. Ground/street signage shall not exceed six (6) feet in height.

(d) All landscape areas adjacent to parking areas and access drives shall be curbed.

(e) All utility hardscape, such as lift stations or back-flow preventer valves, shall be screened through the use of landscape materials.

(f) Outdoor storage is prohibited in the development site.

(g) All outstanding departmental issues shall be addressed prior to the issuance of any development permits.

(h) Final construction documents and building plans in all respects consistent with the site plan, elevations and sections prepared by A&S Architects specifically identified in "Exhibit B" shall be submitted, reviewed, and approved by the City prior to the issuance of any building permits.

(i) Civitas will not now or in the future develop or otherwise interfere with the public's use of the sidewalk located on the western 5 feet of the Civitas property. Civitas will dedicate the area of this sidewalk to the City as public right-of-way prior to the issuance of a building permits for the Civitas Project.

4. Urban Code Exceptions for Development. The City agrees that the following exceptions to the City's Urban Code have been lawfully granted by the City with respect to the development of the Civitas Project:

(a) Waiver of five (5) foot setback on the north boundary of the property.

(b) Reduction of parking stall size from 9 feet to 8 feet six inches.

(c) Waiver of thirteen (13) parking spaces, identified as follows: (i) seven (7) parking spaces for the seven (7) residential units on the third floor are waived; and (ii) six (6) parking spaces are waived because the proposed improvements have additional architectural enhancements that result in an increase of the common area.

5. Breach of Agreement. Civitas or the City or any aggrieved or adversely affected person may file an action for injunctive relief in the circuit court for Martin County to enforce the terms of this Civitas Development Agreement or to challenge compliance with the provisions of Section 163.3220-163.3243 Florida Statutes. Each party hereto shall have the right of specific performance of the terms of this Civitas Development Agreement.

6. Amendment, Termination or Revocation. The parties hereto shall at all times strictly adhere to the terms and conditions of this Civitas Development Agreement. Amendment termination or revocation of this Agreement shall be made in accordance with the notification requirements set forth herein. It is further agreed that no modification, amendment or alteration in the terms or conditions contained herein shall be effective unless contained in a written document approved and executed by all the parties hereto.

7. Hearing Requirements.

(a) Before amending, terminating or revoking this Agreement, the City shall conduct at least two pubic hearings. One of the public hearings may be held by the local planning agency.

(b) Notice of intent to amend, terminate or revoke this Agreement shall be advertised at least 7 days before each public hearing in a newspaper of general circulation and readership in Martin County. Notice of intent to consider a development agreement shall be mailed to affected property owners (those within 300' of the project) at least 7 days prior to the first public hearing. The day, time, and place at which the second public hearing will be held shall be announced at the first public hearing. The notices shall specify the location of the land subject to this Agreement, the development uses proposed on the property, the proposed population densities, and the proposed building intensities and height and shall specify a place where a copy of the proposed amendment, termination or revocation information can be obtained.

8. Enforcement of Agreement. The City, Civitas, its successors or assigns, or any aggrieved or adversely affected person as defined in Section 163.3215[2] of the Florida Statutes, or the state land planning agency, may file an action of injunctive relief in the circuit court where the City is located to enforce the terms of this Agreement or to challenge compliance with the provisions of Sections 163.3220-163.3242 of the Florida Statutes. This provision shall not be interpreted to provide an exclusive remedy, and either party may

pursue any appropriate remedy at law or equity in the event the other party or its successors in interest fail to abide by the provisions of this Agreement. Each party shall have the right of specific performance of the terms of this Agreement.

9. Addresses and Return Requests. All notices, demands, requests, or replies provided for or permitted by this Agreement shall be in writing and may be delivered by any one of the following methods: (a) by personal delivery; (b) by deposit with the United States Postal Service as certified or registered mail, return receipt requested, postage prepaid, to the addresses stated below; (c) by deposit with the United States Postal Service in the manner described above shall be deemed effective three (3) business days after deposit with the Postal Service. Notice by overnight express delivery service shall be deem effective one (1) business day after deposit with the express delivery service. Notice by personal delivery shall be deemed effective at the time of personal delivery.

For purposes of this notice demand, request or payment:

the address of the City shall be:

City Manager
City of Stuart
121 SW Flagler Avenue
Stuart, FL 34994

with a copy to:

City Attorney
City of Stuart
121 SW Flagler Avenue
Stuart, Florida 34994

the address of Civitas shall be:

Marcela Camblor
Civitas, LLC
2134 SE St. Lucie Blvd.
Stuart, FL 34996

with a copy to:

Sam T. Steger, Esquire
Steger & Steger, P.A.
301 East Ocean Blvd., Suite 310
Stuart, FL 34994

10. Recording of Agreement. Civitas shall provide the City an executed Agreement within ninety (90) days of City Commission Approval of this Agreement. The City shall record this Agreement with the Clerk of the Circuit Court of Martin County within fourteen (14) days of the execution of this Agreement by the City. The burdens of this Agreement shall be binding upon, and the benefits of the Agreement shall inure to, all successors in interest to the parties to this Agreement.

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

12. Jurisdiction and Governing Law. The parties hereto further agree that any and all suits or actions at law shall initially be brought in Martin County, Florida, and no other jurisdiction. This Agreement shall be construed and interpreted under the laws of the State of Florida.

13. State and Federal Law. If state or federal laws are enacted after City approval of this Agreement, which are applicable to and preclude either party's compliance with the terms of this Agreement, this Agreement shall be modified or revoked, as is necessary, to comply with the relevant state or federal laws.

14. Destruction. In the event that all or a portion of the Project should be destroyed by a storm, fire or other disaster, Civitas, its grantees, successors or assigns shall have the right to rebuild and/or repair so long as there is strict compliance with this Agreement.

15. Successors and Assigns. This Civitas Development Agreement shall be binding upon the parties hereto, their successors in interest, heirs, assigns and personal representatives for the duration of this Agreement.

16. Duration of agreement. The duration of this Civitas Development Agreement shall be ten (10) years.

17. Permitted Uses. The uses permitted on the Property are described in "Exhibit D" attached hereto and made a part hereof.

18. Public Facilities. The public facilities that will service the Civitas Project are described in "Exhibit E" attached hereto and made a part hereof.

19. Permits Required. The permits required for the development of the Civitas Project are described in "Exhibit F" attached hereto and made a part hereof.

20. Development Conditions. The conditions of development are set forth in "Exhibit G." Condition #11 requires a payment in lieu of parking to the City of $13,500 for three parking spaces that are not provided based upon a mix of permitted uses as described in this Development Agreement. Should the use mix change during the term of this Development Agreement such that additional parking is required, the appropriate payment in lieu of parking will be paid at that time for each additional space that is required but not provided.

Any violation of a condition of this Agreement shall be deemed a code violation subject to enforcement through the code enforcement process described in Chapter 162, Florida Statutes.

21. Other Requirements Not Waived. The failure of this Civitas Development Agreement to address a particular permit, condition, term, or restriction shall not relieve Civitas of the necessity of complying with the law governing said permitting requirements, conditions, term or restriction.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement the day and year first above written but the date of this Agreement shall be the date which the Agreement was approved by the City Commission of the City of Stuart, Florida

CIVITAS, LLC, a Florida
limited liability company

_____ 09/25/02
Marcela Camblor
Title: Partner

_____

Title: _____

ACKNOWLEDGEMENT

STATE OF FLORIDA
COUNTY OF MARTIN

THE FOREGOING INSTRUMENT was acknowledged before me this 25th day of September, 2002, by Marcela Camblor, as Partner of Civitas, LLC, a Florida limited liability company, who did/did not take an oath and is personally known to me or produced _____ as identification.

Cheryl White
Notary Public

(Notary Seal)

My Commission Expires:

CHERYL A. WHITE
MY COMMISSION # CC 908726
EXPIRES: March 21, 2004
Bonded Thru Notary Public Underwriters

CITY OF STUART, a municipal corporation of the State of Florida

ATTEST:

DIANNE M. O'DONNELL
CITY CLERK

CHARLES S. FOSTER
MAYOR

ACKNOWLEDGEMENT

STATE OF FLORIDA
COUNTY OF MARTIN

THE FOREGOING INSTRUMENT was acknowledged before me this 13th day of May, 2002, by Charles S. Foster as Mayor and by Dianne M. O'Donnell as City Clerk of the City of Stuart, Florida, who are both known to me personally and who did not take an oath.

Notary Public

(Notary Seal)

My Commission Expires:

CHERYL A. WHITE
MY COMMISSION # CC 908726
EXPIRES: March 21, 2004
Bonded Thru Notary Public Underwriters

APPROVED AS TO FORM
AND CORRECTNESS:

CARL V.M. COFFIN
CITY ATTORNEY

EXHIBIT "A"

LEGAL DESCRIPTION

Lots 21, 22, 39 and 40 Less and excepting the North 15 feet of Lot 39, and also less and excepting all right of way, including the South 25 feet of Lots 21 and 40, HIGH SCHOOL SUBDIVISION, according to the plat thereof as recorded in Plat Book 2, Page 85, Public Records of Palm Beach (now Martin) County, Florida.

EXHIBIT B

DEVELOPMENT DOCUMENTS

1. Prepared by A & S Architects and Planners, P.A.: and last dated September 26, 2001: Roof/Site Plan, Site Ground Floor Plan, First Floor Plan, Second Floor Plan, Third Floor Plan, Tower Roof Floor Plan, Exterior Elevations (2 pages), Building Section, Roof Flor Plan, and Landscape Plan (copies attached).

   NOTE: The reference to retail uses being located on the ground floor is hereby deleted and replaced with Office.

2. Prepared by Marcela Camblor: Colored elevation of the "Shell Building" last dated February 2002.

NOTE: All development document originals are on file in the office of the City Development Department.

EXHIBIT "C"

CERTIFICATION OF TITLE

I, Sam T. Steger of Steger & Steger, P.A., a member of The Florida Bar, Florida Bar No. 280496, hereby certify that the record title to the property described in Exhibit "A" to this Civitas Development Agreement was in the name of Eduardo Diego Lema and Marcela Camblor, as of the date of their purchase of the property on November 7, 1999 at 10:35 a.m.

Dated this 7th day of May, 2002

STEGER & STEGER, P.A.

By: _____
Sam T. Steger, Esquire

EXHIBIT D

PERMITTED USES

In the three-story building shown in the Development Documents, the uses are limited to professional offices on the first two floors and residences (up to seven in number) on the third floor. Any conversion of any space to a use such as retail or restaurant that requires additional parking spaces according to the Stuart Land Development Regulations (LDR) shall be subject to the parking requirements of the LDR then in effect.

No conversion to other uses shall be permitted unless this Agreement is amended by mutual agreement of the parties.

EXHIBIT E

PUBLIC FACILITIES

The Developer shall secure water and sewer service from the City of Stuart and shall be responsible for all applicable fees, charges, and permits. The Developer shall secure all other necessary public facilities from the appropriate entities and shall be responsible for all applicable fees, charges, and permits.

EXHIBIT F

PERMITS REQUIRED

The developer shall be responsible for securing all permits related to the proposed development in accordance with the Stuart Code of Ordinances and Land Development Regulations. These permits shall include, but not be limited to, permits required for building, paving/surfacing, electrical, plumbing, mechanical, roofing, signage, painting, landscaping, and utilities work associated with the development.

EXHIBIT G

DEVELOPMENT CONDITIONS

1) Final Development Plans and/or Construction Drawings and Building Plans shall be submitted, reviewed, and approved by the City prior to the issuance of any development permits.

2) Site lighting shall not negatively impact adjacent properties and shall not create a visual nuisance. Decorative exterior light fixtures shall be approved prior to the issuance of any development permits.

3) All mechanical equipment associated with the development shall be screened from view from any dedicated right-of-way through landscaping materials or decorative screening, so as to preclude any noise or visual nuisance. All rooftop units shall be fully screened from view by adjacent properties on the ground level.

4) Internally illuminated cabinet signs, neon lighting, and pole ground signs are prohibited for the gross development site. Ground / street signage shall be monument signage and shall not exceed 6 feet in height

5) All landscape areas adjacent to parking areas and access drives shall be curbed.

6) All utility hardscape, such as lift stations or back-flow preventer valves, shall be screened through the use of landscape materials.

7) Outdoor storage is prohibited on the development site.

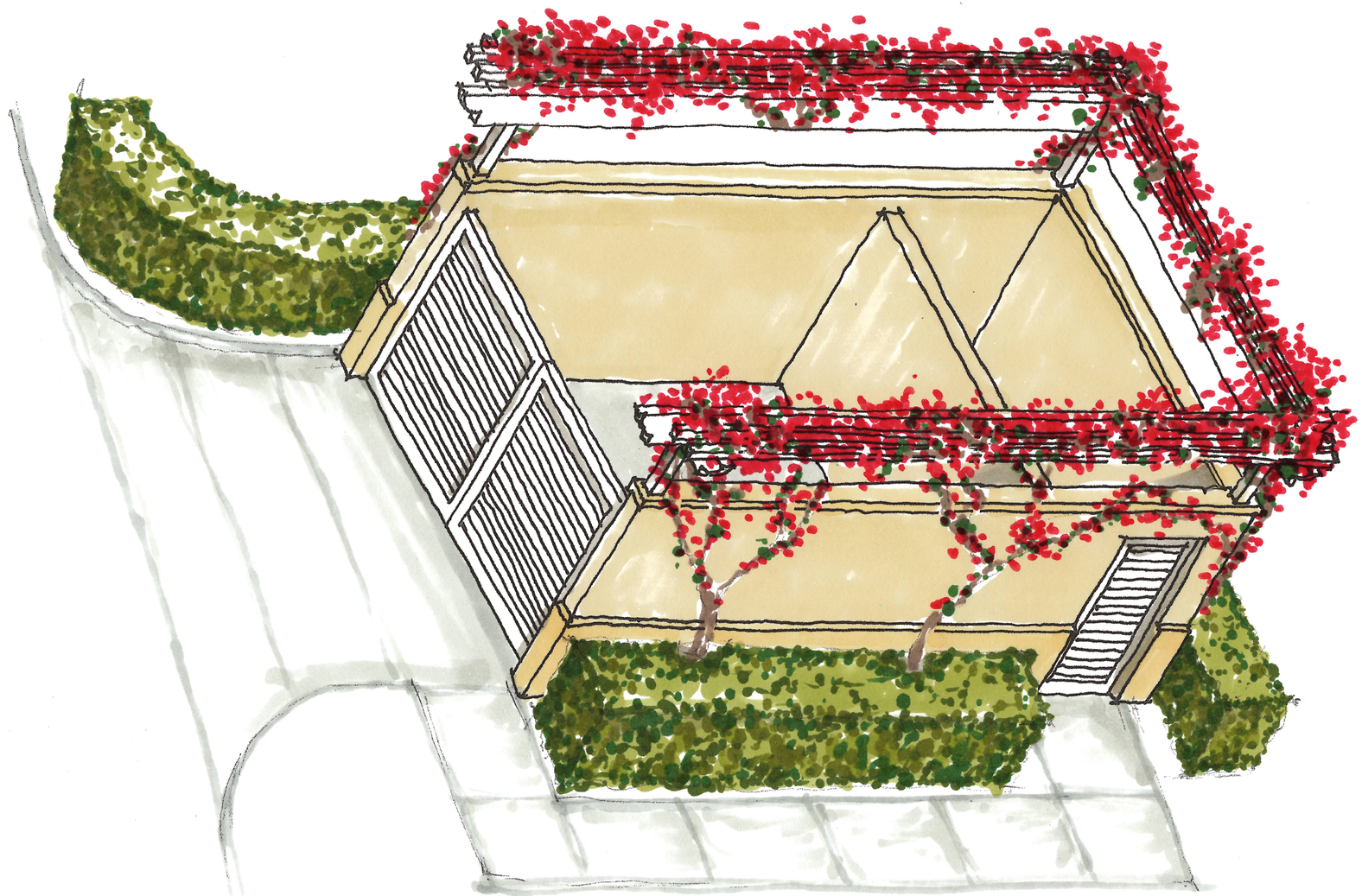
8) All outstanding departmental issues shall be addressed prior to the issuance of any development permits.

9) Waiver of three parking spaces for ground-floor "common space" capped at 10% of the total proposed gross commercial square footage. Discounted common space shall be designated as "publicly accessible 'common space', shall remain in perpetuity, and shall never be converted to leasable square footage.

10) Waiver of seven parking spaces for seven residential units to be located on the third floor of the building above two floors of non-residential space. Residential units shall be so designated on the building plans, shall remain in perpetuity, and shall never be converted to non-residential leasable square footage.

11) Waiver of three parking spaces for upper floor common space and additional architectural enhancements including architectural tower as illustrated in the site plan as well as dedication of the adjacent sidewalk area.

12) Any conversion of square footage which would generated increased parking requirements shall be accommodated by a pro rata payment into the Payment In Lieu of Parking (PILOP) Program as well as pro rata payment of all applicable impact, building and other fees.



Typical Dumpster Enclosure
Stuart Couthouse

Staff Review

A. Application

Stuart Courthouse UPUD
Rezoning to Urban Planned Unit Development
Application Number: Z20020003

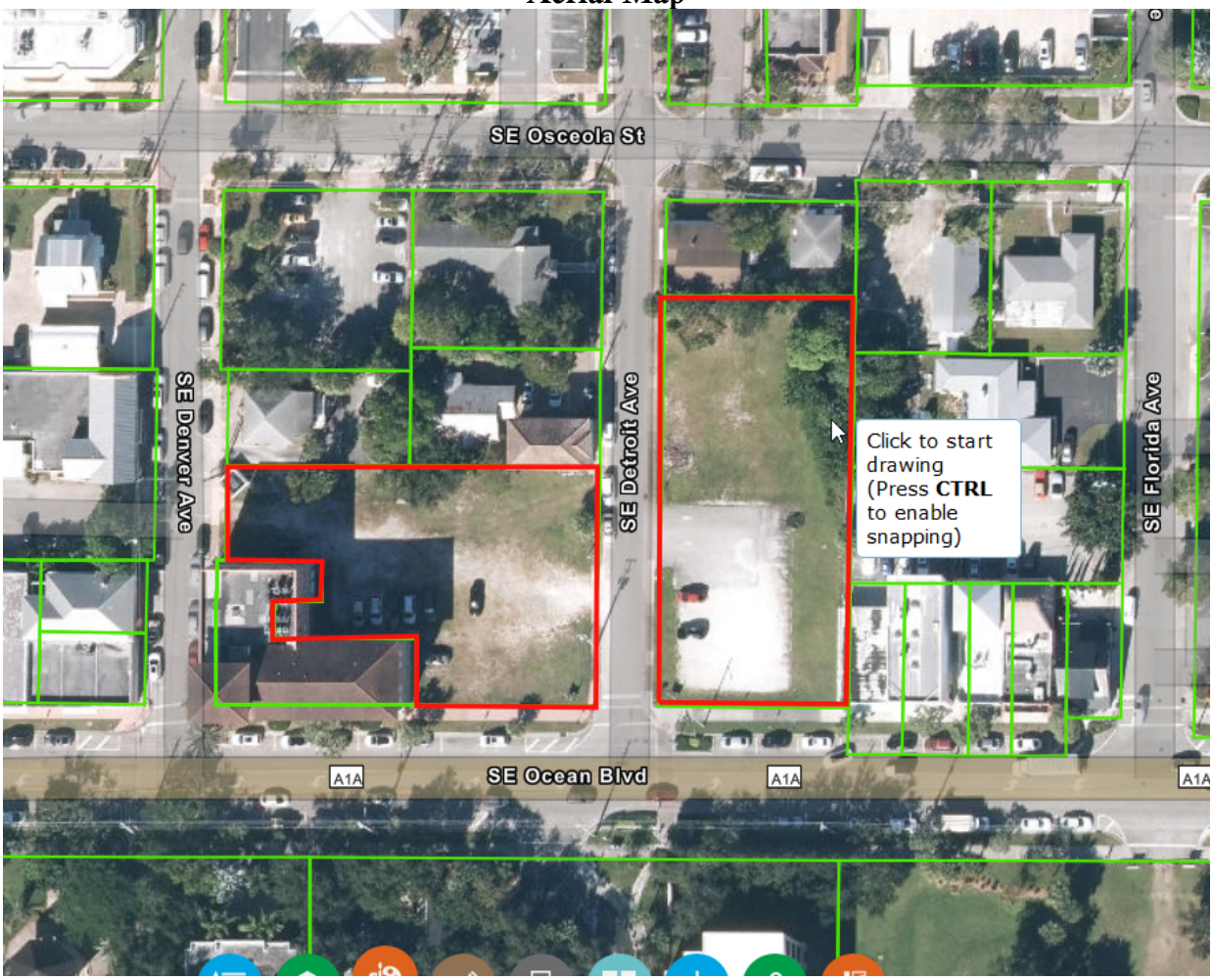
Applicant	New Urban Communities
Property Owner	Need Updated application BBB of Palm Beach, Bomar, LLC
Agent for Applicant	Tim Hernandez/Andrew Vanvalin
Project Manager	Tom Reetz, Senior Planner
Date of Report	April 24, 2022

B. Project Description

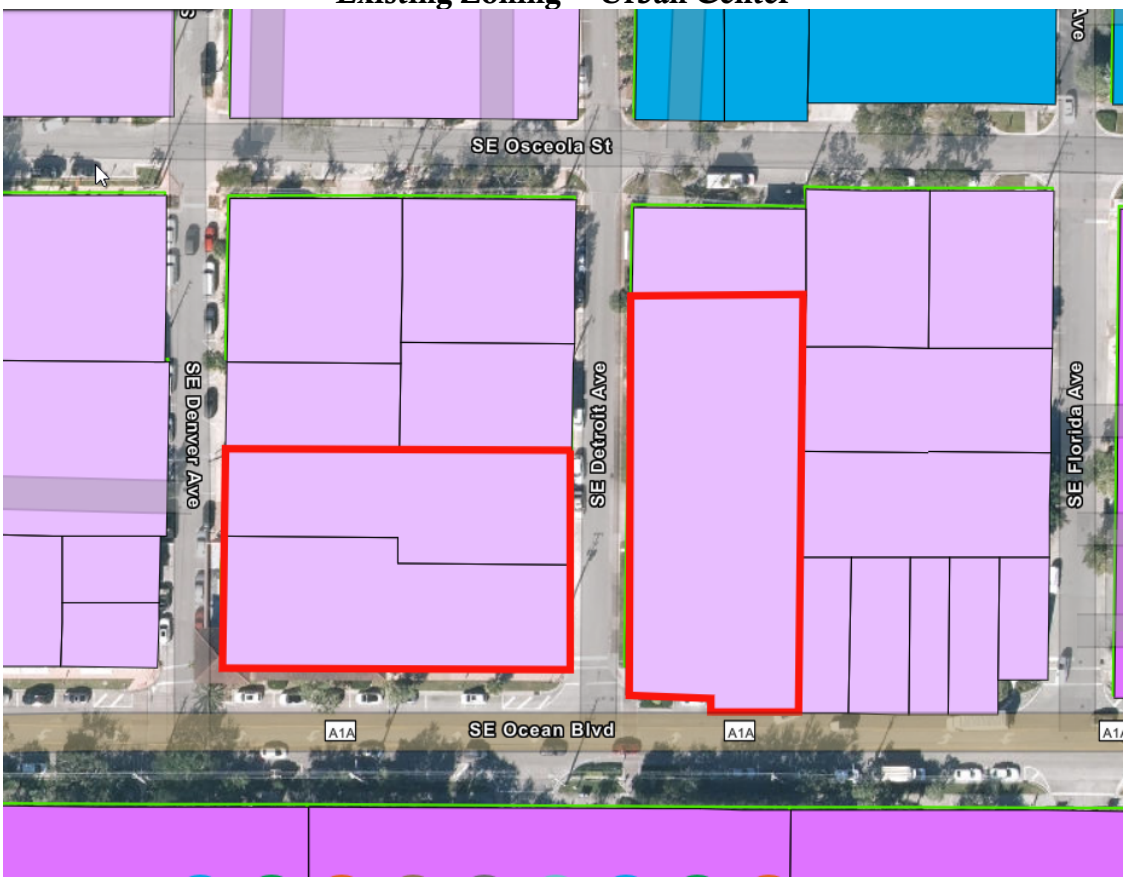
The intent of this application is to request a rezoning from Urban Center (UC)) zoning district to an Urban Planned Unit Development (UPUD) to allow the construction of two four story, mixed use buildings fronting South East Ocean Blvd.

Address	151 SE Ocean Blvd & 199 SE Ocean Blvd
Parcel Number(s)	Civitas I Parcel: 04-38-41-034-001-03010-0 West Parcel: 04-38-41-006-00000-210-6 East Parcel: 04-38-41-006-00000-410-4
Existing Zoning	Urban Center
Future Land Use	Downtown Redevelopment
Site Area (acres)	1.06 acres
Present Use	Vacant
Subject Property Land Use	Vacant
Proposed Land Use Designation	Downtown Redevelopment (No change)
Subject Property Zoning	Urban Center
Proposed Zoning District	Urban Planned Unit Development UPUD
Proposed Use	Mixed Use office/residential
City Approvals	Building Department – Review at permitting Fire Department – Failed – conceptually approved Public Works – approved w dumpster Trellis design Police Department – approved with lighting plan reviewed at permitting Traffic – see report Environmental – N/A

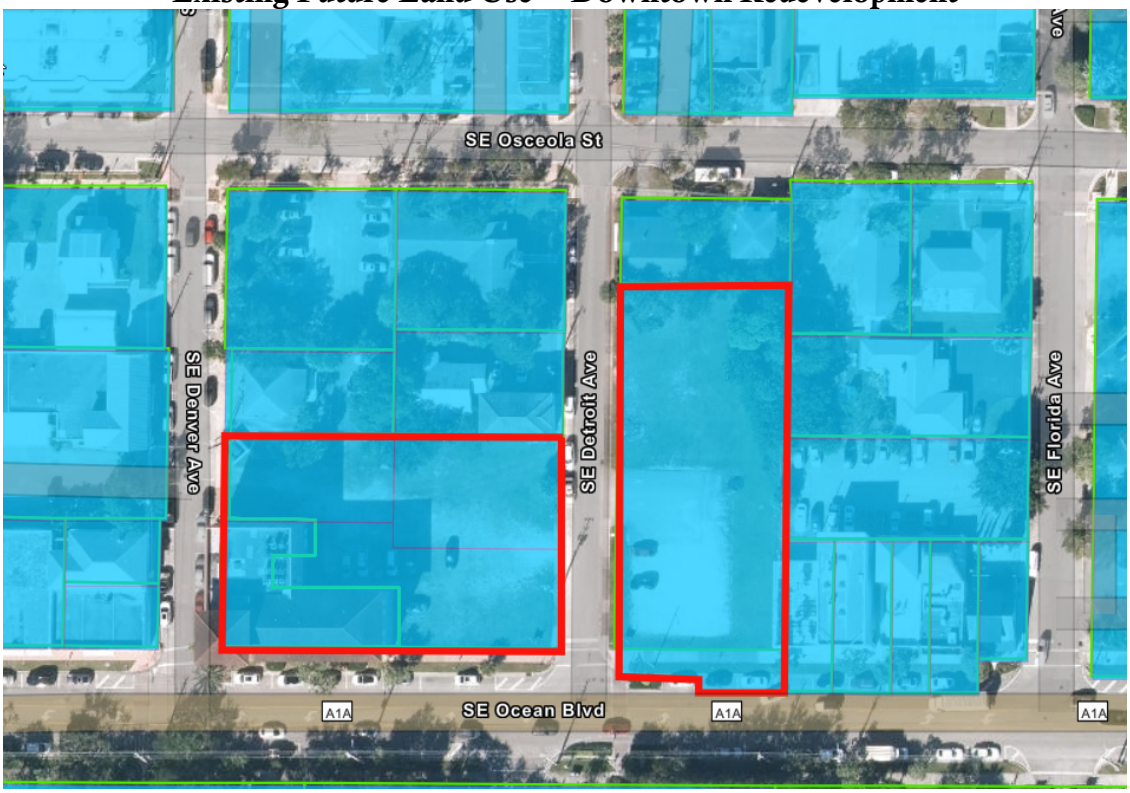
Aerial Map


SE Osceola St
SE Denver Ave
SE Detroit Ave
SE Florida Ave
Click to start drawing (Press CTRL to enable snapping)
A1A
SE Ocean Blvd
A1A
A1A

Existing Zoning = Urban Center



Existing Future Land Use = Downtown Redevelopment



C. Determination of compliance with Comprehensive Plan

Element I – Future Land Use

1. **Goal Statement A** Maintain and enhance Stuart's quality of life, natural beauty and small-town waterfront character, its stable residential neighborhoods, and its status as the commercial/institutional hub for greater Martin County. The proposed project will add 52 residential units and about 6000 square feet of office to the downtown core. Stuart is the commercial/institutional hub for greater Martin County, but it cannot only rely on commercial or institutional uses only to thrive as that hub. Residential uses are crucial to the viability of central business districts by adding employees, business patrons, and day to day life activities in close proximity to employment, shops, restaurants, entertainment, city institutions, parks and waterfront.

   a. **Objective A5 – Residential Development** Ensure land use compatibility by grouping complementary land use activities, including mixed-use land use developments in appropriate areas of the City. Work with the developers to integrate vehicular and pedestrian circulation systems, bike paths, parking, building location, and architectural design into a cohesive development. The proposed project is a mixed-use development with residential and office. It is adjacent to an existing mixed-use building with residential and office uses and is compatible with surrounding office, restaurant and retail uses. Its presence in the downtown core, with the courthouse, hospital, city hall, and school district office nearby means there is plenty of employment within walking distance of the future tenants. The project fits within the existing block structure of downtown Stuart which is very walkable.

      i. **Policy A5.1** The Future Land Use Element of the City's adopted Comprehensive Plan shall provide land for future residential use to promote a more compact development pattern. This shall include sufficient land suitable for the public utility facilities needed to support the projected level and pattern of development. The proposed project is a higher density residential use that fits within the existing City of Stuart block structure and will utilize existing

infrastructure including roads, sidewalks, water, sewer, and storm drainage.

ii. **Policy A5.2** Development on all vacant, unplatted areas designated as residential should be compatible with any surrounding existing homes. The proposed project is on vacant urban land and is compatible with the neighboring mixed-use, office, and restaurant uses.

iii. **Policy A5.6** The City shall maintain a height limitation of the greater of 45 feet or four stories of occupiable space for all buildings. The City shall require landscaping of all new development and redevelopment to promote an aesthetic streetscape. The City shall require landscape buffers between single family residential and non-residential uses. The proposed buildings comply with the 45-foot limit and the development will be landscaped as much as possible, with every area along Ocean and Detroit that can will have landscaping. The proposed project is predominantly residential so is not entirely a non-residential use, but it will still be adequately buffered from neighboring residential uses.

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

i. **Policy A6.3** Future neighborhood commercial development that reduces vehicular trips shall:

- Be clustered with other neighborhood commercial uses in a single location;
- Be compatible in size, style, architecture, and materials to surrounding residential buildings;

- Provide buffering from noise, light, and pollution
- Mixed-use development will be encouraged.

It should be noted that the applicant views the downtown core as its own neighborhood, especially as residential uses continue to be added. Neighborhoods are not just areas of single-family homes. The proposed project is adding residents that will patronize neighborhood businesses and is adding office space which will add jobs or relocate jobs to the neighborhood where neighborhood residents could work. The project is consistent with the size and intensity of other developments downtown and along SE Ocean Blvd.

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

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

See response to Objective A5 above.

2. **Goal Statement B** Minimize costs to current residents of growth, new development, and redevelopment, and encourage future land uses that maintain or enhance economical and efficient delivery of government utilities and services. Like the response to Policy A5.1 above, this proposed project utilizes existing vacant blocks and existing infrastructure. There is no expansion of public infrastructure to accommodate this project. The vacant land will only increase in value while to cost for public infrastructure around these two blocks should stay relatively the same. This type of infill development in a downtown core should be a win for everyone

involved.

a. **Objective B1 – Compact Urban Form** Discourage urban sprawl by facilitating urban redevelopment and infill development of properties and planning for urban infill and redevelopment of lands located within Stuart in order to achieve a compact urban form. See response to Goal Statement B above.

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

   See responses to Goal Statement A, Objective A5 and Goal Statement B above.

   Policy B1.4 Annexation and redevelopment strategies for infill development and redevelopment should be formulated to produce a future viable economy for the City. *See responses to Goal Statement A, Objective A5 and Goal Statement B above*

b. **Objective B3 – Desirable Pattern of Land Uses** Promote and enhance a pattern of land uses that are compatible; that are convenient to City residents, businesses, and visitors; that avoid inappropriate or wasteful use of land; and that encourage efficient use of land, resources and facilities. Future land uses shall be designated to support the existing or planned community character, thereby prohibiting the development or expansion of uses which are inconsistent with the community's character. Reduce blighted areas through redevelopment. Land development and use regulations shall include provisions to ensure consistency with this Comprehensive Plan.

   i. **Policy B3.2** All development shall be compatible with and complementary to surrounding land uses and shall not unduly affect existing approved activities. *See response to Objective A5*

above.

Policy B3.10 All commercial buildings shall be designed to maintain and enhance the attractiveness of the streetscape and promote the architectural heritage of the City. Buildings shall include architectural features and patterns that provide visual interest from the perspective of the pedestrian, reduce building massing and recognize local character. Facades shall be designed to reduce the mass or scale and uniform monolithic appearance of large unadorned walls while providing visual interest that will be consistent with the community's identity and character through the use of detail and scale. The building's mass shall be varied in height and width so that it appears to be divided into distinct massing elements and details that can be perceived at the scale of the pedestrian. Corner lots at an intersection of two or more arterial or collector roads shall be designed with additional architectural embellishments, such as corner towers or other design features, to emphasize their location as gateways and transition points within the community. The mixed-use buildings in the proposed project have been designed to engage the street, provide massing to the street scape and have an architectural character that is civic in nature, given its proximity to the Martin County Courthouse and the future home to Stuart City Hall. The buildings are 4 stories, but the east building drops down to 3 stories as it moves north toward lower intensity uses.

Goal Statement C The future land use goal for the Community Redevelopment Area (CRA) is to maintain and strengthen the beauty, economic viability, cultural resources and social importance of the area. This shall be accomplished through mixed-use zoning, preservation of historic buildings, innovative zoning and land use regulations, demolition, reconstruction or substantial renovation of existing buildings and infrastructure, enhancement of marine resources, and other measures to promote urban redevelopment. The proposed project is a mixed-use residential

project that has utilized the Urban Code and Urban PUD in the City of Stuart to provide higher density residential uses, which are crucial to the viability and vibrancy of downtown cores, and ground floor office uses which complement the projects proximity to the County Courthouse. As stated above higher population densities in downtown cores promote economic viability, utilize cultural resources more regularly, and enhance the social importance of a city within its region.

c. **Objective C3 – Urban Redevelopment** Revitalize the designated Urban Redevelopment Area (URA), including the CRA, by:

- Maintaining or increasing the amount of development and redevelopment
- Maintaining or increasing the percentage of County-wide employment located in the URA and CRA and the City of Stuart as a whole.
- Reducing Blight conditions as defined by F.S § 163.340(8)(a) and (b).
- Achieving and maintaining a 90 percent occupancy rate of commercial and office spaces.
- Enhancing the City's marine resources
- Promote pedestrian mobility throughout the CRA.

The proposed project increases the amount of development in the URA and CRA, increases the amount of employment in the URA and CRA, reduces blight conditions by utilizing vacant urban property, and promotes pedestrian mobility by utilizing existing blocks and adding active uses to those blocks.

i. **Policy C3.4** The City shall implement land use categories in the URA that encourage mixed uses and higher intensities and densities consistent with FLUE Objective A7, its associated policies and the Future Land Use Map. The proposed project utilized the Urban PUD which allows smaller 1- and 2-bedroom units to be counted as 0.5 and 0.75 units, respectively. This promotes higher residential density and

more affordable units. The Urban PUD also allows these smaller units to use a lower parking ratio,

which allows the projects to better utilize the land, enhancing the design and ensuring that land is not wasted to make room for excess parking.

ii. **Policy C3.5** The City shall promote compact urban form and discourage urban sprawl consistent with FLUE Objective B1 and Policy B1.1. See responses to Objective A5, Policy A5.1, and Goal Statement B above.

iii. **Policy C3.11** The City shall require commercial development in the URA to utilize urban design features consistent with FLUE Policy B3.10 so as to create a more attractive and distinctive environment, promote pedestrian friendly design and establish a "sense of place" and character unique to Stuart that will attract complementary non-residential uses. See response to Policy 3.10 above.

iv. **Policy C3.12** The City of Stuart shall promote land use patterns which complement multiple modes of transportation, including transit, pedestrian and bicycle amenities, and marine transit such as ferries, water taxis and upland support facilities (e.g., designated anchorages, marinas, dinghy accommodations, canoe/kayak launches and the City's "blueways" program). As responses to goals, objectives and policies above have shown, a mixed-use development pattern within a walkable downtown enhances the walkability of the area and by adding residences to the downtown can take automobile trips off the roads and reduce vehicle miles traveled in Downtown Stuart. This project will include bicycle facilities inside the garages and outside the buildings.

Element III – Housing

1. **Goal Statement A** Ensure the provision of adequate residential sites and housing opportunities for affordable, structurally sound housing in a sufficient

quantity to accommodate the housing needs of current and future residents of Stuart.

B. **Objective A2 – Affordable Housing** The City will address the affordable housing needs of very-low-income to moderate-income residents by continuing to promote affordable housing in the East Stuart Planning District and other areas through revised minimum lot size requirements and special financing made available through the SHIP program, Farmers Home Administration and other funding mechanisms.

   i. **Policy A2.1** *Adoption of HUD standards and definitions.* The following U.S. Housing and Urban Development Department definitions and standards for affordable housing and income categories shall be used by the City in its housing programs:

      - "Moderate income" means an income falling between 80 percent and 120 percent of the Stuart median income, as measured by the U.S. Bureau of the Census.
      - "Workforce housing" means housing that is affordable to persons or families whose total household income does not exceed 140 percent of the area median income, adjusted for household size. The proposed project is adding housing to the downtown core that will be affordable to those whose income is in the moderate or workforce housing range (80 to 140% of the AMI)

   ii. **Policy A2.6** In order to expand the number and types of opportunities for affordable housing, the City will encourage new construction through density bonuses and other provisions provided through the land development regulations as well as through grants and special programs administered by the City. See response to Element I Policy C3.4 above.

C. **Objective A7 – Development Incentives** In order to provide affordable housing to City residents, the City will continue to apply design and other

development incentives contained in the Urban Code and East Stuart Overlay Zone Code.

i. **Policy A7.1** The City will continue to provide a density bonus system and will work with developers to implement such programs. See response to Element I Policy C3.4 above.

Element IV – Infrastructure

1. **Goal Statement A** The provision of needed public facilities in a timely manner which protects investments in existing facilities, maximizes the use of existing facilities and promotes compact urban development.

B. **Objective A7 – Use of Existing Facilities and Prevention of Urban Sprawl** The City shall maximize the use of existing facilities and discourage urban sprawl. The Future Land Use Element will continue to provide for mixed use opportunities through implementation of the Stuart Urban Code.

Policy A7.1 Through the City's Future Land Use Map and land use policies, the City will encourage mixed-use development, infill development and redevelopment which will maximize the use of existing facilities and discourage urban sprawl. See responses to Element I Policy A5.1 and Element I Goal Statement B above

D. Review Comments

General Site Design

1. Please indicate on the site data the minimum permitted and proposed setbacks, maximum building height, maximum FAR, minimum open space, and maximum number of stories, for the mixed-use buildings in the proposed RPUD. Provide a breakdown of residential vs. office square footage.

   We will add the requested table. However, please note that this is a UPUD, not an RPUD and we do not see a requirement for maximum FAR and minimum Open Space in the Urban Center Code.

2. Please verify with written acknowledgement from the current president (Glenn Webber?) of the Civitas POA is informed and still in agreement with the most recent resubmittal.

   We provided the revised plans to Glenn Webber and he is pleased to see that the project is finally moving forward.

3. Please provide a dimension for the new sidewalk on SE Ocean Blvd. and SE Detroit Ave.
   The dimensions sidewalks have been added to the Site Plan and Engineering Plan. The sidewalk along Ocean is 8 feet and the sidewalks along Detroit vary between 4 feet and 7 feet.

4. Please include a school concurrency public school impact statement as a part of the development application for staff review and for transmittal to the Martin County School Board pursuant to Section 4.09.02 of the City's Land Development Code.

   A school concurrency impact statement has been provided with the resubmittal.

Architecture Elevations

5. On the East building elevation set, the title for right and left side elevations are switched. Please correct.
   The titles for the right and left elevations on the east building have been corrected.

Engineering – Drainage/Stormwater

6. Provide a drainage statement on plan that the site will be designed in accordance with section 6.03.01.
   A drainage statement has been added to the plan.
7. The new sidewalk on S.E. Ocean Blvd in front of both buildings, require more elevations. Demonstrate the proposed grades to meet the new finished floor elevations and how these will tie back into the existing grades and the green space adjacent to the parallel parking.

Proposed elevations have been added to the sidewalk along Ocean on the preliminary engineering plan.

8. Provide the slope in Section C-C on page 2 between the proposed sidewalk and the existing curb.
   The slope has been added to Section C-C. The slope is approximately 4.6:1. This is approximately the same slope that exists in front of Civitas.

9. Provide a similar section like C-C in front of the eastern building.
   Another section with slope has been added in front of the eastern building. The slope is approximately 4:1.

10. On the engineering plan, clearly call out all locations of stairs to building doors. For instance, the office space on S.E. Detroit Av appears to have stairs at the front entrance according to the architectural plans. Will the rear entrance be an accessible entrance?
    Stairs at entrance locations have been clearly called out. There is an accessible entrance on the north side of the building for the Detroit Ave office space.

Site Plan

11. The perimeter landscape area adjacent to the parking lot on the east side of the development is 1.77'on the east side and an approximate average of 4' on the north side, which is less than the 5' required by Section 6.04.07.B.1 of the code.

We are requesting a waiver to this code section as landscaping is still being provided in both locations. It does not seem reasonable to have 5 foot landscape buffers in urban locations where the required building setbacks are 0 feet. . *Nonetheless, landscaping is provided in the referenced areas. See landscape plan.*

12. The 2' car overhang on the eastern parking stalls takes up all space in the landscaped area. The shrubs shown on the landscape plan would be impaired.
    The 2' car overhang is measured from front of curb. The curb itself is 0.67' so the actual overhang into the landscape area is 1.33' from the back of curb. The 1.77' shown on the plan is measured from the back of curb so there is approximately 0.44' between the overhang and the fence. This is the minimum dimension along the eastern fence. As it moves north it increases to 1' between the overhang and the fence.
    The symbols on the plan look like shrubs but they are Wax Jasmine which is a vine that will climb the fence along the property line. This accomplishes the same purpose of screening as shrubbery.

13. Please consider burying overhead lines connected to the streetlight located in front of the eastern building at the northeast corner of the SE Ocean Blvd. and SE Detroit Avenue intersection.
    We will bury the overhead lines in front of the eastern building if FPL allows us to.

14. Staff recommends widening sidewalk(s) and incorporating multi-use modal techniques into the roadway/sidewalk/landscaping streetscape for Detroit Avenue.

    Using the existing curb line and right of way, our proposed design tries to strike a balance between pedestrians, cyclists, vehicles, emergency vehicles and public works vehicles. We are open to suggestions of design changes within the limitations of the curb line and right of way lines, however, it should be noted that we only front approximately 75% of the block. This has been discussed with Kev Freeman.

    The sidewalk width is constrained by the width of the right of way and the existing street width. Existing sidewalk widths are 4.5' and in some areas we are increasing them to over 7'. Increasing the sidewalk width along the builds also requires a removal of landscaping.

15. Per Commissioner request for shade trees along right-of way, consider eliminating steps (step down) at buildings by raising the elevation of Detroit Avenue to create a more pedestrian friendly transition. Please request a meeting via the City's Development to sit down with our Public Works department to discuss.

    If Detroit is raised, the finished floors must be raised anyway since the finish floors are required to be 1.5' above the crown of road. We do not see the steps as an issue as they are not protruding into the right of way and are protected by landscaping.

    We do not understand the connection between shade trees and the steps.

16. Demonstrate how the dumpster on the east portion of the site will be accessed and leave the site. This was according to direction from Public Works.
    We did this. Please see the auto-turn exhibit on Sheet SPD-1 of the Site Plan. The exhibit shows the truck turning in and accessing the dumpster with the front loader and then backing out the same way.

17. Demonstrate there is legal access on the east connection to existing pavement.
    The note "Connect to Existing Pavement" has been eliminated. That connection is not necessary. We can leave a stub to allow the potential of a cross connection if and when the adjacent property is redeveloped.

New Comment: End of Road (Object Marker) signs need to be placed at the east end of this future access. Per additional discussion with Staff, please consider extending the perimeter fence that currently stops just north of this location south toward the existing building.

Applicant Response: We will extend the fence as requested and place End of Road signage and markings as required. This will be shown on the final, site plan, landscape plans and engineering plans submitted for permit.

18. The connection to existing pavement has a retaining wall and a power pole in the way. How will these items be modified for the connection?
    See response to comment 17 above.

19. Add "Do Not Enter" sign near the connection to existing pavement to prevent north bound travel where it becomes one way traffic.
    Please clarify where you would like the sign placed. This comment is moot if we do not have a cross connection with the adjacent property to the east.

20. Demonstrate larger vehicles can navigate the turn from south bound to west bound where the east bound lane narrows to 15'.
    We are not making accommodation for larger vehicles to come into the parking lot. We only expect cars.

21. The area in question on item 20 above, how will the building wall be protected?
    We have shown bollards to protect the building wall and force a wider turn from vehicles turning from south to west.

22. The plans and survey show a platted lot line with a property line symbol at the north end of the 25' less out. However, on both sides of S.E. Detroit Ave there are building elements and most likely footers that extend south of this line. Please explain the 25' less out and these encroachments.
    The only element that is encroaching beyond property line is the arcade which was added to the building at the request of the city.

23. In the parking table, the HC parking should be 3 and the surface parking should be 35.
    The table has been changed to show 2 handicap spaces in the garages, 1 handicap space in the surface lot, and 35 spaces in the surface lot.
24. In the shared parking table, expand the table to show required and provided to match the narrative.

    The shared parking table on Sheet 1 of the Site Plan now includes the amount of parking required.

Landscaping

25. Please provide a Landscape Data Legend including but not limited to describing required vs. provided plant species, percentage of plant materials, Landscape buffers etc. to allow staff to properly review the Landscape Plan while referring to Section 3.02.09 Landscaping & Section 6.04 Landscaping of the City's Land Development Code. See similar example below:

Landscape calculations have been added to the Landscape details sheet.

Landscape Data

Total Site Area:	40,308 s.f.	925 Ac.	100%
Trees:			
Town Homes Area: (6.04.08)			
Required: 1 Tree / 1,500 s.f. = 40,308 / 1,500 = 27			27
Provided: 27 (18 Trees + 18 Palms @ 2:1 = 9 Trees)			27
Total Trees Required: (6.04.08)			27
Total Trees Provided:			27
Landscape Area: (6.04.03.B.1)			
Required: 20% of developed area = 40,308 x 20% = 8,062			8,062
Provided:			10,331
Parking Buffer Adjacent to Right of Way (6.04.07.A)			
Required: 1 Tree / 30 L.F. = 76' / 30' = 3			3
Provided: 4 (2 Trees + 4 Palms @ 2:1 = 2 Trees)			4
Required: 25% of strip in Ground Cover = 190 s.f.			190 s.f.
Provided:			190 s.f.
Parking Buffer Adjacent to Private Property (6.04.07.B.2)			
Required: Shrub Hedge @ 2' O.C. = 150			150
Provided:			165

Note: Low shrubs are used to not block safe sight lines.

Traffic and Transportation

26. Based upon the provided site plan, the total square footage utilized as small office building use totals to approximately 5,874 square feet. Please update.

The square footage numbers shown on the buildings on the site plan were old and have been removed. The total office square footage in the Site Data of 5,778 square feet is correct and matches the architectural drawings

Applicant Response – The square footage numbers shown on the buildings on the site plan and architecture have been updated

New Comment: The areas listed on the plan view of the site plan and engineering plan within each office and comm space do not add up to the total shown in the site data table and TIA of 5,778 sf. The plan view numbers are 1156+1125+1129+1129+1316= 5,855 sf. Please update the plan view to match the site data table. If the plan view areas are correct, please provide a revised traffic statement.

We have corrected the office square footage on the site data table to match the square footages shown on the site and engineering plans. The 77 square foot difference is de mininus and does not require a revised traffic statement.

27. Please confirm the development will include only small office building use. It appears that the provided site plan includes commercial use along SE Ocean Boulevard.

    See response to comment 26 above. These labels will be removed from the site plan. The architectural drawings show those spaces as office.

Fire Department

28. NFPA 1, 18.2.3.5.3.1 The turning radius of a fire department access road shall be as approved by the AHJ. Submit Auto-turn using Stuart Fire Rescue truck specifications. Contact mcawley@ci.stuart.fl.us for specifications.
    Per discussions with Matt, fire vehicles will not need to come on-site. The project will be served from existing public rights of way.

City of Stuart Public Works

Tom, It seems all the previous PW Dept. comments have been addressed. Before posting our review, following up on the request by David Dyess who cc'd Kevin in an email (dated Nov.23, 2021) & mentioned to you at one of the recent Dev. Progress mtgs. to ensure the dumpster enclosures have a "house" type structure. We are asking because we don't see plans/arch. elevations within the submitted documents for the pending review/task referencing a "house" type structure.

The revised plans currently call-out the enclosures that would allow access for service. Our concern is with the addition of a "house" style enclosure, the enclosure(s) may require changes.

We agree that the large dumpsters enclosures required by the City are unattractive and have long contended they are far larger than necessary. Our architect has developed a more attractive design which includes a trellis structure (plan attached) with a hardy landscape treatment (bougainvillea) surrounding the dumpsters that will be far more attractive than the "house" that we were provided. Our goal is to make the enclosures less obtrusive, not focus more attention on them.

29. Sanitation- The proposed Solid Waste capacity for garbage and recycling does not meet the City of Stuart Minimum Container Standards. The proposed dumpster location is not approved. Orient dumpster enclosures to permit full mechanically assisted pick-up by front end loading trucks with minimal backing. Please insure all turning radius are

adequate for sanitation truck to service dumpsters, sanitation trucks are approx. 40 ft in length.

30. Per the documents provided the City of Stuart Utility (water/sewer) Avail. Fees will be based on 52.36 ERC's.

    Please provide a copy of the ERC calculations.

31. SE Detroit Ave.- existing roadway/asphalt shall be milled and new asphalt applied/constructed from SE Ocean Blvd. north to SE Osceola St. entire roadway width. Please call-out on submitted plans.
    We have no objection to milling and overlaying but it should be noted that only about 75% of the street frontage is ours. See the note added to the preliminary engineering plans.

32. Water-The PW Dept. recommends combining the separate fire and potable water services from the existing watermain to the ROW. As per the City of Stuart Approved Construction Standards and Details. Therefore, minimizing the number of wet taps required.
    There are only two wet taps being shown. One for each building. There are not separate taps for fire and water.

33. Sanitary sewer- Upon request and approval the developer may televise the existing sanitary main to locate existing laterals. Possibly eliminating the need of additional construction.
    Understood. We will do this after site plan approval and prior to submitting final engineering.

Stormwater Management Plan Comments

1. Please provide a detailed stormwater statement, summarizing the proposed stormwater management system.
An updated detailed stormwater statement is provided.
2. Please provide calculations for catch basin and exfiltration trench to ensure that stormwater quantity and quality is following compliance with the City of Stuart and South Florida Water management criteria.
This information is contained in the updated detailed stormwater statement provided in response to the preceding question.
3. Please provide a geotechnical report to support the proposed stormwater management system.
The geotechnical report is provided.
4. Please provide a maintenance plan for the stormwater system.
The maintenance plan is straightforward. It includes:
- *Annual inspection of the system by a Professional Engineer*

City of Stuart Community Redevelopment Area

34. Please provide enlarged drawing showing the section of SE Detroit Street plan. The plan should show dimension to property line and highlight the roadway uses with different material. The applicant needs to consider the street concept that was discussed initially to provide curb-less street with wider sidewalk, on-street parking and reduced travel lane width. The applicant should consider infrastructure enhancements that is above and beyond the requirement of the development application.
    We have already discussed this with Kev that we will not be required to build a curbless street. The grant for the work needs to come from the City and because the grant would be rewarded to the city, the city would need to select a contractor and would have to engage in a proper bid process. The work cannot simply be awarded to us as the developer. Because of these complexities, Kev decided to not require the curbless street to be part of this project.

    Sidewalks along Detroit are being widened adjacent to our property from the existing 4.5' to as much as 7' in some places. New landscaping is being installed along these expanded sidewalks. Landscape bump-outs are being constructed at the intersection of Ocean and Detroit to allow for the installation of trees and to more clearly delineate that Detroit is a one-way street.

35. The goal of the REDA program is to encourage and accelerate the timing of development and redevelopment projects. The TIF Sharing Projection table shall be adjusted to reflect the incentive payment from the time of approval of the development project, reflecting incentive payments on an annual basis over a five-year period from 2022 - 2026.
    Our proposal is consistent with what was approved for Avonlea. The agreement for Avonlea was that the REDA payments started 2 years after the first CO. These buildings will not even be completed by 2022.

City of Stuart
121 SW Flagler Ave
Stuart, FL 34994

(772) 288-5326

Received by: TR
Reviewed by: _____
Approved by: _____

RECEIVED
FEB 27 2020
DEVELOPMENT
Received By: _____

Application to Rezone Real Property

(including Planned Unit Developments)

Project ID# Z2000003 *(Staff Entry)*

Pre-App Conference Date: 07/03/19	Application Date: 02/10/2020
Project Name: Courthouse Annex	
Parcel ID# See Attached Project Description	Project Address: See Attached Project Description
Current Zoning: UC - Urban Center	Current Land Use: Downtown Redevelopment
Proposed Zoning: UPUD - Urban Planned Unit Development	Proposed Land Use: Downtown Redevelopment
Present Use: Vacant	Site Area/Acreage: 1.17 acres

Fees *(check box)*: *This does not include fees that may be charged as a result of application review by the City's consultants*

Rezoning to CPUD	$3,584.00	☐	Site space must be greater than 20,000 sq. ft.
Rezoning to RPUD	$3,584.00	☐	Site area must be greater than .5 acre
Rezoning to ~~MXPUD~~ UPUD	$3,584.00	☒	Site area must be greater than .5 acre
Rezoning to Industrial IPUD	$3,584.00	☐	Site area must be greater than 1 acre
Rezoning to Public Service PSPUD	$3,584.00	☐	Site area must be greater than 2.5 acres
Non-PUD District Rezoning	$1,433.00	☐	

Submittal Requirements: A completed application form, the payment of fees, one (1) copy of all documents on a PDF formatted disc electronically signed and sealed, and a site plan. (Note: A concept plan may, at the discretion of the applicant, be submitted instead of a site plan. However, in doing so the applicant acknowledges that a site plan will need to be submitted for City Commission approval prior to making application for a development permit.) The data requirements for a site plan and a concept plan are available at the Development Department.

Approving Authority: The Development Director is required to prepare a staff report and recommendation concerning this application. The Local Planning Agency (LPA) is required to hold an advertised public hearing and formulate a recommendation to the City Commission. The City Commission is also required to hold an advertised public hearing after which it may approve, approve with conditions, or deny the application.

Written justification supporting the application and demonstrating how the application:

(a) is consistent with the relevant components of the City of Stuart Comprehensive Plan including concurrency with adopted levels-of-service for utilities/facilities and compatibility with existing/planned uses and

(b) complies with the relevant development standards of the City of Stuart Land Development Code *(include additional pages if needed).*

(over)

General Information

(Please Print or Type)

show that new k? has given Tim authority to act on his behalf for this application

1. Property Owner, Lessee, Contract Purchaser, or Applicant (circle one):

Name: Tim Hernandez	City/State/Zip Code: Delray Beach, FL 33445
Title: Principal	Telephone Number: (561) 279-8706
Company: New Urban Communities	Facsimile Number: (561) 272-3951
Company Address: 200 Congress Park Drive, Suite 201	Email Address (optional): thernandez@newurbancommunities.com

2. Agent of Record (if any): The following individual is designated as the Agent of Record for the property owner, lessee, or contract purchaser and should receive all correspondence related to the application review.

Name: Andrew VanValin	City/State/Zip Code: Delray Beach, FL 33445
Title: Planning Manager	Telephone Number: (561) 279-8706
Company: New Urban Communities	Facsimile Number: (561) 272-3951
Company Address: 200 Congress Park Drive, Suite 201	Email Address (optional): avanvalin@newurbancommunities.com

3. 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: Tim Hernandez	City/State/Zip Code: Delray Beach, FL 33445
Title: Principal	Telephone Number: (561) 279-8706
Company: New Urban Communities	Facsimile Number: (561) 272-3951
Company Address: 200 Congress Park Drive, Suite 201	Email Address (optional): thernandez@newurbancommunities.com

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

4. Signed this 10th day of February, 2020

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

State of Florida, Martin County The foregoing instrument was acknowledged before me on this 10th day of February by Timothy Hernandez who is personally known to me, or who has produced _____ as identification and who did/did not take an oath.

Christi French
Notary Signature

CHRISTI FRENCH
Notary Public - State of Florida
Commission # GG 015240
My Comm. Expires Nov 19, 2020
Bonded through National Notary Assn.

Commission Expires: November 19, 2020

General Information

(Please Print or Type)

1. Property Owner / Lessee, Contract Purchaser, or Applicant (circle one):

Name: Glenn Webber	City/State/Zip Code: Stuart, FL 34994
Title: President HOA	Telephone Number: 772-287-5600
Company: Curtis	Facsimile Number: 772-781-7561
Company Address: 101 SE Ocean Blvd, Suite 203	Email Address (optional): glenn@webberfl.com

2. Agent of Record (if any): The following individual is designated as the Agent of Record for the property owner, lessee, or contract purchaser and should receive all correspondence related to the application review.

Name: Andrew VanValin	City/State/Zip Code: Delray Beach, FL 33445
Title: Planning Manager	Telephone Number: (561) 279-8706
Company: New Urban Communities	Facsimile Number: (561) 272-3951
Company Address: 200 Congress Park Drive, Suite 201	Email Address (optional): avanvalin@newurbancommunities.com

3. 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: Tim Hernandez	City/State/Zip Code: Delray Beach, FL 33445
Title: Principal	Telephone Number: (561) 279-8706
Company: New Urban Communities	Facsimile Number: (561) 272-3951
Company Address: 200 Congress Park Drive, Suite 201	Email Address (optional): thernandez@newurbancommunities.com

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

4. Signed this 23 day of January, 2020.

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

State of Florida, Martin County The foregoing instrument was acknowledged before me on this 23 day of January by Glenn Webber who is personally known to me, or who has produced Personally Known as identification and who did/did not take an oath.

Notary Signature

Commission Expires:

DEANNA N MERRELL
State of Florida-Notary Public
Commission # GG 175074
My Commission Expires
January 15, 2022

General Information

(Please Print or Type)

1. Property Owner, Lessee, Contract Purchaser, or Applicant (circle one):

Name: Mark Brechbill Need New	City/State/Zip Code: Stuart, FL 34994
Title: MANAGER	Telephone Number: 772-220-3380 (772) 631-4800
Company: COURTHOUSE ANNEX, LLC; COURTHOUSE COMMONS, LLC	Facsimile Number:
Company Address: 215 SW Federal Hwy #200	Email Address (optional): mbrechbill@markbrechbill.com

2. Agent of Record (if any): The following individual is designated as the Agent of Record for the property owner, lessee, or contract purchaser and should receive all correspondence related to the application review.

Name: Andrew VanValin	City/State/Zip Code: Delray Beach, FL 33445
Title: Planning Manager	Telephone Number: (561) 279-8706
Company: New Urban Communities	Facsimile Number: (561) 272-3951
Company Address: 200 Congress Park Drive, Suite 201	Email Address (optional): avanvalin@newurbancommunities.com

3. 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: Tim Hernandez	City/State/Zip Code: Delray Beach, FL 33445
Title: Principal	Telephone Number: (561) 279-8706
Company: New Urban Communities	Facsimile Number: (561) 272-3951
Company Address: 200 Congress Park Drive, Suite 201	Email Address (optional): thernandez@newurbancommunities.com

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

4. Signed this 11th day of FEBRUARY, 2020.

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

State of Florida, Martin County The foregoing instrument was acknowledged before me on this 11th day of February 2020 by Mark E. Brechbill who is personally known to me, or who has produced FLDL: B621-545-55-341-0 as identification and who did/did not take an oath.

Notary Signature

Commission Expires:

Notary Public State of Florida
Darcee M Pilarski
My Commission GG 239737
Expires 07/19/2022

This Instrument was prepared by

John C. Primeau, Esq.
Law Firm of John C. Primeau, P.A.
2625 Weston Road
Weston, FL 33331
File No. 9172-30

New Date

AGREEMENT

This AGREEMENT (the "Agreement"), effective this 24th day of January, 2020, is executed and entered into by **NEW URBAN COMMUNITIES, LLC, a Florida limited liability company**, whose address is: 200 Congress Park Drive, Suite 201, Delray Beach, FL 33445 ("New Urban") and **CIVITAS PLACE CONDOMINIUM ASSOCIATION, INC., a Florida non-for-profit corporation**, whose address is: 101 E. Ocean Blvd., Suite 203, Stuart, FL 34994 (the "Civitas Association") [New Urban and Civitas are sometimes referred to as the "Parties"].

WHEREAS, New Urban is a contract vendee to purchase the real property more fully described on Exhibit "A" attached hereto and made a part hereof (hereinafter, the "New Urban Property"); and

WHEREAS, New Urban intends to redevelop and make significant improvements to the New Urban Property and will be seeking site plan and other developmental approvals (the "development applications") from the City of Stuart and/or Martin County; and

WHEREAS, Civitas Association is a condominium association and the owner of the real property described on Exhibit "B" attached hereto and made a part hereof (hereinafter, "Civitas Property") [the New Urban Property and Civitas Property are sometimes collectively referred to as the "Properties"]; and

WHEREAS, the President and Board of Directors of the Civitas Association have reviewed New Urban's development applications and are aware of and support the intended redevelopment of the New Urban Property; and

WHEREAS, the development of the Civitas Property was subject to the terms and conditions in City of Stuart Resolution No. 85-02 which was recorded in Official Records Book 1684, at Page 2850, of the public records of Martin County, Florida, and which governs the development of Civitas Phase I improvements (the "Development Agreement"); and

WHEREAS, the Civitas Phase I Development Agreement requires, among other things, that the number of required parking spaces called for under the Development

Agreement be lawfully permitted, constructed, and approved on the Civitas Phase I parcel; and

WHEREAS, to-date, the required parking spaces called for under the Civitas Phase I Development Agreement have not been permitted, constructed, and approved by the City of Stuart; and

WHEREAS, certain improvements relating to Civitas Phase I on the Civitas Property are located on and within and encroach upon the New Urban Property and are not located within an existing easement; and

WHEREAS, as part of New Urban's redevelopment of the New Urban Property, New Urban is willing to grant certain easements to the Civitas Association to allow some of the existing encroachments to remain on the New Urban Property, provided the Civitas Association supports New Urban's development applications and certain improvements are eliminated or relocated; and

WHEREAS, New Urban is also willing to grant the Civitas Association the exclusive use of six designated parking spaces during certain hours and the non-exclusive, shared use of twenty four vehicular parking spaces and two motorcycle parking spaces in the parking areas to be constructed on the New Urban Property, provided the Civitas Association supports New Urban's development applications and further provided New Urban and the Civitas Association enter into a mutually agreeable agreement regarding the shared use and maintenance cost of the parking areas; and

WHEREAS, New Urban and Civitas are entering into this Agreement to evidence their mutual intent and promises relating to the matters described in the above recitals; and

WHEREAS, New Urban might elect to acquire and hold title in the name of new entity or multiple entities in which event the obligations of "New Urban" under this Agreement shall automatically be assumed by and binding upon the new entity(ies), and any documents to be executed pursuant to this Agreement shall be executed in the name of the new entity(ies).

NOW, THEREFORE, in consideration of Ten Dollars ($10.00), the mutual promises contained in this Agreement, and other good and valuable consideration, the receipt, adequacy, and sufficiency of which is hereby acknowledged, New Urban and Civitas agree to be bound by the following terms and conditions.

ARTICLE I – INCORPORATION OF RECITALS

1.1 **Incorporation of Recitals**. The recitals set forth above are true and correct and are incorporated herein by this reference.

ARTICLE II – NEW URBAN'S COVENANTS

2.1 **Granting of Easements**. New Urban will grant certain easements in favor of the Civitas Association, and its successors in interest, to allow the existing Civitas encroachments to remain on the New Urban Property. The form of the Easement Agreement shall be substantially similar to the form attached to this Agreement as Exhibit "C". Specifically, New Urban will grant easements allowing Civitas to leave its grease trap, electrical transformer, backflow preventer, trash dumpster and a portion of a roof overhang in place. New Urban will be responsible to have its surveyor stake the exact location of the easements and prepare a sketch of a legal descriptions to be attached to the Easement Agreement. The Easement Agreement will be executed and recorded in the public records of Martin County, Florida, following New Urban's receipt of approval of its site plan and closing on its purchase of the New Urban Property.

2.2 PARKING SPACES. New Urban agrees to allow the Civitas Association, and its successors in interest, the exclusive use, from 8:00 am – 5:00 pm (Monday - Friday), of six designated parking spaces in the parking area to be located on the New Urban Property. Outside of those hours, the spaces will be shared with New Urban. New Urban also agrees to allow the Civitas Association, and its successors in interest, to share in the use of twenty four vehicular parking spaces and two motorcycle parking spaces in the parking area to be located on the New Urban Property. The exclusive and shared use of the parking spaces shall be subject to the use and maintenance restrictions in a mutually agreement Shared Parking Agreement. The form of the Shared Parking Agreement shall be substantially similar to the form attached to this Agreement as Exhibit "D". New Urban shall be solely responsible for the location, design, permitting, and construction of the parking area, subject however to the foregoing being approved by the City of Stuart during the site planning process. New Urban shall complete construction of the parking lot before obtaining a certificate of occupancy on either of the buildings to be constructed on the New Urban Properties. New Urban shall initially be responsible for maintenance and repairs to the parking area until it turns over maintenance responsibilities to an association to be established for the development of portions of the New Urban Property (the "POA"), at which time the POA will become responsible, together with the Civitas Associations and its successors in interest, for the shared costs of maintenance and repairs of the parking area as described in the Shared Parking Agreement.

ARTICLE III – CIVITAS' COVENANTS

3.1 **Support for Development Applications.** The President, other officers, and directors of the Civitas Association agree to support the proposed redevelopment on the New Urban Property. The Civitas Association, acting through its President without the need for further approvals from the Civitas Association, will join in all applications New Urban is required to file with any governmental agencies. Further, the representatives of the Civitas Association, including its current and future officers and directors, shall not disparage New Urban's redevelopment of the New Urban Property and will speak in favor of New Urban's redevelopment at any public hearings held to approve the development of the New Urban Property or in any formal or informal communications regarding or in any way connected with the development of the New Urban Property. Civitas may withdraw its support of New Urban's development obligations if New Urban fails to comply with its obligations under Article II in good faith and in a timely manner.

3.2 **Removal of Roof Overhang.** Within ninety (90) days after the date of New Urban's closing on the purchase of the New Urban Property, the Civitas Association shall remove that portion of the roof overhang shown on Exhibit "E" to this Agreement which encroaches into the New Urban Property. New Urban (together with Courthouse Commons, LLC, and Courthouse Annex, LLC) has agreed to pay all costs and expenses in connection with the removal of the roof overhang encroachment, including (without limitation): plans and drawings, permits, labor, materials, construction, and inspections; provided however, Civitas may, at its own expense, have the roof modification plans reviewed by its own engineer for confirmation that the proposed modification will not affect the structural integrity and life expectancy of the roof. The design professionals, contractors, and suppliers will be engaged directly by the Civitas Association, but the Civitas Association agrees to act in good faith and cooperate with New Urban in connection with the design, permitting, scheduling, and re-construction of the roof. New Urban has agreed to pay up to $5,000 for the design of the roof modifications. New Urban will provide Civitas with copies of the architectural plans for the roof modification and a report from a Florida licensed engineer confirming that the roof modification can be completed without negatively affecting the structural integrity or life expectancy of the roof. Prior to entering into a construction contract for the roof modifications, the roofing contractor shall confirm in writing that it has reviewed the plans and that it is willing to complete the work and provide a warranty to Civitas. Following the design and bidding of the roof modification, New Urban agrees to promptly pay all invoices submitted in accordance with the bid documents for construction of the roof modifications and will provide Civitas all roof-related documents after the City of Stuart approves re-construction of the roof.

3.3 **Relocation of Certain Encroachments.** Within thirty (30) days after the date of this Agreement, the Civitas Association shall have its architect, engineer, or other

professionals meet with New Urban's designated representatives to discuss the relocation and re-routing of the following encroachments on the New Urban Property: the electrical lines from transformers to Civitas building, the water and fire lines going from Civitas' DDCV to the Civitas building, and the main roof outfall for the Civitas building. The aforementioned encroachments shall be relocated by Civitas to locations on the New Urban Property which will not materially interfere with New Urban's intended redevelopment of the New Urban Property. Upon a mutual agreement regarding the new locations for the encroachments, New Urban will use good faith efforts to have the current property owner(s) grant easements for the relocated encroachments. Upon the easements being granted and recorded in the public records, Civitas shall relocate the roof outfall to the new easement area, or to a location on the Civitas Property, not more than one hundred eighty days after the date of this Agreement. The Civitas Association shall be solely responsible for all costs and expenses in connection with the removal and relocation of the roof outfall, including (without limitation): plans and drawings, permits, labor, materials, and inspections. New Urban shall be solely responsible for all costs and expenses in connection with the removal and relocation of the water lines, transformer, and electrical lines, including (without limitation): plans and drawings, permits, labor, materials, and inspections.

ARTICLE IV - CONDITIONS TO COVENANTS AND OBLIGATIONS

4.1 **Conditions to New Urban's Obligations**. New Urban's covenants and obligations under Article II are conditioned upon the Civitas Associations performing its obligations hereunder in good faith and in a timely manner, (b) New Urban obtaining all necessary development approvals, including (without limitation), site plan approval, for the redevelopment of the New Urban Property, and (c) New Urban closing on the purchase of the New Urban Property. If New Urban does not obtain all necessary development approvals for any reason, this Agreement shall automatically be terminated and of no further force or effect, and New Urban shall not have any further obligations under this Agreement.

4.2 **Conditions to Civitas's Obligations**. Civitas's covenants and obligations under Article III are conditioned upon New Urban performing its obligations hereunder in good faith and in a timely manner.

4.3 **Denial of Development Applications**. Upon denial of any of New Urban's applications for development approvals, including (without limitation) site plan approval, and expiration any applicable appeal period without an appeal pending, the Parties' respective obligations under this Agreement shall immediately cease and this Agreement shall automatically be deemed terminated and of no further force or effect. It shall be in New Urban's sole discretion to determine whether to appeal, or continue to appeal, the denial of any application for development approvals.

ARTICLE V - MISCELLANEOUS PROVISIONS

5.1 **Binding Obligations**. The covenants, promises, rights, privileges, and obligations contained in this Agreement are not personal but instead are perpetual and shall run with the land and be binding upon and inure to the benefit of the owners of the Parcels from time-to-time, and their respective heirs, personal representatives, transferees, successors, or assigns.

5.2 **Time is of the Essence**. Time is of the essence to all matters pertaining to this Agreement.

5.3 **Attorneys' Fees**. In the event of any litigation to interpret or enforce this Agreement or to recover damages arising hereunder, the prevailing party in such litigation shall be entitled to recover its costs, including reasonable attorneys' fees, incurred before, during, or after litigation and in any and all judicial, bankruptcy, reorganization, administrative, or other proceedings (including appellate proceedings), whether such proceedings arise before or after entry of a final judgment.

5.4 **Merger / Integration**. This Agreement (including any exhibits attached hereto) and any fully executed counterparts contain the entire agreement between the parties with respect to the subject matter hereof. All prior negotiations between the parties are fully and completely merged and integrated into this Agreement. This Agreement also supersedes all prior discussions, negotiations, agreements, and understandings. There are no prior or contemporaneous promises, statements, agreements, conditions undertaken, understandings, warranties, or representations, oral or written, expressed or implied, between the parties other than as set forth herein. All parties represent, warrant, and agree that all promises undertaken, agreements, representations, conditions, and stipulations that induced execution of this Agreement are expressly set forth herein and are fully and completely merged and incorporated herein. The parties further agree that any promise or agreement, not expressly set forth and in writing and signed by both parties cannot be relied upon and will not be valid or enforceable. This Paragraph cannot be waived by conduct or oral agreement.

5.5 **No Modifications or Waivers Unless in Writing**. No new agreements or modifications, alterations, changes, waivers, or discharges to this Agreement shall be valid and enforceable unless in writing and signed by all parties who have entered into any such agreement or modification. Similarly, no consent or approval required pursuant to this Agreement shall be effective unless the same shall be in writing and signed by the party to be charged. This provision may not be waived by conduct or oral agreement.

5.6 **Waiver of Jury Trial.** THE PARTIES HERETO DO HEREBY KNOWINGLY, VOLUNTARILY, INTENTIONALLY, UNCONDITIONALLY, AND IRREVOCABLY WAIVE ANY RIGHT ANY PARTY MAY HAVE TO A JURY TRIAL IN EVERY JURISDICTION IN ANY ACTION, PROCEEDING, CLAIM, OR COUNTERCLAIM BROUGHT BY EITHER OF THE PARTIES HERETO AGAINST THE OTHER OR THEIR RESPECTIVE SUCCESSORS OR ASSIGNS, IN RESPECT OF ANY MATTER ARISING OUT OF OR IN CONNECTION WITH THIS AGREEMENT OR ANY OTHER DOCUMENT EXECUTED AND DELIVERED BY EITHER PARTY IN CONNECTION HEREWITH (INCLUDING, WITHOUT LIMITATION, ANY ACTION TO RESCIND OR CANCEL THIS AGREEMENT AND ANY CLAIM OR DEFENSE ASSERTING THAT THIS AGREEMENT WAS FRAUDULENTLY INDUCED OR IS OTHERWISE VOID OR VOIDABLE). THE RIGHT TO A JURY TRIAL IS HEREBY EXPRESSLY AND COMPLETELY WAIVED AND RELEASED BY ALL PARTIES. ALL PARTIES FURTHER ACKNOWLEDGE AND ADMIT THAT THIS WAIVER AND RELEASE OF THE RIGHT TO JURY TRIAL IS A MATERIAL INDUCEMENT FOR THE PARTIES HERETO TO ENTER INTO THIS AGREEMENT AND SHALL SURVIVE THE FULL PERFORMANCE OR TERMINATION OF THIS AGREEMENT. THE PARTIES FURTHER AGREE NOT TO SEEK CONSOLIDATION WITH ANY ACTION IN WHICH A JURY TRIAL HAS NOT BEEN WAIVED OR WITH AN ACTION, CLAIM, OR DEFENSE IN WHICH A JURY TRIAL CANNOT BE WAIVED.

5.7 **Neutral Interpretation**. The terms and conditions set forth in this Agreement are the product of arms-length negotiations and mutual draftsmanship and/or review by counsel for the parties, each having the opportunity to be represented by counsel. This Agreement shall be given a fair, reasonable, and neutral construction in accordance with the intentions of the parties hereto and without regard to or aid of canons requiring construction against any party which drafted this Agreement or any provision thereof. The parties agree and acknowledge that each has reviewed this Agreement and any ambiguities in this Agreement or in any other agreement prepared or to be entered into in connection with this Agreement shall not be construed against any party because of the draftsmanship, but this Agreement shall be interpreted in a neutral fashion consistent with the intent of the parties as stated herein.

5.8 **Severability**. Any provision of this Agreement, which is prohibited or unenforceable in any jurisdiction shall, as to such jurisdiction only, be ineffective only to the extent of such prohibition or unenforceability without invalidating the remaining provisions hereof or affecting the validity or enforceability of such provision in any other jurisdiction. If any provision of this Agreement shall be unenforceable or invalid, the same shall not affect the remaining provisions of this Agreement. To this end, the provisions of this Agreement are intended to be and shall be severable.

5.9 **Binding Effect**. This Agreement and the terms, conditions, covenants, provisions, representations, and warranties herein contained, shall inure to the benefit of, and shall be binding upon the parties and their respective heirs, executors, administrators, personal representatives, successors, and assigns (when assignment permitted as set forth herein) of the parties hereto.

5.10 **Execution in Counterparts**. This Agreement may be executed in one or more counterparts, each of which so executed and delivered shall be deemed an original, but all of which taken together shall constitute but one and the same instrument. A signature by facsimile, email, or electronic means shall be deemed to be an original signature and is entitled to the same legal consideration, validity, and enforceability as a signed original for the purposes expressed herein and shall be considered an original for evidentiary purposes in any court of law or administrative proceeding.

5.11 **Incorporation of Exhibits**. Each of the exhibits and schedules referred to herein and attached hereto, if any, are incorporated herein by this reference.

5.12 **Headings**. The caption headings in this Agreement are for convenience only and are not intended to be a part of this Agreement and shall not be construed to modify, explain, or alter any of the terms, covenants, or conditions herein contained.

5.13 **Venue**. This Agreement shall be interpreted and enforced in accordance with the laws of the State of Florida, and venue for any litigation hereunder shall be Monroe County, Florida.

5.14 **No Waiver**. No waiver of any provision of this Agreement shall be valid unless in writing and signed by the person against whom it is sought to be enforced. The failure of either party, at any time, to insist upon strict performance of any condition shall not be construed as a waiver at any other time. Any party's delay or omission in the exercise of any right or remedy accruing on any default or in the doing of any matters or things permitted to be done by that party under the terms and provisions of this Agreement shall not impair any such right or remedy or be construed to be a waiver of any such default or acquiescence thereto. Every such right or remedy may be exercised from time to time and as often as it is deemed expedient by that party.

5.15 **Miscellaneous**. The use of any gender shall include all other genders. The singular shall include the plural and vice versa. Use of the words "herein," "hereof," "hereunder," and any other words of similar import refer to this Agreement as a whole and not to any particular article, section, or other paragraph of this Agreement unless specifically noted otherwise in this Agreement. Wherever used herein the term New Urban shall include singular and plural, heirs, legal representatives, agents, officers, directors, employees, and

assigns, and the successors and assigns thereof, wherever the context so admits or requires. Wherever used herein the terms Civitas Association shall include singular and plural, jointly and severally, the current officers and directors of the Civitas Association, and their respective successors in office, legal representatives, agents, and assigns thereof, wherever the context so admits or requires.

{This space left blank intentionally – signatures continued on next page}

IN WITNESS WHEREOF, the parties have hereunto set their hands and seals the day and year first written above.

NEW URBAN:

Signed, sealed and delivered in the presence of:

NEW URBAN COMMUNITIES, L.L.C., a Florida limited liability company

By: NEW URBAN COMMUNITIES CORPORATION, a Florida corporation

Signature of first witness

By: _____
KEVIN E. RICKARD, as President
{Seal}

Printed name of first witness

Signature of second witness

Printed name of second witness

STATE OF FLORIDA }
}SS:
COUNTY OF PALM BEACH }

The foregoing instrument was acknowledged before me, by means of ☑ physical presence or ☐ online notarization, this 30th day of January, 2020, by **KEVIN E. RICKARD, as President of NEW URBAN COMMUNITIES CORPORATION, a Florida corporation, as Manager of NEW URBAN COMMUNITIES, L.L.C., a Florida limited liability company,** and that he acknowledged executing the same for such corporation and limited liability company, freely and voluntarily, under authority duly vested in him by said corporation and limited liability company, and that said individual: [✓] is personally known to the undersigned or [ ] produced a _____ _____ for identification purposes.

[Notary Seal Here]

_____
NOTARY PUBLIC – State of Florida
My Commission Expires: Dec. 9, 2023

ANDREW VANVALIN
Notary Public - State of Florida
Commission # GG 938332
My Comm. Expires Dec 9, 2023
Bonded through National Notary Assn.

CIVITAS:

Signed, sealed and delivered in the presence of:

CIVITAS PLACE CONDOMINIUM ASSOCIATION, INC., a Florida non-for-profit corporation

By: _____
Glenn J. Webber, Esq., as President

{Seal}

_____
Signature of first witness

_____
Printed name of first witness

_____
Signature of second witness

_____
Printed name of second witness

STATE OF FLORIDA }
}SS:
COUNTY OF MARTIN }

The foregoing instrument was acknowledged before me, by means of ☑ physical presence or ☐ online notarization, this 23RD day of January, 2020, by **Glenn J. Webber, Esq., as President of CIVITAS PLACE CONDOMINIUM ASSOCIATION, INC., a Florida not-for-profit corporation**, and that he acknowledged executing the same for such not-for-profit corporation, freely and voluntarily, under authority duly vested in him by said not-for-profit corporation, and that said individual [X] is personally known to the undersigned or [ ] produced a _____ _____ for identification purposes.

[Notary Seal Here]

_____
NOTARY PUBLIC – State of Florida
My Commission Expires:

TIFFANY BEGLEY
MY COMMISSION # GG 920746
EXPIRES: October 8, 2023
Bonded Thru Notary Public Underwriters

Civitas – Agreement – Main – v01d

Exhibit "A"
[Legal Description – Parcel A]

Parcel 1:
Lots 21, 22, 39 and 40, less and excepting the North 15 feet of Lot 39, and also less and excepting all rights of way, including the South 25 feet of Lots 21 and 40, HIGH SCHOOL SUBDIVISION, according to the plat thereof, recorded in Plat Book 2, Page 85, of the Public Records of Palm Beach (Now Martin) County, Florida.

Parcel 2:
Lot 23, less the Westerly Four (4) feet thereof, HIGH SCHOOL SUBDIVISION, according to the Plat thereof, recorded in Plat Book 2, Page 85, of the Public Records of Palm Beach (Now Martin) County, Florida.

Parcel 3:
Lot 38, together with the North Fifteen (15) feet of Lot 39, Lot 41, less the South twenty five (25) feet thereof for street right of way purposes, and Lots 42, 43, 44 and 45, HIGH SCHOOL SUBDIVISION, according to the Plat thereof, recorded in plat Book 2, Page 85, of the Public Records of Palm Beach (Now Martin) County, Florida.

Less and Except from the above described Parcels 1, 2 and 3, that portion thereof submitted as Phase 1 of CIVITAS PLACE CONDOMINIUM, a Condominium according to the Declaration of Condominium thereof, recorded in Official Records Book 2281, Page 439, as amended in Official Records Book 2282, Page 118, of the Public Records of Martin County, Florida.

Parcel 4:
Lot 46 according to the Plat of HIGH SCHOOL SUBDIVISION, as recorded in Plat Book 2, Page 85, Public Records of Palm Beach (Now Martin) County, Florida, less that portion conveyed to the City of Stuart by Deed recorded in Official Records Book 317, Page 226, of the Public Records of Martin County, Florida.

Exhibit "B"
[Legal Description – Parcel B]

Phase 1 of CIVITAS PLACE CONDOMINIUM, a Condominium according to the Declaration of Condominium thereof, recorded in Official Records Book 2281, Page 439, and all exhibits and amendments thereto, as amended in Official Records Book 2282, Page 118, of the Public Records of Martin County, Florida.

Exhibit "C"

[Easement Agreement]

EXHIBIT
C

This document was prepared by
and record and return to:

John C. Primeau, Esq.
Law Firm of John C. Primeau, P.A.
2625 Weston Road
Weston, FL 33331
File No. 9172-22

EASEMENT AGREEMENT

This EASEMENT AGREEMENT (the "Easement Agreement"), effective this 30th day of January, 2020, is executed and entered into by **NEW URBAN COMMUNITIES, LLC, a Florida limited liability company**, whose address is: 200 Congress Park Drive, Suite 201, Delray Beach, FL 33445 ("New Urban" or "Grantor") and **CIVITAS PLACE CONDOMINIUM ASSOCIATION, INC., a Florida non-for-profit corporation**, whose address is: 101 E. Ocean Blvd., Suite 203, Stuart, FL 34994 ("Civitas" or "Grantee") [New Urban and Civitas are sometimes referred to as the "Parties"].

(Wherever used in this instrument the terms "Grantor" and "Grantee" include all the parties to this instrument and the legal representatives, personal representatives, heirs, and assigns of individuals, and the successors and assigns of corporations, partnerships (including joint ventures), limited liability companies, public bodies, and quasi-public bodies.)

WHEREAS, New Urban is the current owner of the real property more fully described on Exhibit 1 attached hereto and made a part hereof (hereinafter, the "New Urban Property" or "Grantor's Property"); and

WHEREAS, Civitas Association is a condominium association and is the current owner of the real property described on Exhibit 2 attached hereto and made a part hereof (hereinafter, the "Civitas Property" or "Benefitted Property") [the Grantor's Property and the Benefitted Property are sometimes collectively referred to as the "Parcels"]; and

WHEREAS, certain improvements relating to the Civitas Phase I Condominium are located on and within, and allegedly encroach upon, the New Urban Property and are not located within an existing easement; and

WHEREAS, Grantor and Grantee have determined that that it is in the best interests for Grantor to grant, and Grantee to accept, a non-exclusive, perpetual easement for access, ingress, egress, utilities, and drainage in, over, under, and across a portion of the Grantor's Property as described on Exhibit 3 attached hereto and made a part hereof (hereafter referred

to as the "Easement Parcel), such easement being appurtenant to the Grantor's Property and the Benefitted Property [the Grantor' Property, Benefitted Property, and Easement Parcel are collectively sometimes referred to as the "Parcels"]; and

WHEREAS, Grantor and Grantee are entering into this Agreement to set forth the terms, conditions, obligations, responsibilities, rights, and privileges appurtenant to the Parcels in connection with the easements being granted and conveyed by Grantor and accepted by Grantee.

NOW THEREFORE, in consideration of Ten Dollars ($10.00) each in hand paid to the other, the parties agree as follows:

1. **Incorporation of Recitals**. The recitals set forth above are true and correct, form a material part of this Easement Agreement, and are fully incorporated herein.

2. **Grant of Easement for Portion of Roof Overhang**. Grantor hereby gives, grants, bargains, and conveys to Grantee a perpetual, non-exclusive, appurtenant easement over the real property described as "Easement Parcel #1" on Exhibit 3 attached hereto and made a part hereof for the purposes of repairing, reconstructing, and maintaining (but not expanding or increasing) the existing roof overhang currently located over Easement Parcel #1 (the "Roof Overhang Easement"). The Roof Overhang Easement is granted subject to the following terms, conditions, and agreements:

a. Grantor hereby reserves the right to utilize and use Easement Parcel #1 by constructing, re-constructing, repairing, improving, maintaining, and replacing paved roadways, sidewalks, grass, utilities, drainage, and landscaping (the "improvements") in and on Easement Parcel #1. Any such construction, re-construction, repairs, improvements, maintenance, and replacement activities and operations on Easement Parcel #1 shall be at the sole cost and expense of Grantor; shall be made in the sole and exclusive judgment and discretion of Grantor; and shall be performed to comply with the requirements of the City of Stuart Code of Ordinances. Prior to undertaking any such activities or operations, Grantor shall obtain the necessary permits, if any, required by governmental agencies or entities. The property owner's association (POA), to be established for the development on the Grantor's Property, shall remain responsible indefinitely for the construction, re-construction, repairs, improvements, maintenance, and replacement activities and operations of the improvements within Easement Parcel #1. New Urban shall be responsible for such maintenance until it turns over maintenance responsibilities to the POA, at which point the POA will become responsible for the aforedescribed maintenance obligations.

b. As provided in that separate Agreement being entered into by New Urban and Civitas contemporaneously with the execution of this Easement Agreement,

Grantee shall execute a contract with a licensed contractor for the repair, replacement, and reconstruction of the existing roof overhang currently located over Easement Parcel #1, but Grantor shall be solely responsible for the cost of the contractor to repair, replace, and reconstruct the existing roof overhang currently located over Easement Parcel #1. If any repairs, replacements, reconstruction, or maintenance of the roof overhang by Grantee or Grantee's contractor damage, disturb, or require the removal of any improvements constructed by Grantor in, under, over, along, and across Easement Parcel #1, Grantee shall be solely responsible for repairing, replacing, or reconstructing the improvements at Grantee's sole cost and expense. Any such repairs, replacement, and reconstruction of the improvements shall be in compliance with the requirements of the City of Stuart Code of Ordinances and shall be made to substantially preserve and reflect the appearance of the improvements before Grantee repaired, replaced, reconstructed, or maintained the roof overhang.

c. The existing roof overhang may not be enlarged or expanded. When Civitas replaces or reconstructs that portion of the roof which overhangs above Easement Parcel #1, the Civitas roof shall be redesigned and reconstructed to eliminate the encroachment into Easement Parcel #1. Upon completion of the construction of the new roof on the Civitas Property and final approval of all inspections by the City of Stuart, Civitas shall execute and deliver to New Urban a Release of Easement, the form and content of which shall be approved by New Urban's counsel in his reasonable discretion, which shall release the Roof Overhang Easement and which shall be recorded in the public records of Martin County, Florida.

3. Grant of Easement for Grease Traps. Grantor hereby gives, grants, bargains, and conveys to Grantee a perpetual, non-exclusive, appurtenant easement in, over, under, and across the real property described as "Easement Parcel #2" on Exhibit 3 attached hereto and made a part hereof for the purposes of repairing, reconstructing, and maintaining (but not expanding or increasing) the existing grease traps currently located in, under, over, along, and across Easement Parcel #2 (the "Grease Trap Easement").

4. Grant of Easement for DDCV. Grantor hereby gives, grants, bargains, and conveys to Grantee a perpetual, non-exclusive, appurtenant easement in, over, under, and across the real property described as "Easement Parcel #3" on Exhibit 3 attached hereto and made a part hereof for the purposes of repairing, reconstructing, and maintaining (but not expanding or increasing) the existing double detector check valve ("DDCV") currently located in, under, over, along, and across Easement Parcel #3 (the "DDCV Easement"). The DDCV Easement is granted subject to the following terms, conditions, and agreements:

5. Grant of Easement for Dumpster & Transformers. Grantor hereby gives, grants, bargains, and conveys to Grantee a perpetual, non-exclusive, appurtenant easement

in, over, under, and across the real property described as "Easement Parcel #4" on Exhibit 3 attached hereto and made a part hereof for the purposes of repairing, reconstructing, accessing, and maintaining (but not expanding or increasing) the existing dumpster, transformers, and electrical lines currently located in, above, under, over, along, and across Easement Parcel #4 (the "Dumpster & Transformer Easement"). Grantor shall be entitled to share the use of the dumpster located in Easement Parcel #4 from time-to-time.

6. **Terms and Conditions of Certain Easements**. The Grease Trap Easement, DDCV Easement, and Dumpster & Transformer Easement, are all granted subject to the following terms, conditions, and agreements:

a. Grantor hereby reserves the right to utilize and use Easement Parcels #2-4 by constructing, re-constructing, repairing, improving, maintaining, and replacing paved roadways, sidewalks, grass, utilities, drainage, and landscaping (the "improvements") in, on, and over Easement Parcels #2-4. Any such construction, re-construction, repairs, improvements, maintenance, and replacement activities and operations shall be at the sole cost and expense of Grantor; shall be made in the sole and exclusive judgment and discretion of Grantor; and shall be performed to comply with the requirements of the City of Stuart Code of Ordinances. Prior to undertaking any such activities or operations, Grantor shall obtain the necessary permits, if any, required by governmental agencies or entities. The property owner's association (POA), to be established for the development on the Grantor's Property, shall remain responsible indefinitely for the construction, re-construction, repairs, improvements, maintenance, and replacement activities and operations of the improvements within Easement Parcels #2-4. New Urban shall be responsible for such maintenance until it turns over maintenance responsibilities to the POA, at which point the POA will become responsible for the aforedescribed maintenance obligations.

b. Grantee shall be solely responsible for the cost of repairing, replacing, reconstructing, and maintaining the existing grease traps, DDCV, dumpsters, and transformers currently located in, under, over, along, and across Easement Parcel #2-4. If any repairs, replacements, reconstruction, or maintenance by Grantee damage, disturb, or require the removal of any improvements constructed by Grantor in, under, over, along, and across Easement Parcels #2-4, Grantee shall be solely responsible for repairing, replacing, or reconstructing the improvements at Grantee's sole cost and expense. Any such repairs, replacement, and reconstruction shall be in compliance with the requirements of the City of Stuart Code of Ordinances and shall be made to substantially preserve and reflect the appearance of the improvements before Grantee made any repairs or replacements or performed any reconstruction or maintenance.

c. Grantee shall be solely responsible for the cost of relocating the restaurant's existing vent to the front or rear of the building, but the cost of such relocation may be passed

through to the restaurant by Grantee.

7. **Non-Exclusive Use of Easements**. Grantor (including its invitees, licensees, guests, agents, successors, and assigns) may continue using Easement Parcels provided such use shall not substantially interfere with the Grantee's use of the Easement Parcels.

8. **Duration of Easements**. The duration of the easements granted herein shall be perpetual unless (i) terminated by a recorded termination agreement signed by all then-existing record title owners of the Grantor's Property and the Benefitted Property, which termination agreement may terminate some or all of the easements; or (ii) Grantee defaults under any material term in this Agreement.

9. **Warranty of Ownership**. Grantor hereby warrants and represents to Grantee that Grantor possesses fee simple title to the Easement Parcels and it is authorized to execute and deliver this Easement Agreement.

10. **Binding Obligation**. The covenants, promises, duties, rights, privileges, and obligations contained in this Easement Agreement are not personal but instead are appurtenant and shall run with the Parcels described herein and be binding upon and inure to the benefit of the owners of the Parcels from time-to-time, and their respective heirs, personal representatives, transferees, successors, or assigns.

11. **Severability**. Any provision of this Easement Agreement which is prohibited or unenforceable in any jurisdiction shall, as to such jurisdiction only, be ineffective only to the extent of such prohibition or unenforceability without invalidating the remaining provisions hereof or affecting the validity or enforceability of such provision in any other jurisdiction. If any provision of this Easement Agreement shall be unenforceable or invalid, the same shall not affect the remaining provisions of this Easement Agreement. To this end, the provisions of this Easement Agreement are intended to be and shall be severable.

12. **Miscellaneous**. The use of any gender shall include all other genders. The singular shall include the plural and vice versa. Use of the words "herein," "hereof," "hereunder," and any other words of similar import refer to this Agreement as a whole and not to any particular article, section, or other paragraph of this Agreement unless specifically noted otherwise in this Agreement.

{This space left blank intentionally – signatures on next page}

IN WITNESS WHEREOF, Grantor has executed this instrument the day and year first above written.

NEW URBAN / GRANTOR:

Signed, sealed and delivered in the presence of:

Signature of first witness

Timothy C. Hernandez

Printed name of first witness

Signature of second witness

Andrew VanValin

Printed name of second witness

NEW URBAN COMMUNITIES, L.L.C., a Florida limited liability company

By: NEW URBAN COMMUNITIES CORPORATION, a Florida corporation

By: _____

KEVIN E. RICKARD, as President

{Seal}

STATE OF FLORIDA }

}SS:

COUNTY OF PALM BEACH }

The foregoing instrument was acknowledged before me, by means of ☑ physical presence or ☐ online notarization, this 30th day of January, 2020, by **KEVIN E. RICKARD, as President of NEW URBAN COMMUNITIES CORPORATION, a Florida corporation, as Manager of NEW URBAN COMMUNITIES, L.L.C., a Florida limited liability company,** and that he acknowledged executing the same for such corporation and limited liability company, freely and voluntarily, under authority duly vested in him by said corporation and limited liability company, and that said individual: [✓] is personally known to the undersigned or [ ] produced a _____ _____ for identification purposes.

[Notary Seal Here]

ANDREW VANVALIN
Notary Public - State of Florida
Commission # GG 938332
My Comm. Expires Dec 9, 2023
Bonded through National Notary Assn.

_____

NOTARY PUBLIC – State of Florida

My Commission Expires: Dec. 9, 2023

ACCEPTANCE BY GRANTEE

The foregoing Easement Agreement is hereby accepted by the Grantee this 23rd day of JANUARY, ~~2019~~2020.

CIVITAS / GRANTEE:

Signed, sealed and delivered in the presence of:

CIVITAS PLACE CONDOMINIUM ASSOCIATION, INC., a Florida non-for-profit corporation

B. Riddle
Signature of first witness

By: A. Webber, President
Glenn J. Webber, Esq., as President

Brianna Riddle
Printed name of first witness

{Seal}

Signature of second witness

Glenn Webber
Printed name of second witness

STATE OF FLORIDA }
}SS:
COUNTY OF MARTIN }

The foregoing instrument was acknowledged before me, by means of ☑ physical presence or ☐ online notarization, this 23rd day of JANUARY, 2020, by **Glenn J. Webber, Esq., as President of CIVITAS PLACE CONDOMINIUM ASSOCIATION, INC., a Florida not-for-profit corporation**, and that he acknowledged executing the same for such not-for-profit corporation, freely and voluntarily, under authority duly vested in him by said not-for-profit corporation, and that said individual ☑ is personally known to the undersigned or [ ] produced a _____ for identification purposes. ~~*I HEREBY CERTIFY* that on this day, before me, the undersigned officer, duly authorized in the aforesaid state and county to take acknowledgments, personally appeared **Glenn J. Webber, Esq., as President of CIVITAS PLACE CONDOMINIUM ASSOCIATION, INC., a Florida non-for-profit corporation,** that he acknowledged executing the same for such corporation and limited liability company, freely and voluntarily, under authority duly vested in him by said corporation and limited liability company, and that said~~

~~individual [ ] is personally known to the undersigned or [ ] produced a _____ for identification purposes.~~

[Notary Seal Here]

_____
NOTARY PUBLIC – State of _____
My Commission Expires:

Exhibit 1
[Legal Description – New Urban Property]

Parcel 1:
Lots 21, 22, 39 and 40, less and excepting the North 15 feet of Lot 39, and also less and excepting all rights of way, including the South 25 feet of Lots 21 and 40, HIGH SCHOOL SUBDIVISION, according to the plat thereof, recorded in Plat Book 2, Page 85, of the Public Records of Palm Beach (Now Martin) County, Florida.

Parcel 2:
Lot 23, less the Westerly Four (4) feet thereof, HIGH SCHOOL SUBDIVISION, according to the Plat thereof, recorded in Plat Book 2, Page 85, of the Public Records of Palm Beach (Now Martin) County, Florida.

Parcel 3:
Lot 38, together with the North Fifteen (15) feet of Lot 39, Lot 41, less the South twenty five (25) feet thereof for street right of way purposes, and Lots 42, 43, 44 and 45, HIGH SCHOOL SUBDIVISION, according to the Plat thereof, recorded in plat Book 2, Page 85, of the Public Records of Palm Beach (Now Martin) County, Florida.

Less and Except from the above described Parcels 1, 2 and 3, that portion thereof submitted as Phase 1 of CIVITAS PLACE CONDOMINIUM, a Condominium according to the Declaration of Condominium thereof, recorded in Official Records Book 2281, Page 439, as amended in Official Records Book 2282, Page 118, of the Public Records of Martin County, Florida.

Parcel 4:
Lot 46 according to the Plat of HIGH SCHOOL SUBDIVISION, as recorded in Plat Book 2, Page 85, Public Records of Palm Beach (Now Martin) County, Florida, less that portion conveyed to the City of Stuart by Deed recorded in Official Records Book 317, Page 226, of the Public Records of Martin County, Florida.

Exhibit 2
[Legal Description – Civitas Property]

Phase 1 of CIVITAS PLACE CONDOMINIUM, a Condominium according to the Declaration of Condominium thereof, recorded in Official Records Book 2281, Page 439, and all exhibits and amendments thereto, as amended in Official Records Book 2282, Page 118, of the Public Records of Martin County, Florida.

Exhibit 3

[Legal Description – _____ Easement Parcels]

[Sketch and legal descriptions to be provided by New Urban's surveyor]

Easement Parcel #----:

Easement Parcel #----:

Easement Parcel #----:

Easement Parcel #----:

Exhibit "D"

[Shared Parking Agreement]

EXHIBIT
D

This Instrument was prepared by

John C. Primeau, Esq.
Law Firm of John C. Primeau, P.A.
2625 Weston Road
Weston, FL 33331
File No. 9172-30

SHARED PARKING AGREEMENT

This SHARED PARKING AGREEMENT (the "Agreement"), effective this 30 day of January, 2020, is executed and entered into by **NEW URBAN COMMUNITIES, LLC, a Florida limited liability company**, whose address is: 200 Congress Park Drive, Suite 201, Delray Beach, FL 33445 ("Developer" or "New Urban") and **CIVITAS PLACE CONDOMINIUM ASSOCIATION, INC., a Florida non-for-profit corporation**, whose address is: 101 E. Ocean Blvd., Suite 203, Stuart, FL 34994 ("Civitas") [Developer and Civitas are sometimes referred to as the "Parties"].

WHEREAS, Developer is a contract vendee to purchase the real property more fully described on Exhibit 1 attached hereto and made a part hereof (hereinafter, the "Developer's Property"); and

WHEREAS, Developer intends to redevelop and make significant improvements to the Developer's Property to include, among other things, a mixed-use development with commercial and residential uses, eight residential townhouses, and parking areas, and will be seeking site plan and other developmental approvals (the "development applications") from the City of Stuart and/or Martin County; and

WHEREAS, Civitas is a condominium association and the owner of the real property described on Exhibit 2 attached hereto and made a part hereof (hereinafter, "Civitas Property") [the Developer's Property and Civitas Property are sometimes collectively referred to as the "Properties"]; and

WHEREAS, the President and Board of Directors of the Civitas Association have reviewed New Urban's development applications and are aware of and support the intended redevelopment of the Developer's Property; and

WHEREAS, the development of the Civitas Property was subject to the terms and conditions in City of Stuart Resolution No. 85-02 which was recorded in Official Records Book 1684, at Page 2850, of the public records of Martin County, Florida, and which governs the development of Civitas Phase I improvements (the "Development Agreement"); and

WHEREAS, the Civitas Phase I Development Agreement requires, among other things, that the number of on-site required parking spaces called for under the Civitas Development Agreement be lawfully permitted, constructed, and approved on the Civitas Phase I parcel within certain timeframes; and

WHEREAS, to-date, the required parking spaces called for under the Civitas Phase I Development Agreement have not been permitted, constructed, and approved by the City of Stuart; and

WHEREAS, Developer is willing to grant a license to Civitas for the exclusive use of six designated parking spaces during certain hours and the non-exclusive, shared use of twenty four vehicular parking spaces and two motorcycle parking spaces in the parking areas to be constructed by Developer on the Developer's Property, together with an easement for ingress, egress, and access to the parking area, provided Developer and Civitas enter into a mutually agreeable agreement regarding the shared use and maintenance cost of the shared parking spaces; and

WHEREAS, New Urban and Civitas are entering into this Agreement to evidence their mutual intent and promises relating to the matters described in the above recitals.

NOW, THEREFORE, in consideration of Ten Dollars ($10.00), the mutual promises contained in this Agreement, and other good and valuable consideration, the receipt, adequacy, and sufficiency of which are hereby acknowledged, Developer and Civitas agree to be bound by the following terms and conditions.

ARTICLE I – INCORPORATION OF RECITALS

1.1 **Incorporation of Recitals**. The recitals set forth above are true and correct and are incorporated herein by this reference.

ARTICLE II –COVENANTS REGARDING PARKING LOT

2.1 **Construction of Parking Lot**. Developer will install and construct, at its sole cost and expense, a parking lot on that portion of the Developer's Property depicted on Exhibit 3 attached hereto and made a part hereof (the "Parking Lot"). The number and location of the parking spaces, design and configuration of the parking area, materials, ingress and egress, landscaping, lighting, and signage shall be determined by Developer and its consultants in their sole and absolute discretion, provided the design meets the requirements of the City of Stuart Code of Ordinances and is approved by the City of Stuart during the site plan review and approval of Developer's Property and provides the number of spaces described in this Agreement. The exact timing of the construction of the Parking

Lot shall be determined solely by Developer and shall not commence until all development approvals are received; provided however, New Urban shall complete construction of the parking lot before obtaining a certificate of occupancy on either of the buildings to be constructed on the Developer's Property.

2.2 **Shared Use of Parking Lot**. Developer hereby establishes, declares, and grants to Civitas a non-exclusive license for (i) six designated vehicular parking spaces from 8:00 am – 5:00 pm (Monday - Friday) (the ("exclusive hours") (the six spaces during the exclusive hours are referred to as the "designated spaces") for the exclusive use of the individual owners within the Civitas condominium from time-to-time (including their licensees, invitees, and guests); and (ii) the non-exclusive, shared use and privilege of the individual owners within the Civitas condominium from time-to-time (including their licensees, invitees, and guests) and the individual owners within the New Urban Property from time-to-time (including their licensees, invitees, and guests) to park passenger vehicles in twenty four unreserved parking spaces and to park motorcycles in the two motorcycle parking spaces, together with the designated spaces outside of the hours of 8:00 am – 5:00 pm (Monday - Friday), (collectively, the "shared spaces") in the completed Parking Lot without charge on a first-come / first-serve basis (collectively, the "Parking License"). The Parking License shall apply to the designated spaces and shared spaces within the Parking Lot as indicated on Exhibit 3. New Urban will install signage indicating which spaces are designated spaces and which spaces are shared spaces. Civitas shall not be entitled to install any signage, notices, or barricades on any parking spaces or within or near the Parking Lot. The use of the shared spaces under the Parking License shall be shared with the owners of the Developer's Property from time-to-time, and their respective licensees, invitees, and guests. Notwithstanding anything in this Agreement to the contrary, Developer, on behalf of itself and its successors in interest, reserves the right to use and to control the Parking Lot in a manner that is not inconsistent with the designated and shared usage rights granted Civitas pursuant to this Agreement.

2.2.1 **Reserved Spaces**. The Parking License in favor of Civitas shall not include any "tuck under" covered parking spaces shown on Exhibit 3 (the "Reserved Spaces") which are reserved for the sole and exclusive use of the owners of Developer's Property from time-to-time, and their respective licensees, invitees, and guests. Developer (prior to turnover) and the Parking POA (after turnover) (see section 2.3 below) reserve the right post signage restricting the use of the Reserved Spaces and to have any improperly parked vehicles removed from the Reserved Spaces at the vehicle owners' expense.

2.3 **Maintenance of Parking Lot**. Developer shall be responsible for performing maintenance and making repairs to the Parking Lot until Developer turns over maintenance responsibilities to a property owner's association to be established by Developer for the maintenance and repair of the Parking Lot (the "Parking POA"), at which time the Parking

POA will become responsible for performing maintenance and making repairs to the Parking Lot. Developer (prior to turnover) and the Parking POA (after turnover) shall maintain the Parking Lot in a good condition and repair, ordinary wear and tear excepted, sufficient for the use of the parking spaces for parking of passenger vehicles. The maintenance and repair of the Parking Lot shall include, but not be limited to: asphalt repair, striping, seal coating, lighting, drainage, landscaping, irrigation, signage, and lot sweeping. Developer (prior to turnover) and the Parking POA (after turnover) reserve the right to remodel, reconfigure, or restripe the Parking Lot from time-to-time without the requirement to obtain any consent or authorization from Civitas, provided that the number of designated spaces and shared spaces available for Civitas' use after completion of the work complies with Section 2.2 of this Agreement. Any reconfiguration of the Parking Lot by Developer to add additional parking spaces, shall not increase the number of designated spaces or shared spaces available for the use of Civitas. Civitas shall not be entitled to any compensation for loss of use of the Parking Lot during any times when maintenance, repairs, or replacement is being performed.

2.3.1 **Parking POA**. The Parking POA will be a separate association established solely for the management and maintenance of the Parking Lot. Civitas and Developer, and their respective successors and assigns, (collectively, the "POA Members") shall be members in the Parking POA. The timing of Developer's turnover of the Parking Lot to the Property POA shall be in Developer's sole discretion. The manager of the Parking POA ("Manager") shall designate from time-to-time one or more individuals to be responsible for managing the Parking Lot, including budgeting, maintaining Parking POA funds, and arranging for third parties to perform maintenance, repairs, and replacement of the Parking Lot.

2.4 **Shared Maintenance Cost of Parking Lot**. In consideration of the Parking License granted to Civitas, Civitas and Developer agree to share the cost of maintenance and repairs to the Parking Lot based on the square footage of their respective buildings. Based on the square footage of the existing Civitas building (15,322 SF) and the proposed square footage of Developer's buildings (46,800 SF) not yet constructed, Civitas shall pay 24.66% of the annual costs related to the parking lot, and Developer shall pay 75.34% of the annual costs related to the parking lot (each respectively referred to as that POA Member's "percentage share").

a. The Manager of the Parking POA shall prepare an estimated budget for each calendar year for Parking Lot expenses ("budgeted parking expenses") and shall provide the budgeted parking expenses to the POA Members on an annual basis. The POA Members shall each pay their respective percentage share of the budgeted parking expenses to the Parking POA within forty-five (45) days. If the actual costs incurred by the Parking POA exceed the budgeted amounts ("overages"), the POA Members shall each pay its respective percentage share of the overages [overages are calculated as the difference

between the actual amount incurred less the amount prepaid by the Members) within thirty days. If either POA Member fails to pay its percentage share of the budgeted parking expenses or overages within forty-five (45) days, the Parking POA shall provide the non-paying POA Member written notice of the default and a twenty (20) day cure period ("Cure Period") to pay the outstanding amounts in full. If Civitas fails to pay any outstanding amount to Parking POA in full after the forty-five (45) day period, and expiration of the Cure Period, Developer shall be entitled to terminate this Agreement and the Declaration for the Parking POA.

b. Any costs and expenses for maintenance and repairs of the Parking Lot not exceeding $1,000.00 in any one instance may be incurred and paid by the Manager from the Property POA's funds in his/her sole discretion without soliciting multiple bids.

c. The costs and expenses for maintenance and repairs of the Parking Lot exceeding $1,000.00 shall be determined by Manager soliciting three (3) separate bids from qualified paving/development companies, and shall include all costs associated with the maintenance, repairs, or replacement, including (but not limited to): design and engineering, drainage, pavement, resurfacing, fixing potholes, curbs, striping, lighting and landscaping. The Manager shall be entitled to select from one of the two lower priced bids.

2.5 **Access Easement.** In furtherance of the use of the Parking License, Developer hereby gives, grants, bargains, and sells unto Civitas (including the individual owners within the Civitas Property and their licensees and invitees) a non-exclusive easement for vehicular and pedestrian ingress, egress, and access across, over, and through the driveways, drive lanes, and parking areas located within the Parking Lot described on attached Exhibit 3. The easement granted in this section shall automatically terminate upon the expiration or termination of the Parking License.

2.6 **Approval by City**. Civitas acknowledges that the 23 parking spaces provided under this Agreement satisfies the parking requirements imposed by the City of Stuart under the Civitas Development Agreement.

2.7 **Term of Agreement**. This Declaration shall be recorded in the Public Records of Martin County, Florida, and shall run with the land described as Exhibit 1, Exhibit 2, and Exhibit 3 and shall be binding on all persons and entities acquiring title to or use of the land on which the Parking Lot is constructed. This Agreement shall continue in perpetuity and can only be terminated if: (i) replacement parking for Civitas has been approved by the City of Stuart; (ii) the Civitas Property is no longer used for the existing Civitas condominium, and in both events written notice of termination of this agreement has been provided to the other party at least sixty (60) days prior to the termination date; or (iii) the Civitas Property is able to meet its minimum parking requirements without using the Parking Lot or the street

parking and gives written notice of termination to Developer or the Parking POA at least sixty (60) days before the termination date.

2.8 **Enforcement**. Any party to this Agreement, including their respective successors and assigns, may enforce these restrictive covenants by action at law or in equity against any person or persons, entity or entities (including the Parking POA), violating or attempting to violate the terms of the covenants and restrictions in this Agreement. In the event of any alleged default by any party under this Declaration, the non-defaulting party shall provide the defaulting party with a written notice of violations of any provision of this Declaration and allow the defaulting party thirty (30) days to cure the violation. Failing corrective action by the defaulting party, the non-defaulting party shall have the right to seek injunctive relief and/or monetary damages by filing an action for such relief in the appropriate court.

2.9 **Indemnification / Hold Harmless**. Civitas hereby agrees to indemnify, defend, and hold Developer (prior to turnover) and the Parking POA (after turnover) harmless from and against any and all claims, judgments, damages, losses, penalties, fines, demands, liabilities, encumbrances, liens, costs and expenses (including reasonable attorneys' fees, court costs and costs of appeal) actually suffered or incurred by Developer or the Parking POA, to the extent directly arising out of or resulting from damage or injury to persons or property caused by Civitas' use of the Parking Lot (including Civitas' individual owners, and their licensees, invitees, and guests), but excluding those arising from a negligent pre-existing condition on or about the Parking Lot or caused by the negligent or willful acts of Developer or the Property POA and their agents, licensees, invitees, and guests (which shall not include Civitas or any party acting on its behalf), employees, tenants, or contractors.

ARTICLE V - MISCELLANEOUS PROVISIONS

5.1 **Binding Obligations**. The covenants, promises, rights, privileges, and obligations contained in this Agreement are not personal but instead shall run with the land and be binding upon and inure to the benefit of the owners of the Parcels from time-to-time, and their respective heirs, personal representatives, transferees, successors, or assigns. Without limiting the appurtenant nature of this Agreement, Civitas shall not have the right to encumber, pledge, or license to any person or entity its Parking License or easement rights under this Agreement.

5.2 **Time is of the Essence**. Time is of the essence to all matters pertaining to this Agreement.

5.3 **Attorneys' Fees**. In the event of any litigation to interpret or enforce this Agreement or to recover damages arising hereunder, the prevailing party in such litigation

shall be entitled to recover its costs, including reasonable attorneys' fees, incurred before, during, or after litigation and in any and all judicial, bankruptcy, reorganization, administrative, or other proceedings (including appellate proceedings), whether such proceedings arise before or after entry of a final judgment.

5.4 **Merger / Integration**. This Agreement (including any exhibits attached hereto) and any fully executed counterparts contain the entire agreement between the parties with respect to the subject matter hereof. All prior negotiations between the parties are fully and completely merged and integrated into this Agreement. This Agreement also supersedes all prior discussions, negotiations, agreements, and understandings. There are no prior or contemporaneous promises, statements, agreements, conditions undertaken, understandings, warranties, or representations, oral or written, expressed or implied, between the parties other than as set forth herein. All parties represent, warrant, and agree that all promises undertaken, agreements, representations, conditions, and stipulations that induced execution of this Agreement are expressly set forth herein and are fully and completely merged and incorporated herein. The parties further agree that any promise or agreement, not expressly set forth and in writing and signed by both parties cannot be relied upon and will not be valid or enforceable. This Paragraph cannot be waived by conduct or oral agreement.

5.5 **No Modifications or Waivers Unless in Writing**. No new agreements or modifications, alterations, changes, waivers, or discharges to this Agreement shall be valid and enforceable unless in writing and signed by all parties who have entered into any such agreement or modification. Similarly, no consent or approval required pursuant to this Agreement shall be effective unless the same shall be in writing and signed by the party to be charged. This provision may not be waived by conduct or oral agreement.

5.6 **Waiver of Jury Trial.** THE PARTIES HERETO DO HEREBY KNOWINGLY, VOLUNTARILY, INTENTIONALLY, UNCONDITIONALLY, AND IRREVOCABLY WAIVE ANY RIGHT ANY PARTY MAY HAVE TO A JURY TRIAL IN EVERY JURISDICTION IN ANY ACTION, PROCEEDING, CLAIM, OR COUNTERCLAIM BROUGHT BY EITHER OF THE PARTIES HERETO AGAINST THE OTHER OR THEIR RESPECTIVE SUCCESSORS OR ASSIGNS, IN RESPECT OF ANY MATTER ARISING OUT OF OR IN CONNECTION WITH THIS AGREEMENT OR ANY OTHER DOCUMENT EXECUTED AND DELIVERED BY EITHER PARTY IN CONNECTION HEREWITH (INCLUDING, WITHOUT LIMITATION, ANY ACTION TO RESCIND OR CANCEL THIS AGREEMENT AND ANY CLAIM OR DEFENSE ASSERTING THAT THIS AGREEMENT WAS FRAUDULENTLY INDUCED OR IS OTHERWISE VOID OR VOIDABLE). THE RIGHT TO A JURY TRIAL IS HEREBY EXPRESSLY AND COMPLETELY WAIVED AND RELEASED BY ALL PARTIES. ALL PARTIES FURTHER ACKNOWLEDGE AND ADMIT THAT THIS WAIVER AND RELEASE OF THE RIGHT TO JURY TRIAL IS A MATERIAL

INDUCEMENT FOR THE PARTIES HERETO TO ENTER INTO THIS AGREEMENT AND SHALL SURVIVE THE FULL PERFORMANCE OR TERMINATION OF THIS AGREEMENT. THE PARTIES FURTHER AGREE NOT TO SEEK CONSOLIDATION WITH ANY ACTION IN WHICH A JURY TRIAL HAS NOT BEEN WAIVED OR WITH AN ACTION, CLAIM, OR DEFENSE IN WHICH A JURY TRIAL CANNOT BE WAIVED.

5.7 **Neutral Interpretation**. The terms and conditions set forth in this Agreement are the product of arms-length negotiations and mutual draftsmanship and/or review by counsel for the parties, each having the opportunity to be represented by counsel. This Agreement shall be given a fair, reasonable, and neutral construction in accordance with the intentions of the parties hereto and without regard to or aid of canons requiring construction against any party which drafted this Agreement or any provision thereof. The parties agree and acknowledge that each has reviewed this Agreement and any ambiguities in this Agreement or in any other agreement prepared or to be entered into in connection with this Agreement shall not be construed against any party because of the draftsmanship, but this Agreement shall be interpreted in a neutral fashion consistent with the intent of the parties as stated herein.

5.8 **Severability**. Any provision of this Agreement which is prohibited or unenforceable in any jurisdiction shall, as to such jurisdiction only, be ineffective only to the extent of such prohibition or unenforceability without invalidating the remaining provisions hereof or affecting the validity or enforceability of such provision in any other jurisdiction. If any provision of this Agreement shall be unenforceable or invalid, the same shall not affect the remaining provisions of this Agreement. To this end, the provisions of this Agreement are intended to be and shall be severable.

5.9 **Binding Effect**. This Agreement and the terms, conditions, covenants, provisions, representations, and warranties herein contained, shall inure to the benefit of, and shall be binding upon the parties and their respective heirs, executors, administrators, personal representatives, successors, and assigns (when assignment permitted as set forth herein) of the parties hereto.

5.10 **Execution in Counterparts**. This Agreement may be executed in one or more counterparts, each of which so executed and delivered shall be deemed an original, but all of which taken together shall constitute but one and the same instrument. A signature by facsimile, email, or electronic means shall be deemed to be an original signature and is entitled to the same legal consideration, validity, and enforceability as a signed original for the purposes expressed herein and shall be considered an original for evidentiary purposes in any court of law or administrative proceeding.

5.11 **Incorporation of Exhibits**. Each of the exhibits and schedules referred to herein and attached hereto, if any, are incorporated herein by this reference.

5.12 **Headings**. The caption headings in this Agreement are for convenience only and are not intended to be a part of this Agreement and shall not be construed to modify, explain, or alter any of the terms, covenants, or conditions herein contained. Words denoting "persons" shall include firms, associations, limited liability companies, partnerships, trusts, corporations, and other legal entities, including public bodies, as well as natural persons.

5.13 **Venue**. This Agreement shall be interpreted and enforced in accordance with the laws of the State of Florida, and venue for any litigation hereunder shall be Martin County, Florida.

5.14 **No Waiver**. No waiver of any provision of this Agreement shall be valid unless in writing and signed by the person against whom it is sought to be enforced. The failure of either party, at any time, to insist upon strict performance of any condition shall not be construed as a waiver at any other time. Any party's delay or omission in the exercise of any right or remedy accruing on any default or in the doing of any matters or things permitted to be done by that party under the terms and provisions of this Agreement shall not impair any such right or remedy or be construed to be a waiver of any such default or acquiescence thereto. Every such right or remedy may be exercised from time to time and as often as it is deemed expedient by that party.

5.15 **Miscellaneous**. The use of any gender shall include all other genders. The singular shall include the plural and vice versa. Use of the words "herein," "hereof," "hereunder," and any other words of similar import refer to this Agreement as a whole and not to any particular article, section, or other paragraph of this Agreement unless specifically noted otherwise in this Agreement. Wherever used herein the term Developer shall include singular and plural, heirs, legal representatives, agents, officers, directors, employees, and assigns, and the successors and assigns thereof, wherever the context so admits or requires. Wherever used herein the terms Civitas shall include singular and plural, jointly and severally, the current officers and directors of the Civitas condominium association, and their respective successors in office, legal representatives, agents, and assigns thereof, wherever the context so admits or requires.

{This space left blank intentionally – signatures continued on next page}

IN WITNESS WHEREOF, the parties have hereunto set their hands and seals the day and year first written above.

DEVELOPER / NEW URBAN:

Signed, sealed and delivered in the presence of:

NEW URBAN COMMUNITIES, L.L.C., a Florida limited liability company

By: NEW URBAN COMMUNITIES CORPORATION, a Florida corporation

Signature of first witness

By: _____
KEVIN E. RICKARD, as President
{Seal}

Printed name of first witness

Signature of second witness

Printed name of second witness

STATE OF FLORIDA }
}SS:
COUNTY OF PALM BEACH }

The foregoing instrument was acknowledged before me, by means of ☑ physical presence or ☐ online notarization, this 30th day of January, 2020, by **KEVIN E. RICKARD, as President of NEW URBAN COMMUNITIES CORPORATION, a Florida corporation, as Manager of NEW URBAN COMMUNITIES, L.L.C., a Florida limited liability company,** and that he acknowledged executing the same for such corporation and limited liability company, freely and voluntarily, under authority duly vested in him by said corporation and limited liability company, and that said individual: [✓] is personally known to the undersigned or [ ] produced a _____ _____ for identification purposes.

{Notary Seal Here}

NOTARY PUBLIC – State of Florida
My Commission Expires: Dec. 9, 2023

ANDREW VANVALIN
Notary Public - State of Florida
Commission # GG 938332
My Comm. Expires Dec 9, 2023
Bonded through National Notary Assn.

CIVITAS:

Signed, sealed and delivered in the presence of:

CIVITAS PLACE CONDOMINIUM ASSOCIATION, INC., a Florida non-for-profit corporation

By: _____
Glenn J. Webber, Esq., as President

{Seal}

_____
Signature of first witness

_____
Printed name of first witness

_____
Signature of second witness

_____
Printed name of second witness

STATE OF FLORIDA }
}SS:
COUNTY OF MARTIN }

The foregoing instrument was acknowledged before me, by means of ☑ physical presence or ☐ online notarization, this 23rd day of January, 2020, by **Glenn J. Webber, Esq., as President of CIVITAS PLACE CONDOMINIUM ASSOCIATION, INC., a Florida not-for-profit corporation**, and that he acknowledged executing the same for such not-for-profit corporation, freely and voluntarily, under authority duly vested in him by said not-for-profit corporation, and that said individual [X] is personally known to the undersigned or [ ] produced a _____ for identification purposes.

[Notary Seal Here]

_____
NOTARY PUBLIC – State of Florida
My Commission Expires:

TIFFANY BEGLEY
MY COMMISSION # GG 920746
EXPIRES: October 8, 2023
Bonded Thru Notary Public Underwriters

Exhibit 1
[Legal Description – Parcel A]

Parcel 1:
Lots 21, 22, 39 and 40, less and excepting the North 15 feet of Lot 39, and also less and excepting all rights of way, including the South 25 feet of Lots 21 and 40, HIGH SCHOOL SUBDIVISION, according to the plat thereof, recorded in Plat Book 2, Page 85, of the Public Records of Palm Beach (Now Martin) County, Florida.

Parcel 2:
Lot 23, less the Westerly Four (4) feet thereof, HIGH SCHOOL SUBDIVISION, according to the Plat thereof, recorded in Plat Book 2, Page 85, of the Public Records of Palm Beach (Now Martin) County, Florida.

Parcel 3:
Lot 38, together with the North Fifteen (15) feet of Lot 39, Lot 41, less the South twenty five (25) feet thereof for street right of way purposes, and Lots 42, 43, 44 and 45, HIGH SCHOOL SUBDIVISION, according to the Plat thereof, recorded in plat Book 2, Page 85, of the Public Records of Palm Beach (Now Martin) County, Florida.

Less and Except from the above described Parcels 1, 2 and 3, that portion thereof submitted as Phase 1 of CIVITAS PLACE CONDOMINIUM, a Condominium according to the Declaration of Condominium thereof, recorded in Official Records Book 2281, Page 439, as amended in Official Records Book 2282, Page 118, of the Public Records of Martin County, Florida.

Parcel 4:
Lot 46 according to the Plat of HIGH SCHOOL SUBDIVISION, as recorded in Plat Book 2, Page 85, Public Records of Palm Beach (Now Martin) County, Florida, less that portion conveyed to the City of Stuart by Deed recorded in Official Records Book 317, Page 226, of the Public Records of Martin County, Florida.

Exhibit 3

[Legal Description of Parking Area]

[To be prepared by New Urban's surveyor after design plans completed.]

New Urban Communities

Stuart Courthouse Project Description and Justification

August 5, 2021

Legal Description of Property

Civitas I Parcel:	04-38-41-034-001-03010-0
West Parcel:	04-38-41-006-00000-210-6
East Parcel:	04-38-41-006-00000-410-4

See legal description of parcels on survey.

Project Narrative

The proposed PUD contains the existing Civitas building and the newly proposed development. This narrative reflects only what is being proposed. The proposed development program consists of two four story, mixed-use buildings fronting SE Ocean Avenue with a total of 5778 square feet of office space on the ground floor and 52 rental apartment units on the 2nd, 3rd, and 4th floors. Parking will be located behind the mixed-use buildings in both surface spaces and tuck under spaces at the rear of the mixed-use buildings. Tuck-under parking will be reserved for residents only. The surface lots will provide parking for the commercial uses of the proposed project as well as 23 spaces for the adjacent Civitas building.

This is an exciting project that will continue the development of a civic character along SE Ocean Avenue in downtown Stuart. With the County Courthouse across the street, the planned move of City Hall to the adjacent block to the east, the applicant's proposed project can begin to lay the groundwork for a more defined Civic Center in the downtown area, with architecture to suit it.

Beyond the character impact of the proposed development, it will also introduce 52 new housing units into the downtown, bringing more yearlong residents who will live, work, shop, and eat in Stuart. Increasing the number of residents in downtown Stuart will continue to help businesses survive and thrive and can help spur

the creation of new businesses. A critical mass of residents is crucial to the health, vibrancy and economic development of a downtown core. Forty-four of these units are one-bedroom units, a critical need in the downtown area which will provide housing for lower rents than larger two and three bedroom units.

Project Standards

The current zoning for the subject property is Urban Center (UC) and the current Land Use is Downtown. The **applicant seeks a rezoning to an Urban Planned Unit Development (UPUD)** to utilize the increased design flexibility in the development, density, and parking regulations.

Table 1 below shows how we are addressing the requirements in the UC code.

Table 1: How Proposed Project Meets Underlying UC Code

Urban Center Code	Code Requirement	Provided
1. Principal Building Placement		
a. Front build-to line	0'	0'
b. Side Setback	0' min.	0'
c. Rear Setback	0' min.	40'
d. Front Façade Width	80% min.	92%
e. Via for Front Façade	6' via if façade is greater than 100'	N/A; façade is 92'
f. Front courtyard	33% of façade max.	N/A; Not setting front façade back.
2. Principal Building Height		
a. Maximum Building Height	45' if 25% or more of building is residential or hotel	45' if 25% or more of building is residential or hotel
b. Height in Old Downtown District	4 stories prohibited	N/A; Not in Old Downtown District
3. Parking		
a. Parking location	Behind the rear façade of principal building or behind a street wall.	Parking located behind principal buildings.
4. Architectural Requirements		
a. Balcony Requirement	Aggregate length of all balconies shall not be less than 50% of building façade on each level floor	50%
b. Ground Floor Openings	Aggregate width at least 50% of building facade	60%
5. Outbuildings		
a. Outbuilding Location	Shall be located behind rear façade of principal building; Minimum side setback of 5'	N/A; No outbuildings
6. Curb Cuts		
a. Frequency	No more than one curb cut shall be permitted for every 75 feet of frontage	No curb cuts along Ocean or Osceola. Along Detroit Ave is 215' of frontage and 2 curb cuts, or 1 per 107.5'

Density

Under the new density regulations in the UPUD, the breakdown of unit size and unit density is shown in Table 2 below:

Table 2: UPUD Density Calculation

Applicant			
Max Unit Size	**# of Units**	**Unit Density**	**Total Unit Count**
900 SF	44	0.50	22.0
1100 SF	8	0.75	6.0
Applicant Total	**52**	**0.54**	**28.0**
Civitas			
Max Unit Size	**# of Units**	**Unit Density**	**Total Unit Count**
900 SF	2	0.50	1.0
1100 SF	2	0.75	1.5
No Max	1	1.00	1.0
Civitas Total	**5**	**0.70**	**3.5**
PUD Total	**57**	**0.58**	**31.5**
PUD Acreage			**1.06 acres**
UPUD Density			**30 units/acre**
Allowed Units			**31.8 units**
Proposed Units			**31.5 units**
Proposed Density			**29.7 units/acre**

From Table 2, using the UPUD density calculations, the 57 residential units in the PUD count as 31.5 units. With a land area of 1.06 acres, the total residential density of the PUD will be 29.7 units/acre.

Parking

The UPUD Code also provides for an alternative parking calculation, found in Table 3 below:

Table 3: UPUD Parking Calculation

Applicant			
Max Unit Size	**# of Units**	**Spaces/Unit**	**Total Parking Spaces**
<900 SF	44	1.25	55.0
1100 SF	8	1.40	11.2
Applicant Total	**52**	**1.27**	**66.2**
Civitas			
Max Unit Size	**# of Units**	**Spaces/Unit**	**Total Parking Spaces**
<900 SF	2	1.25	2.5
<1100 SF	2	1.40	2.8
No Max	1	1.50	1.5
Civitas Total	**5**	**1.40**	**7.0**
PUD Total	**57**	**1.28**	**73.2**

From a more practical standpoint, the applicant's proposed residential uses are divided into categories of 1- and 2-bedroom apartments with some of each unit type having private garage parking. Ten of the applicant's units are parked at 2 spaces per unit in the dedicated, covered, tandem spaces within the mixed-use buildings. These tandem stalls will be rented out in tandem, meaning the two tandem spaces go together. This is why the 20 tandem spaces apply to only 10 residential units. Thirteen of the units will be able to rent a single tuck under space. In total, 23 units can rent tuck under garage spaces. The applicant's remaining 29 rental units are parked in shared parking at 1.27 spaces per unit per the UPUD code. The existing Civitas I building

requires 23 sparking spaces, which are included in the shared parking calculation. Table 4 below shows the breakdown of the total parking provided by location.

Table 4: Total Parking Provided

Total Parking Provided	
Parking Location	**Spaces**
Proposed Multifamily w/ Single Garage Spaces	13
Proposed Multifamily w/ Tandem Garage Spaces	20
Handicap Spaces	3
Shared Surface Lot	35
Shared On-Street Parking	17
Total	**88**

Note: 2 motorcycle spaces and a bike rack will also be provided

Table 5 below shows a breakdown of the residential parking mix provided in the proposed development, while Table 6 below shows a breakdown required by code:

Table 5: Residential Parking Mix Provided

Provided			
Residential Use	**Units**	**Spaces**	**Parking Ratio**
Multifamily w/ Garage Spaces	23	33.0	1.43/unit
Multifamily w/o Garage Spaces	29	37.0	1.27/unit
Civitas Residential	5	7.0	1.40/unit
Total	**57**	**77.0**	**1.35/unit**

Table 6: Residential Parking Mix Required by Code

Code Requirement			
Residential Use	**Units**	**Spaces**	**Parking Ratio**
Multifamily <900 SF	44	55	1.25/unit
Multifamily <1100 SF	8	11.2	1.4/unit
Civitas Residential	5	7	1.4/unit
Total	**57**	**73.2**	**1.28/unit**

From Tables 5 and 6 above, the applicant is only required to provide 73 parking spaces for the residential units in the PUD. In reality, the applicant is providing 77 spaces for the residential units and is providing 88 spaces total. The excess of 11 spaces are used, along with a shared parking calculation, to accommodate the non-residential uses in the PUD.

Shared Parking

The residential mix included in the shared parking calculation only considers the residential units that will not have dedicated garage or dedicated surface spaces. The proposal provides 55 shared spaces for the residential, office, and Civitas uses. A shared

parking calculation using Table 2.07.00A: Mixed-Use Parking Accumulation Factor and is found in Table 7 below:

Table 7: Shared Parking Calculation

Shared Parking									
Use	**Units**	**Ratio**	**Required**	**WKDAY 9a-4p**	**WKDAY 4p-8p**	**WKDAY 8p-12a**	**WKEND 9a-4p**	**WKEND 4p-12a**	**NIGHT 12a-9a**
MF	29	1.27/du	36.9	**45%** 16.6	**75%** 27.6	**95%** 35.0	**75%** 27.6	**100%** 36.9	**100%** 36.9
Office	5778 sf	1/350 sf	16.5	**100%** 16.5	**40%** 6.6	**10%** 1.7	**10%** 1.7	**5%** 0.8	**5%** 0.8
Civitas I			23	23	21	16	16	16	10
Required				**56.1**	**55.2**	**52.7**	**45.3**	**53.7**	**47.7**
Provided				**55.0**	**55.0**	**55.0**	**55.0**	**55.0**	**55.0**
Excess				**-1.1**	**-0.2**	**2.3**	**9.7**	**1.3**	**7.3**

The sharked parking calculation in Table 7 uses a variable parking rate for for all the uses in the PUD, including Civitas, and is the table provided on the Site Plan. The parking rate for Civitas was derived from a shared parking calculation for its uses alone, capped at the 23 spaces maximum required for them.

According to the shared calculation, the proposal is just shy of the parking requirements during the daytime. The most critical time is the weekday during workday time slot from 9am-4pm with 56 shared spaces required. The 55 shared spaces provided fall one space short of this, but we argue this will not be an issue and that it is to the city's benefit to allow this.

This proposed PUD benefits from being in an urban environment that allows for walkability and flexibility in parking. Most urban areas do not accommodate all parking for non-residential uses on site. It is convenient to do so, but often not necessary in an urban environment. When urban areas do provide all parking on site, it usually results in disjointed urban space with gaps of surface parking on every block, consuming

valuable land and creating holes in downtowns that suck life and value out of an area. Given that the most critical parking needs are for these non-residential uses during daytime hours we believe the ability to park on the street on any adjacent block renders having all non-residential daytime and evening parking on site less necessary. Accommodating all residential parking on site overnight is of greater importance in an urban area. We have demonstrated the capacity to do this.

We have also conducted a parking study at Azul to determine how much parking really gets used throughout all times of the day. The study utilized the time categories found in the City's Mixed Use Parking Accumulation Factor Table (Table 2.07.00A) in the City Code. The study separated each parking area at Azul into its own sector:

- On-Site Garage Spaces – 18 Spaces
- On-Site Surface Lot – 33 Spaces
- Off-Site Surface Lot – 18 Spaces
- Street Parking on Albany – 9 Spaces
- Street Parking on Dixie – 18 Spaces
- Street Parking on Joan Jefferson – 8 Spaces

We then grouped each parking count for each sector into the time slots found in the City's Mixed-Use Parking Accumulation Table and calculated the average of all the counts as percentages of the total spaces available for each sector. In black row at

the bottom of the table we have identified the City's Residential Requirement for each respective time slot. The results are as follows:

Table 8: Azul Parking Study Results (June 22 - July 24)

Location	Weekday 9a-4p	Weekday 4p-8p	Weekday 8p-12a	Weekend 9a-4p	Weekend 4p-12a	Night 12a-9a
On-Site Lot	40%	73%	91%	55%	69%	
Garage Spaces	56%	79%	94%	63%	83%	
Satellite Lot	55%	52%	83%	63%	81%	
Dixie On-Street	34%	56%	78%	48%	54%	
Albany On-Street	88%	94%	100%	80%	83%	
Joan Jeff. On-Street	73%	90%	100%	68%	91%	
Total	**51%**	**71%**	**89%**	**52%**	**74%**	

While Azul is only a residential building and the proposed PUD is mixed use, the parkin comparison can be made because 35 of the 104 parking spaces that were built for Azul are in public rights of way and we know that those spaces get used by the public who are visiting downtown, visiting Sunset Bay Marina and Sailor's Return, or parking for the office building across the street on the northwest corner of Joan Jefferson and Albany. So while the building itself may not be mixed use, the parking at Azul serves a mix of uses in the area and does so at no detriment to the residents of Azul.

With that fact in mind, we have found that the parking at Azul comfortably serves the needs at all times of day with room to spare (we have not been able to get counts between 12 am and 9 am at this point). Given what we have found in our study, we argue that a deficit of 1 parking space in our proposal based on the calculation in the code will not present a parking deficit in reality.

Due to the proposed PUD's location in downtown Stuart, there should also be consideration for the amount of public parking in rights of way all throughout the downtown. We counted the total amount of public on-street parking on streets within the distance of one downtown block (270 feet is the block length in this part of

downtown). There are 73 parking spaces within a one-block walk of our property. Those spaces are broken down by location below:

Table 9: Number of Public On-Street Parking Spaces within One-Block

Street Segment	Count
Ocean (Flagler/Denver)	13
Ocean (Denver/Detroit)	6
Ocean (Detroit/Florida)	14
Florida (Ocean/Osceola)	6
Osceola (Detroit/Ocean)	12
Detroit (Ocean/Osceola)	3
Osceola (Denver/Detroit)	10
Denver (Ocean/Osceola)	9
Total	**73**

This is another reason why we argue that a 1 parking space deficit in the parking calculation in our proposal will not result in a parking deficit in reality.

Figure 1: Area Within Which 73 Public On-Street Parking Spaces Are Within a One-Block Walk of the PUD

Consistency with Comprehensive Plan

The above requests for the applicant's proposal are consistent with the city of Stuart's Residential Development Objective in their Comprehensive Plan. The proposed project is consistent with objectives in Element I of the Comprehensive Plan through its promotion of a more compact development pattern through higher intensities and densities and mixed-use development (Policy A5.1, B1.1, B1.4, C3.4, C3.5, & F1.2), provision of quality design and architecture as a benefit to public space (B3.10 & C3.11), compatibility with existing commercial, office, and residential uses (Policy A5.2 & B3.2), consistency with the existing height limitation (Policy A5.6), and effort to reduce vehicular traffic due to it being a mixed-use project with traditional urban form and setting in an urban location (Policy A6.2, A6.3, A6.5, C3.12, & F1.3). The proposed project is also consistent with objectives in Element III of the Comprehensive Plan through its provision of market-rate units affordable to those in the Moderate and

Workforce Income ranges (Policy A2.1), and the provisions of more diverse housing opportunities within the downtown area (Policy A2.6).

Appendix

Table 10: Existing Zoning and Land Use on Adjacent Properties

Adjacent to Property	Use	Zoning	Land Use
Northwest	Office	Urban Center	Downtown
North	Residential	Urban Center	Downtown
West	SE Denver Ave. ROW	N/A	N/A
East	Commercial/Office/Private Residential	Urban Center	Downtown
South	SE Ocean Ave ROW	N/A	N/A

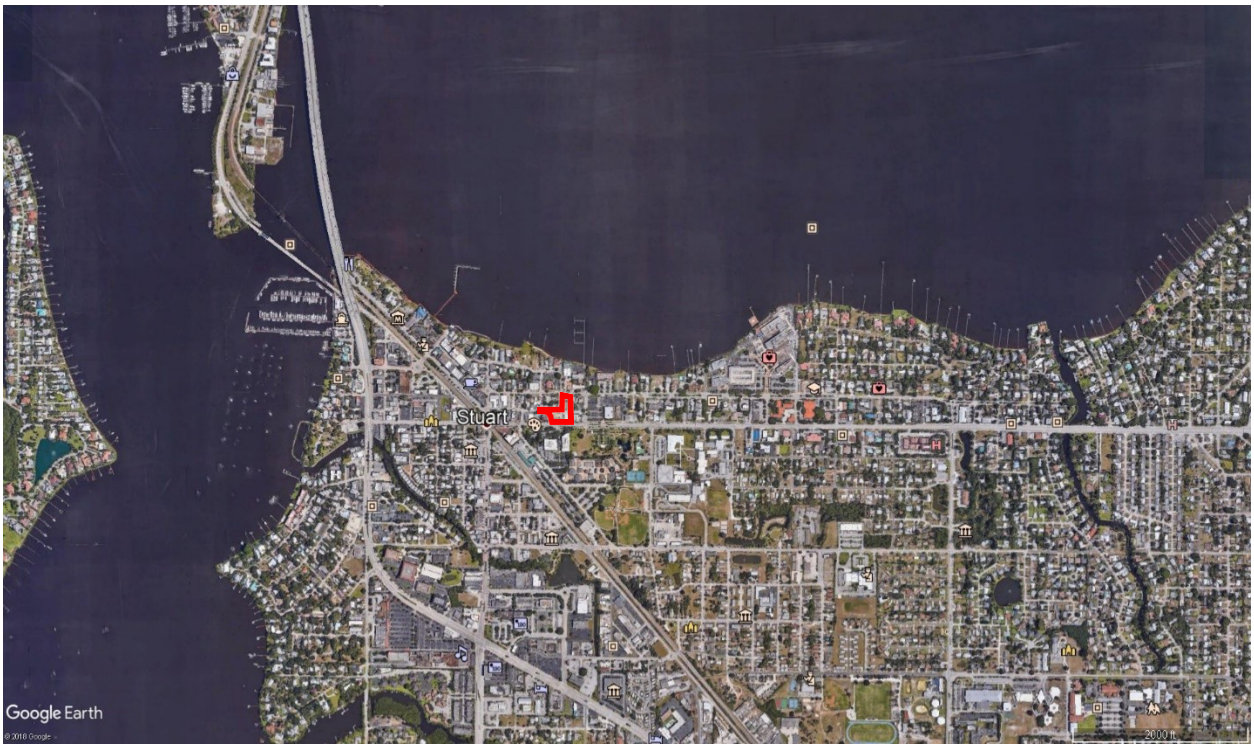


Figure 2: Vicinity Map with Subject Property Location

Figure 3: Aerial of Subject Property

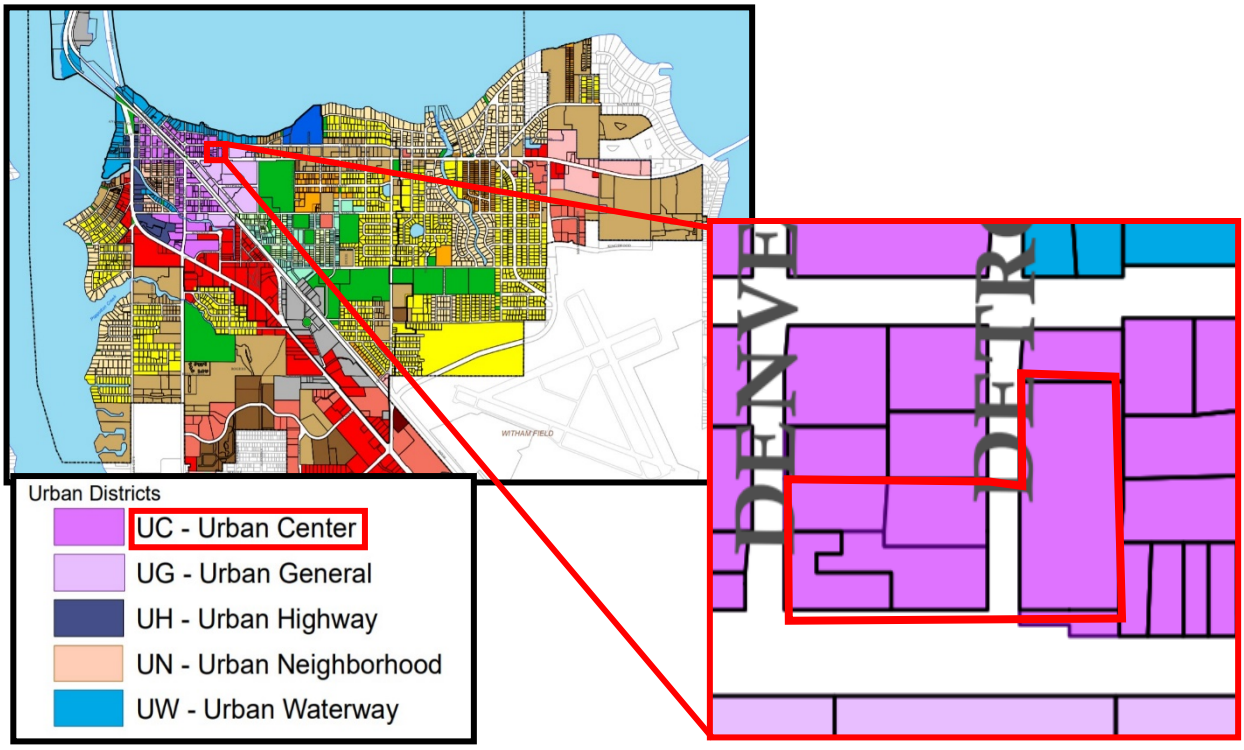


Figure 4: Zoning Map Extract

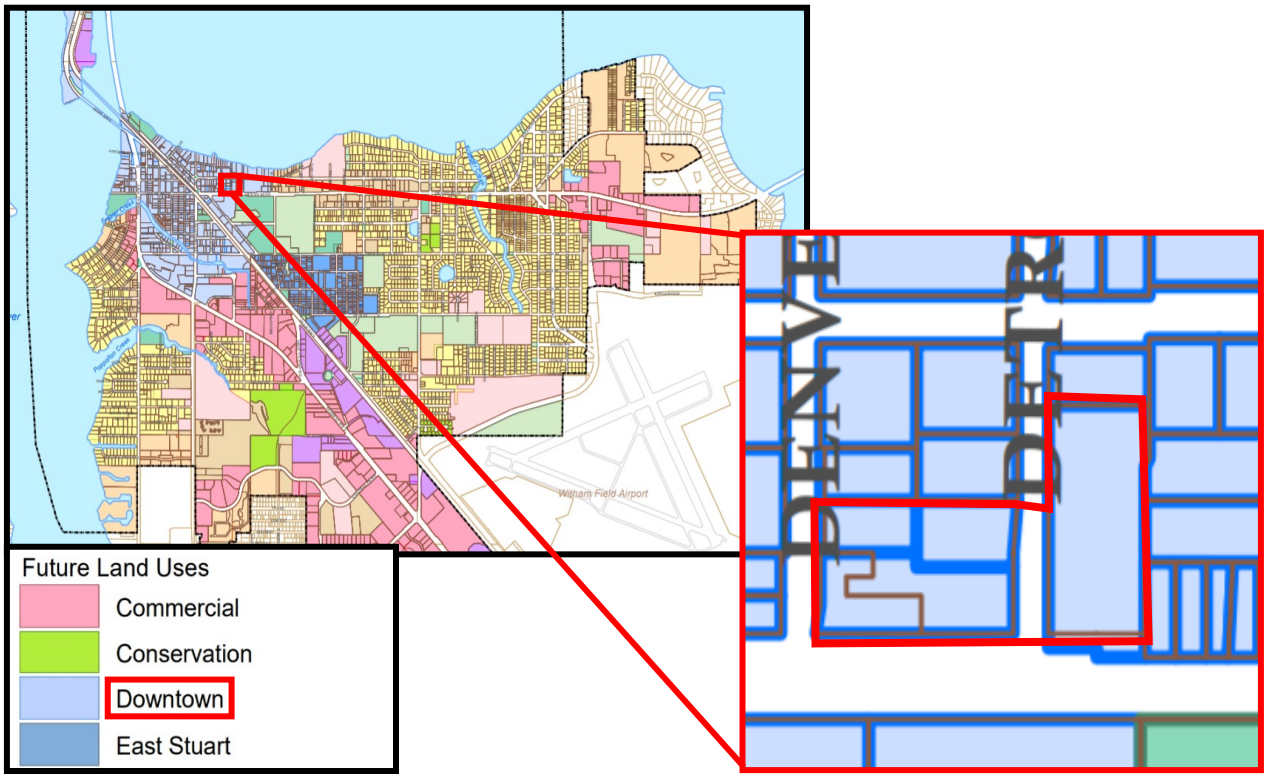


Figure 5: Future Land Use Map Extract

March 25, 2020

Mr. Andrew VanValin
Planning Manager
New Urban Communities
200 Congress Park Drive, Suite 201
Delray Beach, FL 33445

Re: Courthouse Annex – Stuart, Florida
Traffic Statement – *Update*

Dear Andrew:

The Courthouse Annex is a proposed mixed-use development to be located on the north side of SE Ocean Boulevard (County Road A1A), on the east and west sides of SE Detroit Avenue in Stuart, Martin County, Florida. The subject site consists of three (3) parcels with a land area of +/- 1.0525 acres. There are two (2) existing single-family homes on the northernmost parcel while the remaining parcels are generally vacant / undeveloped. Additionally, it is noted that this site is located within the City's Traffic Concurrency Exception Area (TCEA). A project location map is presented in Attachment A to this memorandum.

The proposed development plan consists of 46 residential apartment dwelling units, eight (8) townhome dwelling units and 4,600 square feet of ground floor office space. Vehicular access will be provided via three (3) driveways on SE Detroit Avenue and one (1) driveway on SE Denver Avenue. The purpose of this technical memorandum is to document the trip generation characteristics of the proposed mixed-use development.

Trip Generation Analysis

Consistent with the foregoing description of the existing and proposed development, a trip generation analysis has been conducted utilizing the trip generation rates and equations contained in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual (10th Edition)*. According to the subject ITE manual, the most appropriate land use categories for this analysis are Land Use #210 – Single-Family Detached Housing, Land Use #221 – Multifamily Housing (Mid-Rise)[1], and Land Use #712 – Small Office Building. The trip generation rates and equations used to determine the vehicle trips associated with this analysis are presented below.

Single-Family Detached Housing – ITE Land Use #210

- Daily: T = 9.44 (X)
  where T = number of trips and X = number of dwelling units
- AM Peak Hour: T = 0.74 (X) (25% in / 75% out)
- PM Peak Hour: T = 0.99 (X) (63% in / 37% out)

[1] The residential apartment buildings will be four (4) stories and the townhome units of this proposed development will be located within three (3) story buildings. As such, these uses are considered to be "mid-rise" with respect to the trip generation analysis.

Multifamily Housing (Mid-Rise) – ITE Land Use #221

- Daily: T = 5.45 (X) – 1.75
  where T = number of trips and X = number of dwelling units
- AM Peak Hour: Ln(T) = 0.98 Ln(X) – 0.98 (26% in / 74% out)
- PM Peak Hour: Ln(T) = 0.96 Ln(X) – 0.63 (61% in / 39% out)

Small Office Building – ITE Land Use #712

- Daily: T = 16.19 (X)
  where T = number of trips and X = 1,000 square feet of gross floor area
- AM Peak Hour: T = 1.92 (X) (83% in / 17% out)
- PM Peak Hour: T = 2.45 (X) (32% in / 68% out)

Table 1 below summarizes the trip generation characteristics associated with the proposed Courthouse Annex development to be located in Stuart, Florida.

Table 1
Trip Generation Analysis
Courthouse Annex - Stuart, Florida

Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Existing Development								
Single-Family Housing	2 DU	19	0	1	1	1	1	2
Total		**19**	**0**	**1**	**1**	**1**	**1**	**2**
Proposed Development								
Multi-Family Housing (Mid-Rise)	54 DU	293	5	14	19	15	10	25
Small Office Building	4,600 SF	74	7	2	9	4	7	11
Total		**367**	**12**	**16**	**28**	**19**	**17**	**36**
Difference (Proposed - Existing)		**348**	**12**	**15**	**27**	**18**	**16**	**34**

Compiled by: KBP Consulting, Inc. (March 2020).
Source: ITE Trip Generation Manual (10th Edition).

As indicated in Table 1 above, the proposed mixed-use development is estimated to generate 367 daily vehicle trips, 28 AM peak hour vehicle trips (12 inbound and 16 outbound), and 36 PM peak hour vehicle trips (19 inbound and 17 outbound). When compared with the existing single-family dwelling units on this site, this represents an increase of 348 daily vehicle trips, an increase of 27 AM peak hour vehicle trips, and an increase of 34 PM peak hour vehicle trips.

Conclusions

The trip generation analysis for the Courthouse Annex project indicates that the proposed mixed-use development is anticipated to generate 367 daily vehicle trips, 28 AM peak hour vehicle trips (12 inbound and 16 outbound), and 36 PM peak hour vehicle trips (19 inbound and 17 outbound). Given that the site is located within the City's Traffic Concurrency Exception Area (TCEA), the subject project is required to document the trip generation characteristics of the project within a traffic statement and no further traffic analyses are not warranted. Furthermore, a detailed traffic impact study would typically require field traffic counts which are not practical at the current time. And, it may be several months before reliable traffic counts can be obtained in this area which could produce significant delays for this project.

If you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,

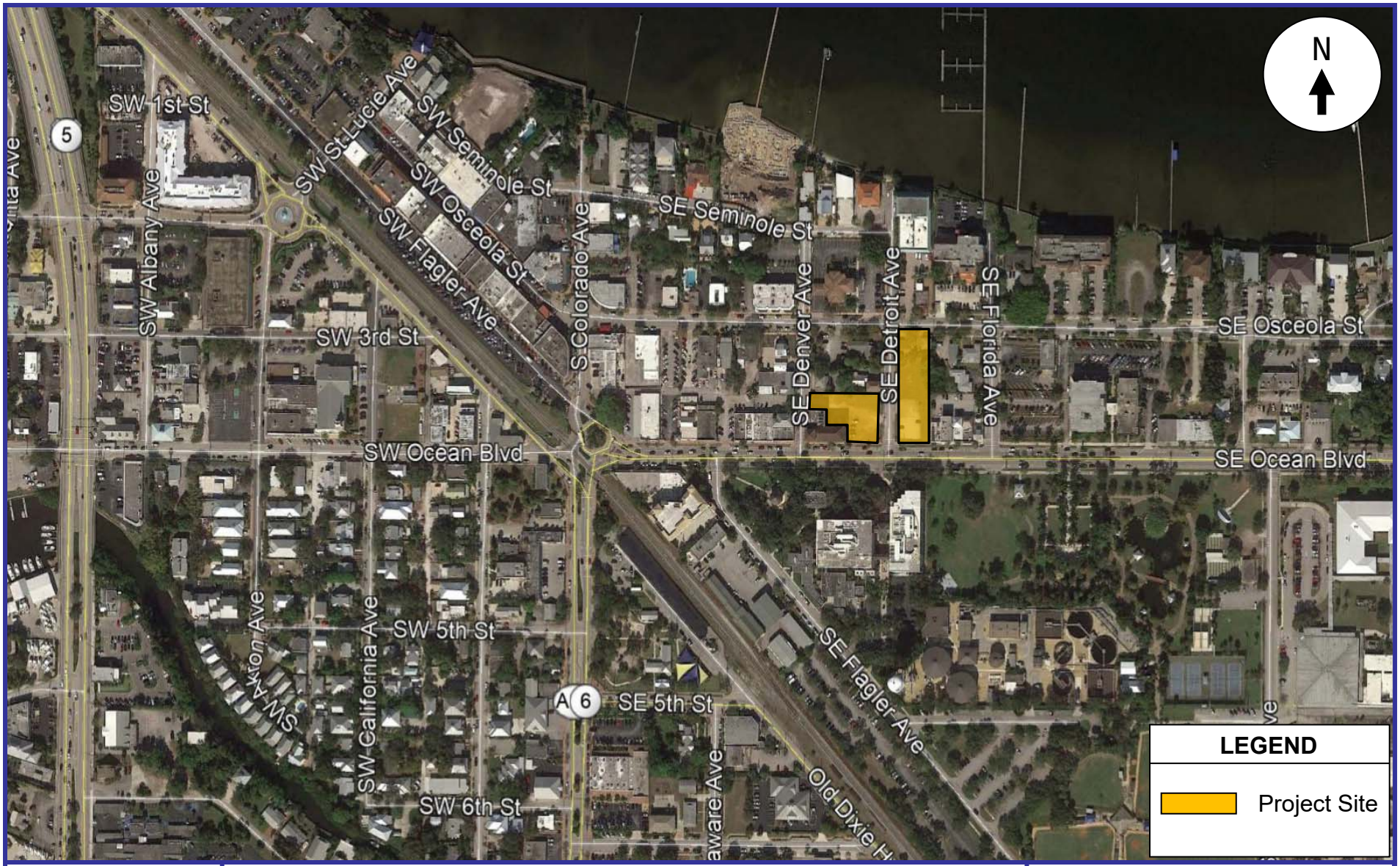
KBP CONSULTING, INC.

Karl B. Peterson, P.E.
Florida Registration Number 49897
Engineering Business Number 29939

Attachment A

Courthouse Annex – Stuart, Florida

Project Location Map



KBP
CONSULTING, INC.

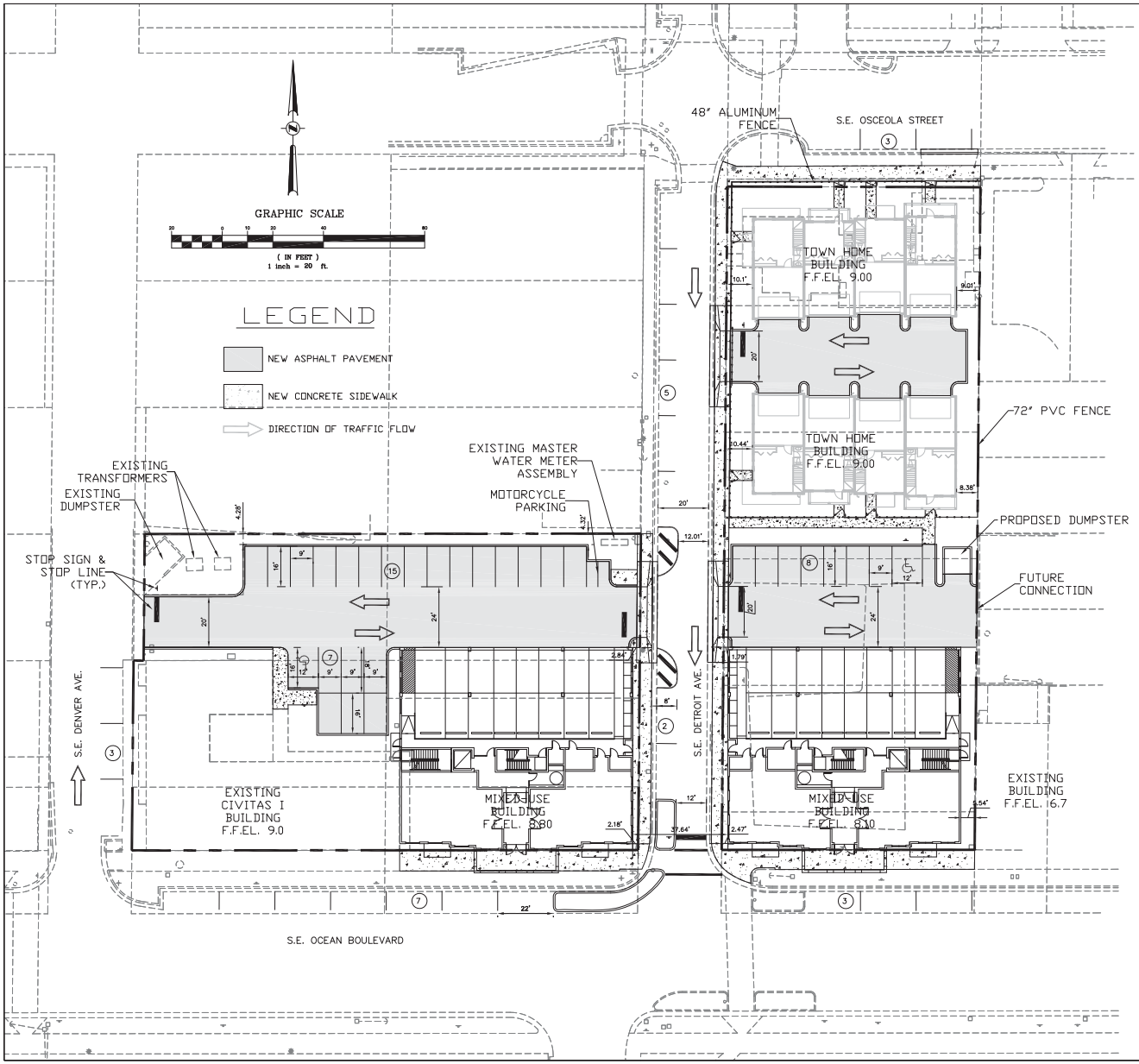
Project Location Map

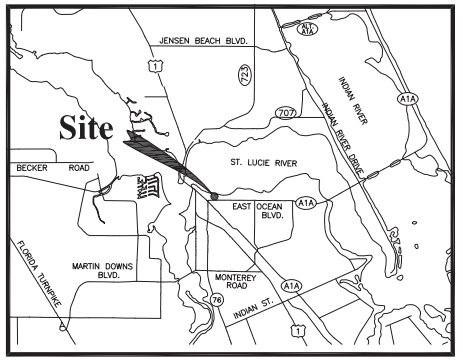
Attachment A
Courthouse Annex
Stuart, Florida

Attachment B

Courthouse Annex – Stuart, Florida

Proposed Site Plan





Vicinity Map nts

SITE DATA

COURTHOUSE ANNEX AREA:	45,532 SQ. FT. = 1.045 ACS.
CIVITAS 1 AREA:	5,445 SQ. FT. = 0.125 ACS.
TOTAL PROJECT AREA:	50,977 SQ. FT. = 1.170 ACS.
RESIDENTIAL UNITS:	59
DENSITY:	29.5 UNITS/ACRE (34.5/1.17) (48 UNITS X 0.50 = 24 UNITS 2 UNITS X 0.75 = 1.5 UNITS 9 UNITS X 1.00 = 9 UNITS)
TOTAL PROJECT AREA:	50,977 SQ. FT. = 100%
BUILDING AREA:	26,652 SQ. FT. = 52%
IMPERVIOUS AREA:	17,182 SQ. FT. = 34%
PERVIOUS AREA:	7,143 SQ. FT. = 14%
LOT COVERAGE:	86%
FLOOR AREA:	78,195 SQ. FT.
MIXED USE BUILDINGS:	2 X 24,248 = 48,516 SQ. FT.
TOWNHOME BUILDINGS:	2 X 7,256 = 14,512 SQ. FT.
CIVITAS 1 BUILDING:	15,167 SQ. FT.
FLOOR AREA RATIO:	1.53
FUTURE LAND USE DESIGNATION:	DOWNTOWN REDEVELOPMENT
EXISTING ZONING:	UC-URBAN CENTER
PROPOSED ZONING:	UPUD-URBAN PUD
EXISTING USE:	VACANT
PROPOSED USE:	MIXED-USE
PARKING PROVIDED:	101 32 SPACES IN MIXED-USE BLDGS. 16 SPACES IN TOWNHOME GARAGES 30 SPACES IN ON-SITE LOTS 23 SPACES ON-STREET
REQUIRED PARKING:	102 SEE SHARED PARKING CALCULATIONS (BELOW)

Shared Parking Calculations

Use	Units/Sq.ft.	Ratio	Required	Weekday	8a-4p	Weekday	4p-8p	Weekday	8p-12a	Weekend	8a-4p	Weekend	4p-12a	Nighttime	12a-6a
Residential	30	1.25	37.5	65%	16.9	75%	28.1	95%	35.6	75%	28.1	100%	37.5	100%	37.5
Office	4,600	1/350	13.1	100%	13.1	40%	5.2	10%	1.3	10%	1.3	5%	0.7	5%	0.7
Civitas I			23.0		23.0		21.0		16.0		16.0		16.0		5.0
			73.6		53		54		53		45		54		43

Notes:
1. By agreement, 23 spaces are provided for Civitas I.
   6 Spaces are assigned tandem spots.
   17 Spaces are shared.
2. Calculation is based on 30 residential units.
   32 spaces are provided in the mixed-use buildings for 16 units
   16 spaces are provided in townhome garages for 8 townhomes
   23 spaces are provided for Civitas I (5 residential units)
3. Office area is for Courthouse Annex.

DATE DRAWN: OCTOBER 2020
SCALE: 1"=20'
DESIGN BY: PWA
DRAWN BY: PWA
CHECKED BY: PWA
APPROVED BY: PWA

DATE	BY	DESCRIPTION

PETER WAYNE AQUART, P.E.
CONSULTING CIVIL ENGINEER
14032 SW 48TH STREET, MIAMI, FL 33175
TEL.: (561) 379-2879 E-MAIL: PAQUART@AOL.COM
FLORIDA LICENSED PROFESSIONAL ENGINEER No. 34176

MATERIAL SHOWN HEREON IS THE PROPERTY OF PETER WAYNE AQUART, P.E. AND SHALL NOT BE USED IN WHOLE OR IN PART WITHOUT WRITTEN PERMISSION OF PETER WAYNE AQUART, P.E.
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COURTHOUSE ANNEX
CITY OF STUART FLORIDA
PREPARED FOR: NEW URBAN COMMUNITIES
SITE PLAN

NOT VALID UNLESS IT BEARS AN ORIGINAL SIGNATURE AND SEAL

February 20, 2020
Peter Wayne Aquart
Florida P.E. No. 34176

PROJECT NO. 103

SP-1

SHEET 1 OF 1

STUART COURTHOUSE ANNEX
151 & 199 SE OCEAN BLVD
CITY OF STUART
MARTIN COUNTY, FLORIDA

PRELIMINARY
SURFACE WATER MANAGEMENT REPORT

PREPARED BY:

PETER WAYNE AQUÂRT, P.E.
CONSULTING CIVIL ENGINEER
FLORIDA P.E. REGISTRATION No. 34176
14032 SW 48 STREET
MIAMI, FLORIDA 33175
PHONE: 561-379-2879 ● E-MAIL: paquart@aol.com

SEPTEMBER, 2021
Revised: March, 2022

_____
PETER WAYNE AQUÂRT, P.E.
FLORIDA P.E. REGISTRATION No. 34176

Peter Wayne Aquart, State of Florida, Professional Engineer, License No. 34176

This item has been digitally signed and sealed by Peter Wayne Aquart on the date indicated here.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

PROJECT LOCATION

The subject property is located on the east and west sides of SE Detroit Avenue on the north side of SE Ocean Boulevard in the City of Stuart, Martin County, Florida. The property is in Section 4, Township 38 South, Range 41 East.

EXISTING CONDITIONS

The site comprises 1.063 acres, 0.493 acres east of SE Detroit Avenue and 0.569 acres west of SE Detroit Avenue. The current land use is shown below:

	WEST SIDE	EAST SIDE	TOTAL
TOTAL AREA (Acs.)	0.569	0.493	1.062
Building Area (Acs.)	0.127	0.000	0.127
Impervious Area (Acs.)	0.022	0.053	0.075
Pervious Area (Acs.)	0.420	0.440	0.860

Historically, the site has been occupied by various land uses and at times appears to have been substantially impervious.

There appears to be no stormwater management system currently on the site. The west side generally slopes from the approximate middle of the site east and west toward SE Detroit Avenue and SE Denver Avenue. The east side generally slopes from west to east.

PROPOSED SURFACE WATER MANAGEMENT SYSTEM

The site is proposed to be developed as a mixed use community consisting of residential and commercial uses. The existing building on the west side will remain. The proposed land use is shown below:

	WEST SIDE	EAST SIDE	TOTAL
TOTAL AREA (Acs.)	0.569	0.493	1.063
Building Area (Acs.)	0.292	0.273	0.565
Impervious Area (Acs.)	0.218	0.181	0.399
Pervious Area (Acs.)	0.059	0.040	0.099

The proposed surface water management system will consists of catch basins, storm sewers, and exfiltration trenches. The exfiltration trenches will be sized to retain 3.25 inches of runoff. Runoff in excess of the trench capacity will be retained on the proposed parking lots. Runoff in excess of the sum of the trench capacity and parking lot storage capacity will discharge to the adjacent streets as it currently does.

The exfiltration trenches will provide the required water quality treatment and flood protection for the parking areas. Preliminary sizing calculations are attached.

ATTACHMENT A

Exfiltration Trench Calculations

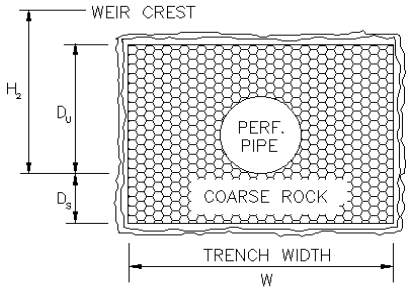
PETER WAYNE AQUÂRT, P.E.
CONSULTING CIVIL ENGINEER
FLORIDA P.E. REGISTRATION No. 34176
14032 SW 48 STREET
MIAMI, FLORIDA 33175
PHONE: 561-379-2879 ● E-MAIL: paquart@aol.com

Project STUART COURTHOSE ANNEX
Sheet 1 Of 1
Calculated by PWA Date 9/4/2021
Checked by PWA Date 9/4/2021
Re Exfiltration Trench Calculations

WEST SIDE

Site Storage Calculations:
Runoff: 3.25 inches
Site Area: 0.57 Acres
Volume: **1.85 acre-inch**

Soils Conductivity 2.27E-03 cfs/ft-sf head
(Per Report Provided By Nutting)



TRENCH CROSS SECTION

Exfiltration Trench Calculator

V	Volume to be Treated, in Acre-Inches	1.85	Weir Crest	6.3
W	Width of Trench, in Feet	4.00	Water Table Elev.	2
K	Hydraulic Conductivity, in cfs/sf-ft head, (k)	2.27E-03	Top of Trench Elev.	4
H_2	Depth to Water Table	4.30	Bottom of Trench Elev.	1
D_U	Non-Saturated Trench Depth, in Feet	2.00	Total Trench Depth	3
D_S	Saturated Trench Depth, in Feet	1.00		

Length of Trench = $2*V / ((K * ((H_2 * W) + (2 * H_2 * D_U) - D_U^2 + (2 * H_2 * D_S))) + (0.000139 * W * D_U))$

If DS is greater than DU or if W is greater than twice the Total Trench Depth, use
Length of Trench = $2*V / (k*(2*H_2 * D_U - D_U^2 + (2 * H_2 * D_S)) + (0.000139 * W * D_U))$

Length Required =	**41 Feet**	**Length Provided =**	**50 Feet**

PETER WAYNE AQUÂRT, P.E.
CONSULTING CIVIL ENGINEER
FLORIDA P.E. REGISTRATION No. 34176
14032 SW 48 STREET
MIAMI, FLORIDA 33175
PHONE: 561-379-2879 ● E-MAIL: paquart@aol.com

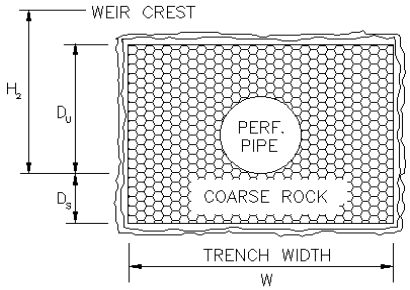
Project	STUART COURTHOSE ANNEX		
Sheet	1	Of	1
Calculated by	PWA	Date	9/4/2021
Checked by	PWA	Date	9/4/2021
Re	Exfiltration Trench Calculations		

EAST SIDE

Site Storage Calculations:

Runoff:	3.25 inches
Site Area:	0.49 Acres
Volume:	**1.60 acre-inch**

Soils Conductivity 2.27E-03 cfs/ft-sf head
(Per Report Provided By Nutting)



TRENCH CROSS SECTION

Exfiltration Trench Calculator

V	Volume to be Treated, in Acre-Inches	1.60	Weir Crest	5.8
W	Width of Trench, in Feet	4.00	Water Table Elev.	2
K	Hydraulic Conductivity, in cfs/sf-ft head, (k)	2.27E-03	Top of Trench Elev.	4
H_2	Depth to Water Table	3.80	Bottom of Trench Elev.	1
D_U	Non-Saturated Trench Depth, in Feet	2.00	Total Trench Depth	3
D_S	Saturated Trench Depth, in Feet	1.00		

Length of Trench = $2*V / ((K * ((H_2 * W) + (2 * H_2 * D_U) - D_U^2 + (2 * H_2 * D_S))) + (0.000139 * W * D_U))$

If DS is greater than DU or if W is greater than twice the Total Trench Depth, use
Length of Trench = $2*V / (k*(2*H_2 * D_U - D_U^2 + (2 * H_2 * D_S)) + (0.000139 * W * D_U))$

Length Required =	**41 Feet**	**Length Provided =**	**48 Feet**

ATTACHMENT B

Report of Exfiltration Tests

Nutting Engineers of Florida Inc. | Established 1967
Your Project is Our Commitment

Geotechnical & Construction Materials
Engineering, Testing, & Inspection
Environmental Services

Offices throughout the state of Florida

www.nuttingengineers.com info@nuttingengineers.com

Report of Exfiltration Test

Client:	New Urban Communities	Order No	154.7
Project:	Courthouse Annex	Report No	1
Location:	SE Ocean Boulevard and Detroit Avenue	Date:	7/26/21
	Stuart, Florida		
Test:	Usual Open Hole Exfiltration Test		
Surface Elevation:	Approx. @ Road Crown	Water table from ground surface:	>6'
Casing Diameter:	6"		
Tube Depth:	6'		

Hydraulic Conductivity (K) = 2.27 x 10^{-3} cfs/ft^2ft.head

EXFIL NO. 1	One Minute Increme	Pump Rate in Gal/Min
	1	30+
	2	30+
Sample Location: Approx. as located on site plan.	3	30+
	4	30+
	5	30+
Material: 0-6' Gray fine SAND	6	30+
	7	30+
	8	30+
	9	30+
	10	30+

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Geotechnical & Construction Materials
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Offices throughout the state of Florida

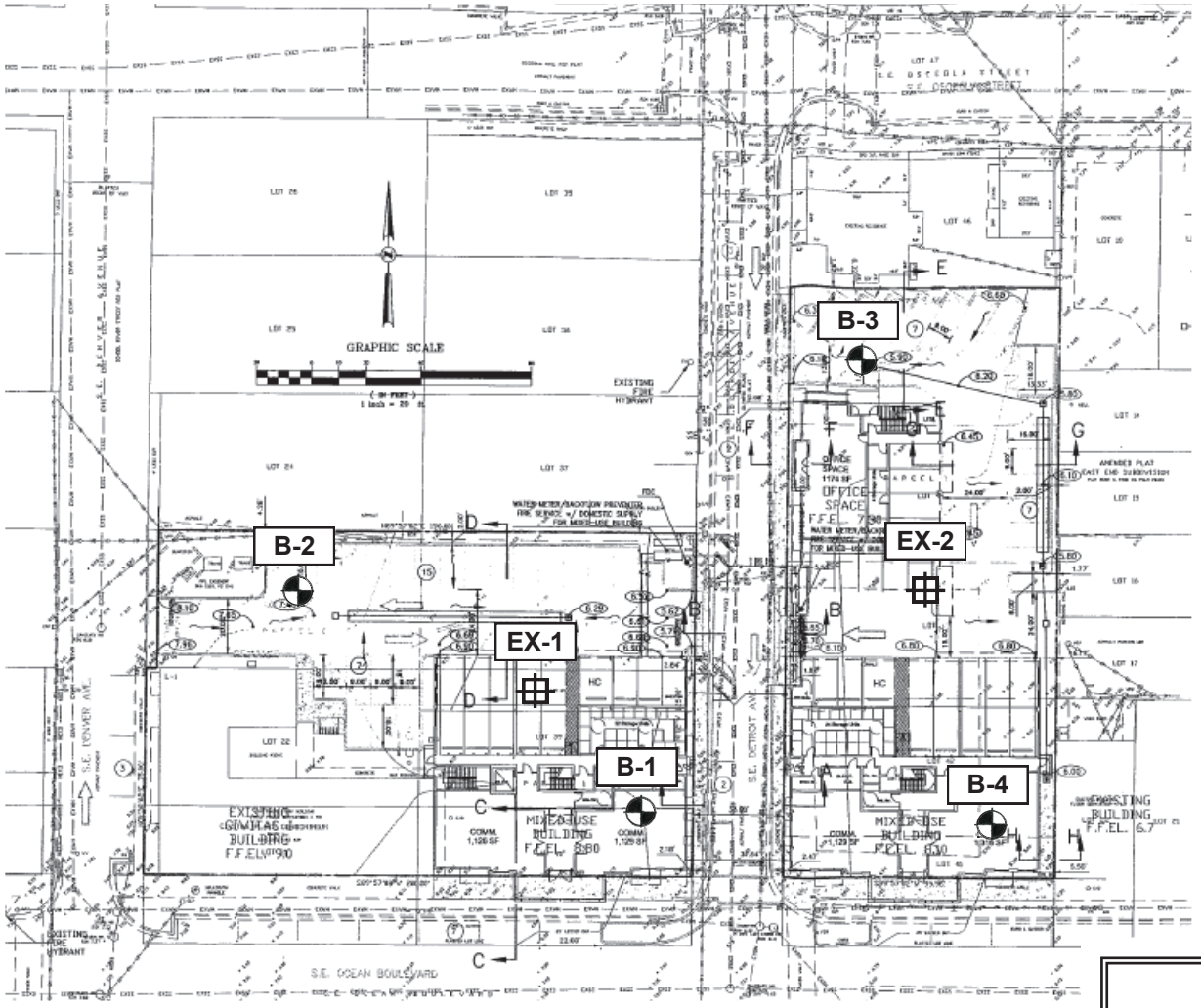
www.nuttingengineers.com info@nuttingengineers.com

Report of Exfiltration Test

Client:	New Urban Communities	Order No	154.7
Project:	Courthouse Annex	Report No	2
Location:	SE Ocean Boulevard and Detroit Avenue	Date:	7/26/21
	Stuart, Florida		
Test:	Usual Open Hole Exfiltration Test		
Surface Elevation:	Approx. @ Road Crown	Water table from ground surface:	>6'
Casing Diameter:	6"		
Tube Depth:	6'		

Hydraulic Conductivity (K) = 2.27 x 10^{-3} cfs/ft^2ft.head

EXFIL NO. 2	One Minute Increme	Pump Rate in Gal/Min
	1	30+
	2	30+
Sample Location: Approx. as located on site plan.	3	30+
	4	30+
	5	30+
Material: 0-6' Gray fine SAND	6	30+
	7	30+
	8	30+
	9	30+
	10	30+



- LEGEND -

TEST BORING LOCATION

EXFILTRATION TEST LOCATION

NUTTING ENGINEERS OF FLORIDA, INC. ESTABLISHED 1967

New Urban Communities

Courthouse Annex

SE corner of Ocean Boulevard and Detroit Avenue

Stuart, Florida

PROJECT NO. 154.7

APPROXIMATE TEST LOCATION PLAN

GEOTECHNICAL EXPLORATION

— Not to Scale —

FIG. 1

REPORT OF
GEOTECHNICAL INVESTIGATION

COURTHOUSE ANNEX
PROPOSED MIXED-USED/RESIDENTIAL DEVELOPMENT
SE OCEAN BOULEVARD AND SE DETROIT AVENUE
STUART, FLORIDA

FOR

NEW URBAN COMMUNITIES
200 CONGRESS PARK DRIVE
SUITE 201
DELRAY BEACH, FLORIDA 33445

PREPARED BY

NUTTING ENGINEERS OF FLORIDA, INC.
615 SW BILTMORE STREET
PORT ST. LUCIE, FLORIDA 34983

ORDER NO. 154.7

AUGUST 2021

August 11, 2021

Mr. Oscar Sugranes
New Urban Communities
200 Congress Park Drive, Suite 201
Delray Beach, Florida 33445
Phone: 561-279-8706 Email: osugranes@newurbancommunities.com

Subject: Report of Geotechnical Exploration
Courthouse Annex
Proposed Mixed Use/Residential Development
SE Ocean Boulevard and SE Detroit Avenue
Stuart, Florida

Dear Mr. Sugranes:

NUTTING ENGINEERS OF FLORIDA, INC. has performed a Geotechnical Exploration at the above referenced project in accordance with written authorization to proceed provided New Urban Communities dated July 13, 2021. Included in the report are our observations, results of our exploration, analysis, and recommendations for the proposed development.

The purpose of this exploration was to evaluate the subsurface soil and groundwater conditions in order to determine the most appropriate foundation system for the proposed construction and provide design level information to the design Engineers and Architects to formulate design criteria.

Thank you for providing us the opportunity to be a part of your team for this project. If you have any questions or require further assistance, please contact us at your convenience.

Respectfully submitted,
NUTTING ENGINEERS OF FLORIDA, INC.

Christopher E. Gworek, P.E.
Senior Engineer

1310 Neptune Drive • Boynton Beach, Florida 33426 • (561) 736-4900 • Fax (561) 737-9975
Broward (954) 941-8700 • Port St. Lucie (772) 408-1050 • Miami Dade (305) 624-0060

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- BORING/EXFILTRATION TEST LOCATION PLAN
- TEST BORING RECORDS
- EXFILTRATION TEST RESULTS
- SOIL CLASSIFICATION CRITERIA/LIMITATIONS OF LIABILITY

INTRODUCTION

Project Authorization

NUTTING ENGINEERS OF FLORIDA, INC. has conducted a geotechnical exploration per your authorization for the proposed development located in Stuart, Martin County, Florida. Our work was completed in general accordance with our proposal and written authorization by your office dated July 13, 2021. This report details the proposed multi-family development that may occur at the site along with roadways and possible onsite ancillary structures that may be constructed for the project.

Purpose and Scope

The purpose of this exploration was to obtain information concerning the subsurface conditions throughout the site in order to evaluate the most appropriate foundation systems for the proposed construction. We have also provided site preparation and foundation design recommendations for support of the proposed construction and provided information for the design Engineers and Architects to formulate foundation design criteria. The scope of services included performing field reconnaissance, review of available subsurface test data, such as the soil survey of Martin County, conducting field geotechnical explorations, and providing an engineering report.

Project Information

Based on discussions with representatives of your office along with review of site plans, we understand that it is proposed to clear the two vacant lots located at the NW and NE corner of the intersection of SE Ocean Boulevard and SE Detroit Avenue for the development of two, mixed-use residential buildings. Plans indicate that two, four-story mixed-use buildings are proposed to be constructed at the sites. The ground floor will consist of covered parking and commercial/office spaces along with residential storage spaces, while the second through fourth floor will consist of residential units. In addition, other ancillary structures (dumpster enclosure, etc..) will be constructed. Associated asphalt/concrete paved parking lots, sidewalks, and driveways are also planned to be constructed.

We note that because project information is still in the conceptual phase, some construction information may change prior to development, and structural loads were not known at the time of this report; **therefore, all recommendations presented herein are in nature and will need to be confirmed once project information is more finalized.** It is anticipated that the buildings will consist of concrete block construction and are preferred to be supported upon a shallow foundation system. We anticipate that there will be no below grade floor slabs proposed for this project.

At the time of this report structural information was not provided to our office. Utilizing similar project information our office has estimated approximate structural loads for the buildings. We note that the loading conditions estimated herein are estimates only and may differ from actual loads. A structural engineer will need to be retained to determine actual loading conditions for the planned construction.

Proposed Construction Elevations

Present site grades were not provided to our office; however, site elevations were found to be relatively uniform within the site. Based on this along with surrounding structures it is estimated that final grades will be approximately one to three feet above existing site elevations; however, present standing water conditions within the northeastern section of the site suggests that more fill may be required specifically within this area. We note that final building pad elevations shall be determined by a professional architect, civil engineer, or other qualified party.

NE should he notified in writing by the client of any changes in the proposed construction along with a request to amend our foundation analysis and/or recommendations within this report as appropriate

SITE DESCRIPTION

Site Location

The approximate sites, which are mostly rectangular-shaped, are located in Stuart, Martin County, Florida. A vicinity/boring location map delineating the subject property is presented in the Appendix of this report as Figure 1. The sites are bounded by residential/commercial development to the north, south, and east along with roadways (SE Detroit Avenue, SE Ocean Boulevard, and SE Denver Avenue) to the south, east, and west.

Site Characteristics and Current Conditions

The site is currently vacant land with low-lying vegetation (grass) to the north and south, with some asphalt/concrete pavement section on the eastern parcel to the south of the property.

SUBSURFACE EXPLORATION

Field Exploration

The exploration of subsurface conditions included the performance of limited Standard Penetration Test (SPT) borings, exfiltration tests, and review of the St. Lucie County Soil Survey Maps. We note that our exploration was performed within areas that could be safely accessed with truck mounted drilling equipment.

Nutting Engineers of Florida, Inc. was requested to perform a total of four Standard Penetration Test (SPT) borings (ASTM D-1586) to depths of forty to fifty feet in estimated locations of the proposed buildings. Due to the central core of heavy vegetation within the property, only fifteen test borings could actually be performed. The estimated boring locations are marked on the boring location plan included in the appendix section of this report and provided by your office. Standard Penetration Tests were performed continuously for 10 feet at each boring with successive sampling at 5-foot intervals thereafter. The number of successive blows (2na and 3rd blow count) required to drive the sampler into the soil constitutes the test result commonly referred to as the "N" value. The "N" value has been empirically correlated with various soil properties and is considered to be indicative of the relative density of cohesionless soils and the consistency of cohesive soils.

Representative samples collected from the SPT borings were visually reviewed in the laboratory by a geotechnical engineer to confirm the field classifications. The samples were then classified in general accordance with industry standards. We note that the locations of the test borings are estimated using available onsite surface controls and should be considered approximate at best and their actual locations would need to be verified by a licensed surveyor.

In addition, two 'Usual Open-Hole' exfiltration tests were. The tests were performed in accordance with South Florida Water Management District specifications. The exfiltration tests were completed to depths of six feet.

GENERALIZED SUBSURFACE CONDITIONS

Soil Survey Map Review

As part of the geotechnical exploration, we have reviewed available Natural Resources Conservation Service (NRCS) online soil survey map for Martin County. The USDA online NRCS mapping provides qualitative information about potential general shallow soil conditions in the project vicinity. This information was derived from approximately 6 ft. deep manual auger borings, aerial photo, and surface feature interpretation at some point in the past. The NRCS data may or may not reflect actual current site conditions. As indicated in the online Soil Survey Mapping at the time the survey was conducted, one soil series exist within the subject property. The soil type is outlined below.

Jonathan Sand

These soils can be described as a moderately well drained, slowly to very slowly permeable soils that formed in thick beds of sandy marine sediment. These nearly level to gently sloping soils are on slightly elevated knolls and ridges in flatwood areas. We note that the soil surveys were typically penetrated to a depth of approximately six feet.

Test Boring Results

The test borings typically recorded a surficial loose to medium dense light gray to brown sand in the upper fifteen feet, underlain by medium dense light brown to brown sand to a depth of fifty feet, the maximum depth explored. Please see the enclosed soil classification sheet in the Appendix of this report for additional important information regarding these descriptions, the field evaluation and other related information.

Note: Substantially different subsurface conditions may exist at other areas of the site. Buried debris may or may not be identified or adequately delineated by soil borings. Test pit excavation can provide more insight into such conditions and rock lithology if present. Such conditions may be revealed during site development activities (e.g., proof rolling, utility & foundation excavation activities) or other related activities. Should additional assurance be desired by the client, further subsurface investigation could be performed.

Exfiltration Test Results

Two 'Usual Open-Hole' exfiltration tests were performed in accordance with South Florida Water Management District (SFWMD) specifications to depths of six feet below the existing ground surface. The tests were performed in order to determine the hydraulic conductivity of the in situ subsurface soils to evaluate drainage requirements for the project. The hydraulic conductivity values were determined to be approximately 2.27×10^{-3} cubic feet per second, per square foot, per foot of head at the specific locations tested. Detailed soil descriptions and flow rates are presented in the Appendix.

Groundwater Conditions

The immediate groundwater level is typically measured at the test boring and exfiltration test, locations at the time of exploration. The groundwater level was encountered at depths varying from approximately four and a half to seven and a half below existing grades at the time of exploration.

The immediate depth to groundwater measurements presented in this report may not provide a reliable indication of stabilized or a more long-term depth to groundwater at this site. Water table elevations can vary dramatically with time through rainfall, droughts, storm events, flood control activities, nearby surface water bodies, tidal activity, pumping and many other factors. For these reasons, this immediate depth to water data should not be relied upon alone for project design considerations.

Further information regarding stabilized groundwater elevations at the site could be developed upon specific request. Additional evaluation might include monitoring of piezometers, survey of the project area for evidence of current groundwater elevation influences such as wellfields, obvious construction dewatering, tidal activity, flood control canals and other surface water bodies.

ANALYSIS AND RECOMMENDATIONS

The recommendations reported herein are based upon the known project information at this time. Once additional design information becomes available along with discussions with all interested parties in order to determine the best method of construction, additional comprehensive geotechnical exploration, and/or analysis may be required. Foundation recommendations may change dependent upon final design information provided and the results of the additional field-testing and/or analysis.

Foundation Design Analysis - Proposed Four-Story Structures

Based on the borings performed for this project, surficial loose to medium dense sands exist within the soil profile from the ground surface to a depth of fifty feet, the maximum depth explored. Construction of the proposed four-story buildings and other related ancillary structures may be supported upon a conventional shallow foundation system. Once the site is successfully prepared in accordance with the recommendations presented in this report, the site may be developed with the proposed four-story structures using a shallow foundation system designed for an allowable soil bearing pressure of 3,000 pounds per square foot.

Once plans are finalized for the proposed construction, a copy should be provided to Nutting Engineers for review to determine whether additional details or changes to our recommendations are warranted. All work should be completed in accordance with applicable budding codes, other regulations as appropriate, and good standard local practice.

For the four-story structures we recommend a minimum width of 24 inches for continuous footings and 30 inches for individual footings, even though the soil bearing pressure may not be fully developed in all cases. We recommend that the bottom of footings be at least 12 inches below the lowest adjacent finished grade.

It is our opinion that the floor slab system may be constructed as a slab on grade. We recommend that a vapor barrier be placed between the soil and concrete. We also recommend that the reinforcing steel mesh be placed at the approximate center of the slab for tensile support.

Settlement Analysis - Four-Story Structures

We performed a settlement evaluation based upon a hypothetical improved soil profile following completion of the compaction using a moderately sized vibratory compactor for the construction. This method should improve the soils to provide an allowable bearing capacity of 3,000 pounds per square foot. It was estimated that upon proper completion, long-term total settlements should be on the order of approximately one inch. Differential settlements should be approximately one-half of the total settlement. Most of this settlement should occur upon the application of the dead load during construction.

In order to maintain the calculated settlement throughout the life of the structures it would be necessary to grade the site such that stormwater is directed away from the foundations. Any ponding nearby/adjacent to walls and foundations should be avoided.

GENERAL EARTHWORK RECOMMENDATIONS

We note that the recommendations presented herein require the use of a vibratory roller for the site preparation activities. If vibratory action cannot be performed, then it will be necessary to perform an undercut and compaction site preparation operation. Our office must be notified in writing regarding this condition in order to provide appropriate alternative site preparation recommendations. Based on soil conditions the undercut may be required to be as much as three feet; however, further review would be required at that time.

Site Preparation - Four-Story Structures

The general building pad clearing will consist of the removal of trees with complete root bulbs, surficial organic soils, debris and roots from the clearing operations, and any unsuitable soils as determined by the Geotechnical Engineer will need to be completely removed within the construction area and to a lateral distance of at least 5 feet beyond the footprint limits and potentially further based upon depth. A Nutting Engineer's representative should be present to observe that the stripping operations are performed as we have discussed herein.

Upon approval by the geotechnical engineer, the stripped surface (no fill added at this time) should then compacted with at least 20 overlapping passes of a vibratory compactor having a minimum dynamic force of 20 tons operated no faster than at a slow walking pace. The roller coverages should be equally divided into two perpendicular directions. The soils should be at an acceptable moisture content to allow for proper compaction. The compaction operations must be observed by a representative of Nutting Engineers.

In addition, the surface should also be compacted until a density equivalent to at least 98 percent of the modified Proctor maximum dry density (ASTM D-1557) is achieved to a depth of at least 12 inches below the compacted surface.

Fill Placement - General

New fill materials must be placed under engineering supervision of a Geotechnical Engineer. The fill should be inorganic granular soils free from deleterious materials and approved by our firm. The fill should be placed in lifts of no greater than 12 inches thick, and each lift should be compacted to 98% of the maximum dry density as determined by the Modified Compaction Test (ASTM D1557).

In restricted areas where a small compactor must be used, the lift thickness should be reduced to 6 inches, as directed by the inspecting Geotechnical Engineer. Backfill placed adjacent to the foundations should be compacted to at least 95% of the ASTM D-1557 maximum dry density.

Backfill behind walls should be approved sand fill as indicated previously and should be placed in loose Lifts not exceeding 12 inches in thickness and should be compacted to minimum dry density of between 92% and 95% of the maximum modified Proctor dry density using small vibratory compaction equipment. Overcompaction in these areas should be avoided. The walls should be temporarily braced during compaction to prevent overstressing of the walls.

Following site and building pad construction as discussed above, the foundation area should be excavated, and the footings formed. The bottom of foundation excavations should be compacted after excavation to develop a minimum density requirement of 98 percent of the maximum modified Proctor dry density, for a minimum depth of one foot below the bottom of the footing depth, as determined by field density compaction tests. The floor slab area should also be compacted in the same manner.

Ground Water Control

The water table varied in general from four and a half to seven and a half feet below existing grades at the site. It is anticipated that final construction elevations will be located well above the groundwater table; however, groundwater control may be needed for shear walls, elevator pits and/or other deep excavation areas for development of the site/buildings. The contractor should anticipate performing necessary dewatering measures in order to control the water table during construction. Depending upon final footing location a full-time dewatering system may need to be employed in order to construct the footings for the deep shearwall or elevator foundations for the buildings.

Dewatering design should be performed by a specialist knowledgeable of local conditions. We note that this was beyond the scope of services at this stage of the project.

Design Parameters

Estimated design geotechnical soil parameters were developed from the results of the test borings. The following table summarizes our recommendations for the soil parameters and the lateral active and at rest pressure coefficients to be utilized for construction. The design of the support system shall include hydrostatic pressure acting on walls or footings at the highest anticipated water level during construction, and/or design life of the structure.

SUMMARY OF DESIGN GEOTECHNICAL PARAMETERS

DEPTH (FEET)	SPT N-VALUE RANGE (Average)	SOIL UNIT WEIGHT (PCF)		ANGLE OF INTERNAL FRICTION (DEGREES)	EARTH PRESSURE COEFFICIENT	
		SATURATED	SUB-MERGED		ACTIVE (K_a)	PASSIVE (K_p)
0-10	2 - 26	115	53	30	0.33	3.0

Excavation Requirements

Excavations of five feet or more in depth should be sloped or shored in accordance with OSHA and State of Florida requirements. Materials removed from any excavation should not be stockpiled immediately adjacent to the open excavation as this load may cause a sudden collapse of the sidewalls.

In October of 1989, as published in the Federal Registrar, Volume 54, No. 209, the United States Department of Labor, Occupational Safety and Health Administration (OSHA) amended its; "Construction Standards for excavations, 29CRF part 1926, subpart P".

It is mandated by this federal regulation that all excavations, whether they be utility trenches, basement excavation or footing excavations, be constructed in accordance with the new OSHA guidelines. The contractor is solely responsible for designing and constructing stable, temporary excavations and should shore, slope, or bench the sides of the excavations as required to maintain stability of both the excavation sides and bottom.

PAVEMENTS

Provided below are general pavement recommendations beyond the footprints of buildings and parking garages. **The project Civil Engineer should review the report information in order to provide final pavement design specifications.**

For asphalt pavement, the areas should be compacted to a minimum of 98 percent of the modified Proctor maximum dry density to a depth of at least 12 inches below the subgrade level. We recommend that stabilized subgrade having a minimum Limerock Bearing Ratio (LBR) of 40 be placed to a depth of approximately one foot below the base course. The base course will range from approximately 6 to 8 inches and should have a minimum LBR of 100.

Where concrete pavement is used, a minimum concrete pavement thickness of 6 inches is recommended for the standard and heavy-duty pavement design. The minimum thickness is based upon concrete with a compressive strength of 3,000 psi. The pavement section should bear on properly compacted subgrade similar to asphalt pavement sections discussed in the paragraph above.

We can provide more detailed pavement design recommendations including material types and thicknesses. However, it would be necessary to provide us with the anticipated traffic loading characteristics and pavement design life. We note that material will need to be imported in order to develop the base and subbase course sections for the proposed pavement.

GENERAL INFORMATION

Our client for this geotechnical evaluation was:

Mr. Oscar Sugranes
New Urban Communities
200 Congress Park Drive, Suite 201
Delray Beach, Florida 33445

The contents of this report are for the exclusive use of the client, the client's design & construction team and governmental authorities for this specific project exclusively. Information conveyed in this report shall not be used or relied upon by other parties or for other projects without the expressed written consent of Nutting Engineers of Florida, Inc. This report discusses geotechnical considerations for this site based upon observed conditions and our understanding of proposed construction for foundation support. Environmental issues including (but not limited to), soil and/or groundwater contamination are beyond our scope of service for this project. As such, this report should not be used or relied upon for evaluation of environmental issues.

Prior to initiating compaction operations, we recommend that representative samples of the structural fill material to be used and acceptable in-place soils be collected and tested to determine their compaction and classification characteristics. The maximum dry density, optimum moisture content, gradation and plasticity characteristics should be determined. These tests are needed for compaction quality control of the structural fill and existing soils, and to determine if the fill material is acceptable.

If conditions are encountered which are not consistent with the findings presented in this report, or if proposed construction is moved from the location investigated, this office shall be notified immediately so that the condition or change can be evaluated, and appropriate action taken.

The vibratory compaction equipment may cause vibrations that could be felt by persons within nearby buildings and could potentially induce structural settlements. Additionally, preexisting settlements may exist within these structures that could be construed to have been caused or worsened by the proposed vibratory compaction after the fact. Pre- and post-conditions surveys of these structures along with the vibration monitoring during vibratory compaction could be performed to better evaluate this concern.

The contractor should exercise due care during the performance of the vibratory compaction work with due consideration of potential impacts on existing structures. If potential vibrations and impacts are not considered tolerable, then alternate foundation modification techniques should be considered.

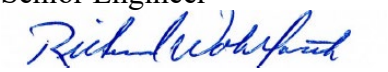
Nutting Engineers of Florida, Inc. (NE), recommends that we be contracted to provide input to the design team and owner during the foundation and earthwork design process and that we review final foundation drawings and specifications to verify that our report recommendations and design intent have been properly implemented. NE shall also perform testing and inspections during the earthwork and foundation construction as recommended in this report. If NE is not engaged to perform these services as detailed herein, the Client agrees that NE shall bear no liability for the interpretation, implementation of our report, its recommendations and/or inspection and testing services as described in this report if implemented by others.

The Geotechnical Engineer warrants that the findings, recommendations, specifications, or professional advice contained herein, have been presented after being prepared in accordance with general accepted professional practice in the field of foundation engineering, soil mechanics and engineering geology. No other warranties are implied or expressed.

We appreciate the opportunity to provide these services for you. If we can be of any further assistance, or if you need additional information, please feel free to contact us.

Respectfully submitted,
NUTTING ENGINEERS OF FLORIDA, INC.

Christopher E. Gworek, P.E. #69947
Senior Engineer

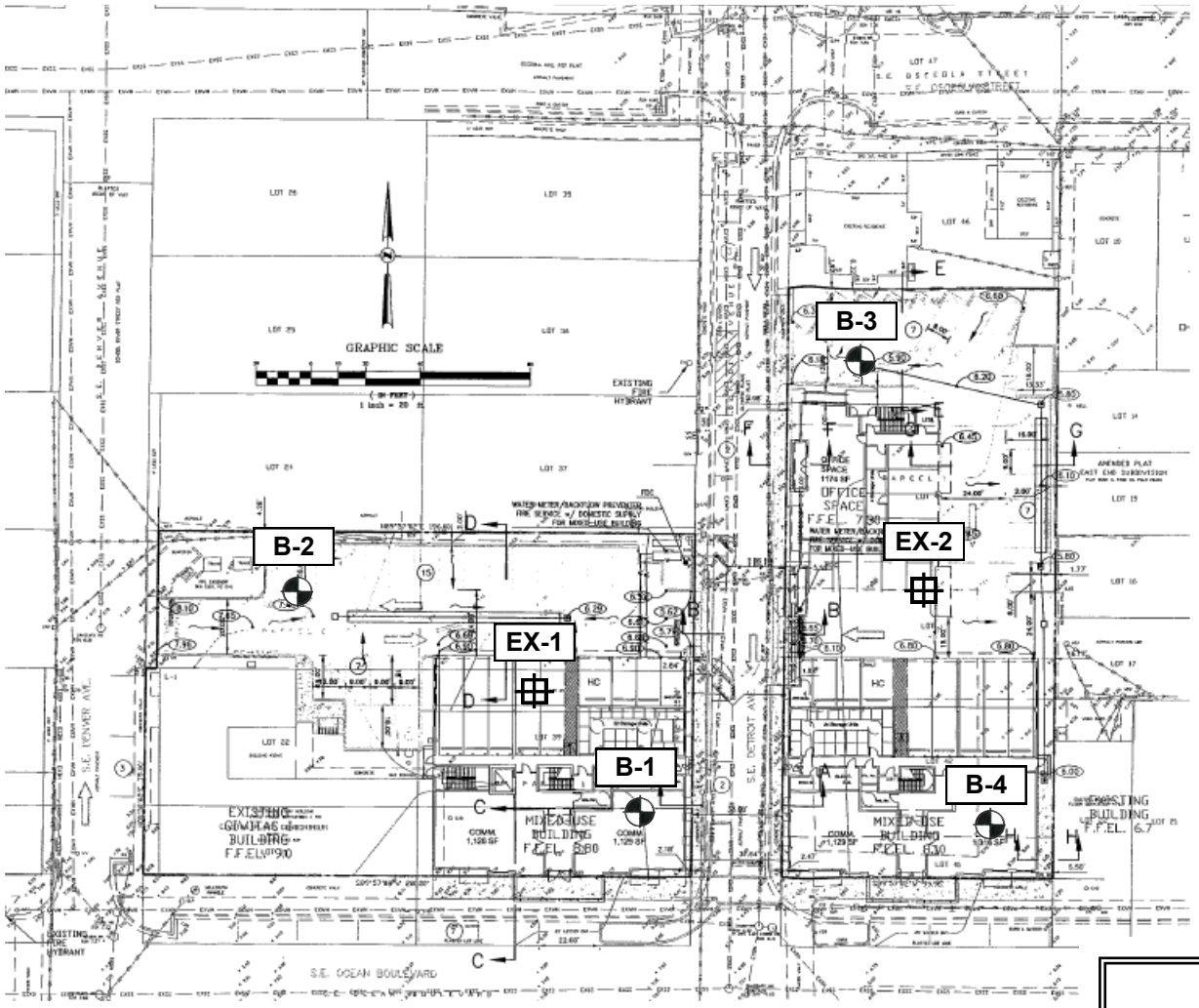


Richard C. Wohlfarth, P.E.
Director of Engineering

APPENDICES

FIGURES

BORING/EXFILTRATION LOCATION PLAN



- LEGEND -

TEST BORING LOCATION

EXFILTRATION TEST LOCATION

NUTTING ENGINEERS OF FLORIDA, INC. ESTABLISHED 1967

New Urban Communities
Courthouse Annex
SE corner of Ocean Boulevard and Detroit Avenue
Stuart, Florida
PROJECT NO. 154.7

APPROXIMATE TEST LOCATION PLAN

GEOTECHNICAL EXPLORATION
— Not to Scale —

FIG. 1

TEST BORING RECORDS

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Fax: (561) 737-9975

BORING NUMBER B-1 @ 151

PROJECT NUMBER 154.7

CLIENT New Urban Communities **PROJECT NAME** Courthouse Annex

PROJECT LOCATION SE Ocean Boulevard and Detroit Avenue, Stuart, Florida

DATE STARTED 7/26/21 COMPLETED 7/26/21 SURFACE ELEVATION REFERENCE Approx. @ Road Crown

DRILLING METHOD Standard Penetration Boring GROUND WATER LEVELS:

LOGGED BY T. Donovan CHECKED BY C. Gworek ▽ AT TIME OF DRILLING 7.5 ft

APPROXIMATE LOCATION OF BORING **As located on site plan @ 151 SE Ocean Blvd.**

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	Blows	N-Value	▲ SPT N VALUE ▲ 10 20 30 40 / PL MC LL 20 40 60 80 / ☐ FINES CONTENT (%) ☐ 20 40 60 80
0		Lt. gray fine SAND	AU 1			
			AU 2			
5			SS 3	3-3-3-4	6	▲
		Brown fine SAND ▽	SS 4	4-3-2-1	5	▲
		Lt. brown fine SAND	SS 5	1-1-1-2	2	▲
10			SS 6	1-2-2-2	4	▲
		Gray fine SAND	SS 7	2-2-2-2	4	▲
15						
			SS 8	2-2-3-5	5	▲
20						
			SS 9	10-13-13-15	26	▲
25						
		Brown fine SAND	SS 10	5-5-7-7	12	▲
30						
		Lt. brown fine SAND	SS 11	5-10-11-9	21	▲
35						

(Continued Next Page)

TEST NUTTING BOREHOLE 3-154.7 NEW COMMUNITIES - COURTHOUSE ANNEX SE OCEAN BOULEVARD AND DETROIT AVENUE STUART.GPJ GINT US.GDT 7/30/21

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BORING NUMBER B-1 @ 151

PROJECT NUMBER 154.7

CLIENT New Urban Communities **PROJECT NAME** Courthouse Annex

PROJECT LOCATION SE Ocean Boulevard and Detroit Avenue, Stuart, Florida

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	Blows	N-Value	▲ SPT N VALUE ▲ 10 20 30 40 / PL MC LL 20 40 60 80 / ☐ FINES CONTENT (%) ☐ 20 40 60 80
35		Lt. brown fine SAND *(continued)*				
		Gray fine SAND	SS 12	3-4-9-12	13	▲
40						
			SS 13	4-4-7-9	11	▲
45						
		Lt. brown LIMESTONE	SS 14	50/4"	100+	>>▲
		Bottom of hole at 48.3 feet.				

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PROJECT NUMBER 154.7

CLIENT New Urban Communities **PROJECT NAME** Courthouse Annex

PROJECT LOCATION SE Ocean Boulevard and Detroit Avenue, Stuart, Florida

DATE STARTED 7/27/21 COMPLETED 7/27/21 SURFACE ELEVATION REFERENCE Approx. @ Road Crown

DRILLING METHOD Standard Penetration Boring GROUND WATER LEVELS:

LOGGED BY T. Donovan CHECKED BY C. Gworek ▽ AT TIME OF DRILLING 4.5 ft

APPROXIMATE LOCATION OF BORING **As located on site plan @ 199 SE Ocean Blvd.**

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	Blows	N-Value	▲ SPT N VALUE ▲ 10 20 30 40 / PL MC LL 20 40 60 80 / ☐ FINES CONTENT (%) ☐ 20 40 60 80
0		Lt. gray fine SAND	AU 1			
			AU 2			
5		▽	SS 3	6-7-7-7	14	▲
			SS 4	4-8-12-16	20	▲
		Brown fine SAND	SS 5	9-12-14-20	26	▲
10			SS 6	9-10-12-14	22	▲
			SS 7	6-8-12-13	20	▲
15						
		Lt. brown fine SAND	SS 8	6-8-12-13	20	▲
20						
			SS 9	8-8-12-13	20	▲
25						
			SS 10	9-10-16-13	26	▲
30						
			SS 11	3-6-4-3	10	▲
35						

TEST NUTTING BOREHOLE 3-154.7 NEW COMMUNITIES - COURTHOUSE ANNEX SE OCEAN BOULEVARD AND DETROIT AVENUE STUART.GPJ GINT US.GDT 7/30/21

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PROJECT NUMBER 154.7

CLIENT New Urban Communities **PROJECT NAME** Courthouse Annex

PROJECT LOCATION SE Ocean Boulevard and Detroit Avenue, Stuart, Florida

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	Blows	N-Value	▲ SPT N VALUE ▲ 10 20 30 40 / PL MC LL 20 40 60 80 / ☐ FINES CONTENT (%) ☐ 20 40 60 80
35		Lt. brown fine SAND *(continued)*				
40			SS 12	W.O.R./12"-1-4	1	▲
		Bottom of hole at 40.0 feet.				

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BORING NUMBER B-2 @ 151

PROJECT NUMBER 154.7

CLIENT New Urban Communities **PROJECT NAME** Courthouse Annex

PROJECT LOCATION SE Ocean Boulevard and Detroit Avenue, Stuart, Florida

DATE STARTED 7/26/21 COMPLETED 7/26/21 SURFACE ELEVATION REFERENCE Approx. @ Road Crown

DRILLING METHOD Standard Penetration Boring GROUND WATER LEVELS:

LOGGED BY T. Donovan CHECKED BY C. Gworek ▽ AT TIME OF DRILLING 6.5 ft

APPROXIMATE LOCATION OF BORING **As located on site plan @ 151 SE Ocean Blvd.**

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	Blows	N-Value	▲ SPT N VALUE ▲ 10 20 30 40 / PL MC LL 20 40 60 80 / ☐ FINES CONTENT (%) ☐ 20 40 60 80
0		Gray fine SAND, some limestone fragments	AU 1			
		Lt. gray fine SAND	AU 2			
5			SS 3	6-5-6-5	11	▲
		▽ Brownish gray fine SAND	SS 4	3-3-4-7	7	▲
10			SS 5	6-7-11-13	18	▲
		Brown fine SAND	SS 6	9-11-12-15	23	▲
15			SS 7	8-8-9-10	17	▲
20			SS 8	5-7-12-15	19	▲
25		Lt. brown fine SAND	SS 9	9-9-12-11	21	▲
30			SS 10	8-9-11-12	20	▲
35			SS 11	3-4-3-5	7	▲

(Continued Next Page)

TEST NUTTING BOREHOLE 3-154.7 NEW COMMUNITIES - COURTHOUSE ANNEX SE OCEAN BOULEVARD AND DETROIT AVENUE STUART.GPJ GINT US.GDT 7/30/21

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PROJECT NUMBER 154.7

CLIENT New Urban Communities **PROJECT NAME** Courthouse Annex

PROJECT LOCATION SE Ocean Boulevard and Detroit Avenue, Stuart, Florida

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	Blows	N-Value	▲ SPT N VALUE ▲ 10 20 30 40 / PL MC LL 20 40 60 80 / ☐ FINES CONTENT (%) ☐ 20 40 60 80
35		Lt. brown fine SAND *(continued)*				
40			SS 12	W.O.R./24"	0	▲
45			SS 13	5-5-6-7	11	▲
50			SS 14	5-8-8-7	16	▲
		Bottom of hole at 50.0 feet.				

TEST NUTTING BOREHOLE 3-154.7 NEW COMMUNITIES - COURTHOUSE ANNEX SE OCEAN BOULEVARD AND DETROIT AVENUE STUART.GPJ GINT US.GDT 7/30/21

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BORING NUMBER B-2 @ 199

PROJECT NUMBER 154.7

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PROJECT LOCATION SE Ocean Boulevard and Detroit Avenue, Stuart, Florida

DATE STARTED 7/27/21 COMPLETED 7/27/21 SURFACE ELEVATION REFERENCE Approx. @ Road Crown

DRILLING METHOD Standard Penetration Boring GROUND WATER LEVELS:

LOGGED BY T. Donovan CHECKED BY C. Gworek ▽ AT TIME OF DRILLING 4.5 ft

APPROXIMATE LOCATION OF BORING **As located on site plan @ 199 SE Ocean Blvd.**

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	Blows	N-Value	▲ SPT N VALUE ▲ 10 20 30 40 / PL MC LL 20 40 60 80 / ☐ FINES CONTENT (%) ☐ 20 40 60 80
0		Brown fine SAND, some asphalt	AU 1			
		Lt. gray fine SAND	AU 2			
5		▽ Gray fine SAND, some root	SS 3	6-5-5-6	10	▲
		Lt. gray fine SAND	SS 4	3-6-10-13	16	▲
			SS 5	7-7-11-13	18	▲
10		Brown fine SAND	SS 6	7-8-9-9	17	▲
			SS 7	5-6-7-5	13	▲
15						
			SS 8	6-5-9-9	14	▲
20						
			SS 9	7-7-8-18	15	▲
25						
			SS 10	5-8-12-13	20	▲
30						
			SS 11	6-7-8-10	15	▲
35						

TEST NUTTING BOREHOLE 3-154.7 NEW COMMUNITIES - COURTHOUSE ANNEX SE OCEAN BOULEVARD AND DETROIT AVENUE STUART.GPJ GINT US.GDT 7/30/21

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PROJECT NUMBER 154.7

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PROJECT LOCATION SE Ocean Boulevard and Detroit Avenue, Stuart, Florida

DEPTH (ft)	GRAPHIC LOG	MATERIAL DESCRIPTION	SAMPLE TYPE NUMBER	Blows	N-Value	▲ SPT N VALUE ▲ 10 20 30 40 / PL MC LL 20 40 60 80 / ☐ FINES CONTENT (%) ☐ 20 40 60 80
35		Brown fine SAND *(continued)*				
40			SS 12	8-9-9-6	18	▲
45			SS 13	8-8-12-11	20	▲
50			SS 14	7-9-10-13	19	▲
		Bottom of hole at 50.0 feet.				

TEST NUTTING BOREHOLE 3-154.7 NEW COMMUNITIES - COURTHOUSE ANNEX SE OCEAN BOULEVARD AND DETROIT AVENUE STUART.GPJ GINT US.GDT 7/30/21

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EXFILTRATION TEST RESULTS

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Engineering, Testing, & Inspection
Environmental Services

Offices throughout the state of Florida

www.nuttingengineers.com info@nuttingengineers.com

Report of Exfiltration Test

Client:	New Urban Communities	Order No	154.7
Project:	Courthouse Annex	Report No	1
Location:	SE Ocean Boulevard and Detroit Avenue	Date:	7/26/21
	Stuart, Florida		
Test:	Usual Open Hole Exfiltration Test		
Surface Elevation:	Approx. @ Road Crown	Water table from ground surface:	>6'
Casing Diameter:	6"		
Tube Depth:	6'		

Hydraulic Conductivity (K) = 2.27×10^{-3} cfs/ft^{2}ft.head

EXFIL NO. 1	One Minute Increme	Pump Rate in Gal/Min
	1	30+
	2	30+
Sample Location: Approx. as located on site plan.	3	30+
	4	30+
	5	30+
Material: 0-6' Gray fine SAND	6	30+
	7	30+
	8	30+
	9	30+
	10	30+

Nutting Engineers
of Florida Inc. | Established 1967
Your Project is Our Commitment

Geotechnical & Construction Materials
Engineering, Testing, & Inspection
Environmental Services

Offices throughout the state of Florida

www.nuttingengineers.com info@nuttingengineers.com

Report of Exfiltration Test

Client:	New Urban Communities	Order No	154.7
Project:	Courthouse Annex	Report No	2
Location:	SE Ocean Boulevard and Detroit Avenue	Date:	7/26/21
	Stuart, Florida		
Test:	Usual Open Hole Exfiltration Test		
Surface Elevation:	Approx. @ Road Crown	Water table from ground surface:	>6'
Casing Diameter:	6"		
Tube Depth:	6'		

Hydraulic Conductivity (K) = 2.27×10^{-3} cfs/ft^{2}ft.head

EXFIL NO. 2	One Minute Increme	Pump Rate in Gal/Min
	1	30+
	2	30+
Sample Location: Approx. as located on site plan.	3	30+
	4	30+
	5	30+
Material: 0-6' Gray fine SAND	6	30+
	7	30+
	8	30+
	9	30+
	10	30+

SOILS CLASSIFICATION CRITERIA

LIMITATIONS OF LIABILITY

LIMITATIONS OF LIABLILITY

WARRANTY

We warranty that the services performed by Nutting Engineers of Florida, Inc. are conducted in a manner consistent with that level of care and skill ordinarily exercised by members of the profession in our area currently practicing under similar conditions at the time our services were performed. ***No other warranties, expressed or implied, are made***. While the services of Nutting Engineers of Florida, Inc. are a valuable and integral part of the design and construction teams, we do not warrant, guarantee or insure the quality, completeness, or satisfactory performance of designs, construction plans, specifications we have not prepared, nor the ultimate performance of building site materials or assembly/construction.

SUBSURFACE EXPLORATION

Subsurface exploration is normally accomplished by test borings; test pits are sometimes employed. The method of determining the boring location and the surface elevation at the boring is noted in the report. This information is represented in the soil boring logs and/or a drawing. The location and elevation of the borings should be considered accurate only to the degree inherent with the method used and may be approximate.

The soil boring log includes sampling information, description of the materials recovered, approximate depths of boundaries between soil and rock strata as encountered and immediate depth to water data. The log represents conditions recorded specifically at the location where and when the boring was made. Site conditions may vary through time as will subsurface conditions. The boundaries between different soil strata as encountered are indicated at specific depths; however, these depths are in fact approximate and dependent upon the frequency of sampling, nature and consistency of the respective strata. Substantial variation between soil borings may commonly exist in subsurface conditions. Water level readings are made at the time and under conditions stated on the boring logs. Water levels change with time, precipitation, canal level, local well drawdown and other factors. Water level data provided on soil boring logs shall not be relied upon for groundwater based design or construction considerations.

LABORATORY AND FIELD TESTS

Tests are performed in *general* accordance with specific ASTM Standards unless otherwise indicated. All criteria included in a given ASTM Standard are not always required and performed. Each test boring report indicates the measurements and data developed at each specific test location.

ANALYSIS AND RECOMMENDATIONS

The geotechnical report is prepared primarily to aid in the design of site work and structural foundations. Although the information in the report is expected to be sufficient for these purposes, it shall not be utilized to determine the cost of construction nor to stand alone as a construction specification. Contractors shall verify subsurface conditions as may be appropriate prior to undertaking subsurface work.

Report recommendations are based primarily on data from test borings made at the locations shown on the test boring reports. Soil variations commonly exist between boring locations. Such variations may not become evident until construction. Test pits sometimes provide valuable supplemental information that derived from soil borings. If variations are then noted, the geotechnical engineer shall be contacted in writing immediately so that field conditions can be examined and recommendations revised if necessary.

The geotechnical report states our understanding as to the location, dimensions and structural features proposed for the site. ***Any significant changes of the site improvements or site conditions must be communicated in writing to the geotechnical engineer immediately*** so that the geotechnical analysis, conclusions, and recommendations can be reviewed and appropriately adjusted as necessary.

CONSTRUCTION OBSERVATION

Construction observation and testing is an important element of geotechnical services. The geotechnical engineer's field representative (G.E.F.R.) is the "owner's representative" observing the work of the contractor, performing tests and reporting data from such tests and observations. ***The geotechnical engineer's field representative does not direct the contractor's construction means, methods, operations or personnel.*** The G.E.F.R. does not interfere with the relationship between the owner and the contractor and, except as an observer, does not become a substitute owner on site. The G.E.F.R. is responsible for his/her safety, but has no responsibility for the safety of other personnel at the site. The G.E.F.R. is an important member of a team whose responsibility is to observe and test the work being done and report to the owner whether that work is being carried out in general conformance with the plans and specifications. The enclosed report may be relied upon solely by the named client.

SOIL AND ROCK CLASSIFICATION CRITERIA

SAND/SILT

N-VALUE (bpf)	RELATIVE DENSITY
0 – 4	Very Loose
5 – 10	Loose
11 – 29	Medium
30 – 49	Dense
>50	Very dense
100	Refusal

CLAY/SILTY CLAY

N-VALUE (bpf)	UNCONFINED COMP. STRENGTH (tsf)	CONSISTENCY
<2	<0.25	v. Soft
2 – 4	0.25 – 0.50	Soft
5 – 8	0.50 – 1.00	Medium
9 – 15	1.00 – 2.00	Stiff
16 – 30	2.00 – 4.00	v. Stiff
>30	>4.00	Hard

ROCK

N-VALUE (bpf)	RELATIVE HARDNESS	ROCK CHARACTERISTICS
N≥ 100	Hard to v. hard	Local rock formations vary in hardness from soft to very hard within short vertical and horizontal distances and often contain vertical solution holes of 3 to 36 inch diameter to varying depths and horizontal solution features. Rock may be brittle to split spoon impact, but more resistant to excavation.
25≤ N ≤ 100	Medium hard to hard	
5≤ N ≤ 25	Soft to medium hard	

PARTICLE SIZE

Boulder	>12 in.
Cobble	3 to 12 in.
Gravel	4.76 mm to 3 in.
Sand	0.074 mm to 4.76 mm
Silt	0.005 mm to 0.074 mm
Clay	<0.005 mm

DESCRIPTION MODIFIERS

0 – 5%	Slight trace
6 – 10%	Trace
11 – 20%	Little
21 – 35%	Some
>35%	And

Major Divisions			Group Symbols	Typical names	Laboratory classification criteria
Coarse-grained soils (More than half of material is *larger* than No. 200 sieve size)	Gravels (More than half of coarse fraction is larger than No. 4 sieve size)	Clean gravels (Little or no fines)	GW	Well-graded gavels, gravel-sand mixtures, little or no fines	Determine percentages of sand and gravel from grain-size curve. Depending on percentage of fines (fraction smaller than No. 200 sieve size), coarse-grained soils are classified as follows: Less than five percent……GW, GP, SW, SP More than 12 percent……GM, GC, SM, SC 5 to 12 percent……*Borderline* cases requiring dual systems**
			GP	Poorly graded gravels, gravel-sand mixtures, little or no fines	
		Gravels with fines (Appreciable amount of fines)	GW* d	Silty gravels, gravel-sand-silt mixtures	
			u		
			GC	Clayey gravels, gravel-sand-clay mixtures	
	Sands (More than half of coarse fraction is smaller than No. 4 sieve size)	Clean sands (Little or no fines)	SW	Well-graded sands, gravelly sands, little or no fines	
			SP	Poorly graded sands, gravelly sands, little or no fines	
		Sands with fines (Appreciable amount of fines)	SM* d	Silty sands, sand-silt mixtures	
			u		
			SC	Clayey sands, sand-clay mixtures	
Fine-grained soils (More than half of material is *smaller* than No. 200 sieve size)	Silts and clays (Liquid limit less than 50)		ML	Inorganic silts and very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity	
			CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy, clays, silty clays, lean clays	
			OL	Organic silts and organic silty clays of low plasticity	
	Silts and clays (Liquid limit greater than 50)		MH	Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts	
			CH	Inorganic clays or high plasticity, fat clays	
			OH	Organic clays of medium to high plasticity, organic silts	
	Highly organic soils		PT	Peat and other highly organic soils	

$C_u = \frac{D_{60}}{D_{10}}$ greater than 4; $C_z = \frac{(D_{30})^2}{D_{10} x D_{60}}$ between 1 and 3

Not meeting all gradation requirements for GW

Atterberg limits below "A" line or P.I. less than 4

Atterberg limits above "A" line with P.I. greater than 7

Above "A" line with P.I. between 4 and 7 are *borderline* cases requiring use of dual symbols.

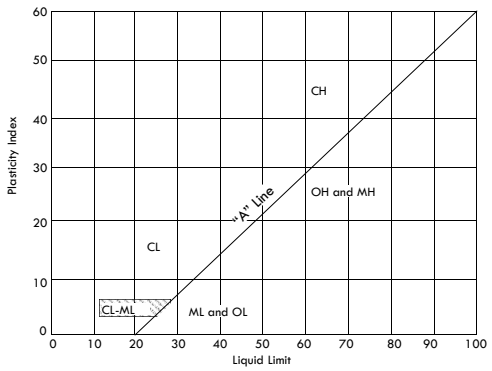
$C_u = \frac{D_{60}}{D_{10}}$ greater than 6; $C_z = \frac{(D_{30})^2}{D_{10} x D_{60}}$ between 1 and 3

Not meeting all gradation requirements for SW

Atterberg limits below "A" line or P.I. less than 4

Atterberg limits above "A" line with P.I. more than 7

Limits plotting in hatched zone with P.I. between 4 and 7 are *borderline* cases requiring use of dual system.



Plasticity Chart

CIVITAS

101 EAST OCEAN BLVD., SUITE 203, STUART. FL 34994 * PHONE 772-287-5600

January 21, 2022

Sent Via Email: TimHernandez@Bellsouth.net

RE: Civitas

Dear Mr. Hernandez:

Thank you for taking the time to discuss your proposed plans with our Board

As you are aware, your proposed development is substantially different from the original plan that was approved by the City. That plan called for two stand alone buildings and a parking garage on our parcel.

Our building is now 14 years old. We recently completed a re-roofing project on the flat roof. We have only eleven units supporting the maintenance and upkeep of our building.

While the Board would like to see the remainder of the parcel developed and a parking lot constructed, we are not willing to do so if it affects the structural integrity of our building.

We would like to have copies of the current documents that have been submitted to the City. We would seek an independent review from both an engineer and a developer, now and upon completion of the final plans for an opinion(s) as to the affect, if any, of the construction on our building. The cost of those reviews would be borne by you.

Similarly, any and all roofing-related work for our building to complete the project would be borne by you. The nature and scope of that work would be determined by our roofer and engineer. Those opinions would be binding.

We also need confirmation from our roofer that the proposed work will not affect the Warranty provided with our recent roof work. Lastly, we would seek an agreement that any roof-related issues that surface within five years of the roof modification would be resolved at your expense.

Sincerely,

Glenn J. Webber, Esq.
President, Civitas Board of Directors

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
Community Redevelopment Board

Meeting Date: 5/3/2022 **Prepared by:** Pinal Gandhi-Savdas

Title of Item:
REDA AGREEMENT WITH NEW URBAN COMMUNITIES:

RESOLUTION NO. 05-2022 CRA; A RESOLUTION OF THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART, FLORIDA, AUTHORIZING THE CHAIRPERSON TO EXECUTE AN AGREEMENT BETWEEN THE STUART COMMUNITY REDEVELOPMENT AGENCY AND NEW URBAN COMMUNITIES AND STUART COURTHOUSE, LLC., PROVIDING FOR THE ALLOCATION OF TAX INCREMENT FUNDS GENERATED FROM THE INCREASE IN PROPERTY VALUE TO THE TAX PARCEL OF THE STUART COURTHOUSE URBAN PLANNED UNIT DEVELOPMENT; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

Summary Explanation/Background Information on Agenda Request:
The proposed development project for Stuart Courthouse will consist of two four-story, mixed-use buildings fronting SE Ocean Blvd with commercial space on the ground floor and 52 rental apartment units on the 2nd, 3rd, and 4th floors. This infill development will bring new businesses and housing options to the extension of the downtown further east along SE Ocean Blvd. The housing options in downtown will provide opportunities for Stuart's workforce to live near jobs, bring yearlong residents who want to live, work, shop, and dine in Stuart, help sustain downtown businesses, and increase downtown activity and demand for goods and services, creating a more vibrant downtown. Further, the project will make off-site improvements to the SE Detroit Avenue streetscape and add public value as well as tie the project together as a cohesive development.

The applicant of Stuart Courthouse UPUD has requested that the CRA provide economic development incentives for the project. Because of the nature of the project and it's potential to positively impact the City, the staff is proposing to establish a REDA agreement to share the future TIF revenue with the developer of Stuart Courthouse pursuant to the terms and conditions of the attached agreement.

Funding Source:
CRA Future Tax Increment Revenue from the Atlantic Point Marina Mixed-Use Development Project.

Recommended Action:
Motion to approve Resolution No. 05-2022.

ATTACHMENTS:
1. Rresolution No. 05-2022 Stuart Courthouse REDA
2. REDA Agreement
3. TIF Revenue Sharing Projection Table

BEFORE THE COMMUNITY REDEVELOPMENT AGENCY
CITY OF STUART, FLORIDA

RESOLUTION NO. 05-2022 CRA

A RESOLUTION OF THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART, FLORIDA, AUTHORIZING THE CHAIRPERSON TO EXECUTE AN AGREEMENT BETWEEN THE STUART COMMUNITY REDEVELOPMENT AGENCY AND NEW URBAN COMMUNITIES AND STUART COURTHOUSE, LLC, PROVIDING FOR THE ALLOCATION OF TAX INCREMENT FUNDS GENERATED FROM THE INCREASE IN PROPERTY VALUE TO THE TAX PARCEL OF THE STUART COURTHOUSE URBAN PLANNED UNIT DEVELOPMENT; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

****

WHEREAS, on March 28, 2022, the Community Redevelopment Agency Board approved a Resolution No. 01-2022, amending the Real Estate Development Accelerator (REDA) Program; and

WHEREAS, on July 23, 2018, the Community Redevelopment Agency Board adopted Resolution No. 06-2018, adopting the Real Estate Development Accelerator (REDA) Pilot Program.

WHEREAS, the program guidelines were amended and property eligibility criteria were established to limit the program to specific sites and buildings within the Community Redevelopment Area that will contribute to economic prosperity of the community; and

WHEREAS, the REDA Program application for the Stuart Courthouse Urban Planned Unit Development (UPUD) Project was submitted prior to the amendments to the program; and

WHEREAS, the project will promote revitalization of vacant infill properties and the development of mixed use project will create an opportunity to bring new businesses to the extension of downtown east along SE Ocean Blvd. and housing options for Stuart's workforce who want to live near jobs; and

WHEREAS, improvements to SE Detroit Avenue streetscape will directly benefit the City and its residents; and

WHEREAS, the proposed agreement between the Stuart CRA and New Urban Communities and Stuart Courthouse, LLC, to share the increased tax revenues will fulfill the intent of the CRA Plan and provide incentives to the developer to facilitate infill development that will improve the quality of life and provide long-term benefits to the community; and

WHEREAS, the Community Redevelopment Agency of the City of Stuart will receive a substantial benefit from this agreement.

BE IT RESOLVED BY THE COMMUNITY REDEVELOPMENT AGENCY BOARD OF THE CITY OF STUART, FLORIDA that:

SECTION 1: The Stuart Community Redevelopment Agency authorizes the Board Chairperson to execute an agreement between the Stuart Community Redevelopment Agency and New Urban Communities and Stuart Courthouse, LLC, sharing the increased tax revenue increment as set forth in the agreement.

SECTION 2: This resolution shall take effect upon adoption.

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

	YES	NO	ABSENT	ABSTAIN
MERRITT MATHESON, CHAIRPERSON				
TROY MCDONALD, VICE CHAIRPERSON				
BECKY BRUNER, BOARD MEMBER				
MIKE MEIER, BOARD MEMBER				
EULA R. CLARKE, BOARD MEMBER				
PETE WALSON, EX-OFFICIO BOARD MEMBER				
TOM CAMPENNI, EX-OFFICIO BOARD MEMBER				

ADOPTED this _____ day of _____, 2022.

ATTEST:

_____
MARY KINDEL
CITY CLERK

_____
MERRITT MATHESON
CHAIRPERSON

APPROVED AS TO FORM
AND CORRECTNESS:

_____
MICHAEL MORTELL
CITY ATTORNEY

CRA REAL ESTATE DEVELOPMENT ACCELERATOR (REDA) PROGRAM GRANT AGREEMENT FOR THE STUART COURTHOUSE PROJECT

This Real Estate Development Accelerator (REDA) Pilot Program Grant Agreement (the "Grant Agreement") is made and entered into this _____ day of _____, 2021, (the "Effective Date") by and between the **City of Stuart, Florida Community Redevelopment Agency (CRA)**, an entity created pursuant to Part III of Chapter 163, Florida Statutes, and **New Urban Communities and Stuart Courthouse, LLC**, a Florida limited liability company (**Company).**

WHEREAS, the **Company** is an entity to develop and revitalize the vacant property and incorporate it into a mixed-use development known as the Stuart Courthouse Urban Planned Unit Development (hereinafter "Stuart Courthouse"), and

WHEREAS, the development of the parcel will benefit the City and its residents by providing housing options in downtown creating live, work and play community, increasing the property tax, and stimulating development in the City; and

WHEREAS, the tax increments which will be the subject to this agreement shall consist of parcel of the Stuart Courthouse UPUD (the "Property") as set forth in Exhibit "A" attached hereto; and

WHEREAS, the **Company** has requested that the CRA provide certain economic development incentives related to the development; and

WHEREAS, **Company** will help to achieve the goals of the CRA's Community Redevelopment Area Plan to facilitate economic development of underutilized properties and provide residential options and mixed-use to promote commercial and pedestrian activity at street level; and

WHEREAS, the CRA is committed to the continual redevelopment and revitalization of areas which have not achieved their full development potential. Because of the nature of Stuart Courthouse UPUD and its potential to positively impact the city, the CRA is proposing to provide a Tax Increment Incentive Payment to the **Company**; and

WHEREAS, the Florida Legislature has encouraged the use of public-private partnerships to rehabilitate and redevelop property within a Community Redevelopment Area; and

WHEREAS, the CRA plan provides incentives in the form of Tax Increment Incentive Payments (as defined below); and

WHEREAS, the purpose of the CRA's involvement in this redevelopment project is to encourage and accelerate the timing of the redevelopment and completion of specific components of the Stuart Courthouse, thus generating additional tax increment revenue,

which will result in enhanced economic benefit to the community and provide stability and potential for future development of adjacent properties.

NOW, THEREFORE, in consideration of the premises and of the mutual covenants herein contained, and such other good and valuable consideration, the receipt of which is hereby acknowledged, the parties agree as follows:

Section 1. Recitals. The foregoing recitals are true and correct and are incorporated into and made a part of this Agreement as if fully set forth herein.

Section 2. Definitions. The following terms shall have the following meanings:

"*Lender*" means the bank or banks, or other financial institution or institutions, or other persons or entities primarily responsible for providing financing to the Developer, or Owners of property within the Stuart Courthouse UPUD.

"*Property*" means the parcel making up the Stuart Courthouse UPUD. The only parcel which will qualify for tax increment distribution are attached hereto as Exhibit "A".

"*Tax Increment Incentive Payment*" means the portion of the Tax Increment Revenues directly attributable to Stuart Courthouse UPUD to be provided by the CRA pursuant to this Grant Agreement.

"*Tax Increment Revenue*" means the "increment revenues" (as defined in Section 163.340(22), Part III of Chapter 163, Florida Statutes) deposited into the Trust Fund that are directly attributable to Stuart Courthouse's calculated in accordance with the formula set forth in section 163.387(1), Florida Statutes. For purposes of Section 3(B) below, the "Base Year" shall be the ad valorem tax as set forth in the initial Real Property TRIM notice published by the Martin County Property Appraiser (no later than August 15 of each year) that has been published more than 120 days prior to the issuance of the first Certificate of Occupancy. If the trim notice has been published less than 120 days prior to the issuance of the first Certificate of Occupancy, then the previous year's trim noticed mailed by the Property Appraiser in the August of the prior calendar year shall be used.

"*Tax Parcel*" means the parcel making up the Stuart Courthouse UPUD. The two parcels are attached hereto as Exhibit "B". Only two tax parcels listed in this agreement shall qualify for REDA. If additional parcels are created that are not listed in this agreement, no value shall be used from said parcels and no TIF shall be due to development on said parcels.

"*Taxable Assessed Value*" means, for any Tax Parcel, the assessed value for property-tax purposes as determined by the Martin County Property Appraiser or, if applicable, the Value Adjustment Board or the Nineteenth Judicial Circuit.

"*Trust Fund*" means the Redevelopment Trust Fund for the Community Redevelopment Area established pursuant to §163.387, Florida Statutes, into which are deposited the

"increment revenues" (as defined in Section 163.340(22), Part III of Chapter 163, Florida Statutes) appropriated and paid each Fiscal Year by each taxing authority in connection with the Community Redevelopment Area.

Section 3. Tax Incentive Payment.

A. ***Recapture Period.*** Provided that the real estate taxes levied on the Property are paid and the **Company** complies with Section 4 referenced herein, the Tax Increment Incentive Payment will be provided to **Company** on an annual basis over a 5-year period (the "Recapture Period"). The five annual payments shall be made on May 1st of each year. In the event, the **Company** is not in default of its development order and complies with Section 4 referenced herein, the City shall pay the incentive payment on May 1, 2025; May 1, 2026; May 1, 2027; May 1, 2028, and May 1, 2029.

B. **Calculation of Tax Increment Incentive Payment**. The amount of the Tax Incentive Payment shall be 50% of the Tax Increment Revenue (TIF) resulting from increases in the taxable assessed value of the parcel listed in Exhibit "B", for each year of the five-year period. The TIF is 95% of the difference between the base year ad valorem tax and the current year ad valorem tax. If the taxable assessed value of the Property (as determined by the Martin County Property Appraiser, taking into consideration any allowable adjustments by the Value Adjustment Board) in any year during the Recapture Period exceeds the "Base Year", the Tax Increment Incentive Payment shall equal 50% of the Tax Increment Revenue. The incentive shall be 50% of the increased TIF for each calendar year during the five-year period as set forth herein. The amount of the payment shall be determined annually based upon the actual TIF generated for each calendar year.

C. The CRA's obligation to provide the Tax Increment Incentive Payment to the **Company** shall terminate upon either (a) failure to comply with a condition of this agreement by the Company or (b) the expiration of the five-year reimbursement period. In the event, the **Company** files the annual status report, the CRA will mail notice to the **Company** by each April 1 during the Recapture Period of the amount of the Tax Increment Revenue directly attributable to the parcel listed in Exhibit "B" and the applicable Tax Increment Incentive Payment which will be made on May 1 of the same year so long as the PUD is not in default.

Section 4. Public Benefits

A. The presence of the Development in the City will benefit the City and its residents by creating a mixed-use infill development to bring new businesses to downtown and housing options for Stuart's workforce, improving the quality of life where people can live near their work, reducing infrastructure demand, revitalizing the extension of downtown core, and increasing the property tax. Together, it will directly benefit the City and the improvements are determined to be necessary for the public health, safety and welfare, and a public purpose.

Section 5. Covenants and Representations of Company. The **Company** hereby covenants, represents, and acknowledges the following covenants and representations that the CRA has relied upon in agreeing to provide the incentives described herein:

A. **Company**. The **Company** is an entity whose members are the fee simple owners of parcels described in Exhibit "B" and whose members will be constructing the development.

B. Approvals. The Stuart Courthouse has received a development order approval with the City of Stuart necessary to develop Stuart Courthouse, including the Property.

C. Taxable Value of Property. **Company** shall not intentionally take any action or omit to take any action that would cause the taxable value of Stuart Courthouse to materially diminish (other than as provided by law to petition the Value Adjustment Board or to otherwise challenge the property appraiser's valuation).

Section 6. Annual Status Reports. In the recapture period, the **Company** shall submit to the CRA by no later than each February 15th, annual status reports evidencing and certifying compliance with the Covenants and Representations contained in Section 4, such annual status reports to be in a form reasonably acceptable to the City Manager and the CRA's Executive Director.

Provided that the real estate taxes levied on the Property are not delinquent and the **Company** complies with Section 4 referenced herein, the Tax Increment Incentive Payment will be provided to **Company** on an annual basis over a five-year period (the "Recapture Period"). The five annual payments shall be made on May 1st of each year. In the event that the Stuart Courthouse UPUD for the subject parcel is not in default and evidencing and certifying compliance with the Covenants and Representations contained in Section 4, the City shall pay the incentive payment on May 1, 2025; May 1, 2026; May 1, 2027; May 1, 2028, and May 1, 2029.

Section 8. Indemnification. This agreement in no way creates a joint venture between the parties. The purpose of this document is to provide a TIF incentive to the **Company** for enhancing the CRA, which is a public benefit.

Section 9. Breach and Remedy.
A. Company's Breach. Subject to Force Majeure (as defined herein), the **Company** failure to comply at all times with its obligations contained herein, including, but not limited to, the Covenants and Representations shall be a material breach of this Grant Agreement. Upon such breach, the CRA may deny the payment of any incentive provided for herein. In the event that the CRA Director or City Manager provides a remedy to cure the breach, the **Company** shall not have more than 120 days from its receipt of the notice to cure such breach.

The failure to cure such breach within the time period provided for above shall result in the immediate termination of this Grant Agreement. In the event of such termination, all

incentive payments contemplated hereunder shall immediately cease and the obligation to provide such incentives shall be forever discharged. Additionally, CRA shall have the right to require specific performance under the terms and conditions of this Grant Agreement.

B. CRA Breach. In the event that the CRA materially breaches any of its respective obligations contained herein, including, but not limited to the obligation to provide the incentives, the **Company** must notify the CRA within 30 calendar days of the breach or the claim for the breach will be waived. If the **Company** prevails in any legal proceeding requiring the CRA to pay an economic development incentive provided for herein, then the CRA, as appropriate, shall pay statutory interest on the amount due.

Section 10. Bankruptcy or Re-organization. In the event (a) an order or decree is entered appointing a receiver of the **Company** or its assets, which is not appealed (or if appealed is determined adverse to the **Company**) or (b) a petition is filed by the Company for relief under federal bankruptcy laws or any other similar law or statute of the United States, which action is not dismissed, vacated or discharged within sixty days after the filing thereof, then the CRA shall have the right to terminate immediately this Grant Agreement.

Section 11. No Liability or Monetary Remedy. The **Company** hereby acknowledges and agrees that it is sophisticated and prudent in business transactions and proceeds at its own risk under advice of its own counsel and advisors and without reliance on the CRA, and that the CRA bears no liability for direct, indirect or consequential damages. The only remedy available to the **Company** for any breach by the CRA is contained herein.

Section 12. Severability. Any provision of this Grant Agreement held by a court of competent jurisdiction to be invalid, illegal or unenforceable shall be severable and shall not be construed to render the remainder to be invalid, illegal or unenforceable.

Section 13. Effective Date and Term. This Grant Agreement shall become effective on the Effective Date of the adoption of the resolution and severability provisions set forth herein.

Section 14. Relationship. This Grant Agreement does not evidence the creation of, nor shall it be construed as creating, a partnership or joint venture among the CRA, and the **Company**. The **Company** cannot create any obligation or responsibility on behalf of the CRA or bind the CRA in any manner. Each party is acting for its own account, and it has made its own independent decisions to enter into this Grant Agreement and as to whether the same is appropriate or proper for it based upon its own judgment and upon advice from such advisers as it has deemed necessary. Each party acknowledges that none of the other parties hereto is acting as a fiduciary for or an adviser to it in respect of this Grant Agreement or any responsibility or obligation contemplated herein. The **Company** further represents and acknowledges that no one was paid a fee, commission, gift or

other consideration by the **Company** as an inducement to entering into this Grant Agreement.

Section 15. Personal Liability. No provision of this Grant Agreement is intended, nor shall any be construed, as a covenant of any official (either elected or appointed), director, employee or agent of the CRA in an individual capacity and neither shall any such individuals be subject to personal liability by reason of any covenant or obligation of the CRA hereunder.

Section 16. Applicable Law and Venue. This Grant Agreement shall be governed by and construed in accordance with the laws of the State of Florida. Any action, in equity or law, with respect to this Grant Agreement must be brought and heard in Martin County, Florida.

Section 17. Amendement. This Grant Agreement may not be amended, unless evidenced in writing and executed by all parties hereto.

Section 18. Notices. Any notices required to be given hereunder shall be effective upon receipt and sent by either facsimile, hand-delivery, U.S. mail, first class, postage prepaid, or by certified or registered mail (return receipt requested) to the following addresses:

To the CRA
121 SW Flagler Avenue
Stuart, Florida 34994
Email: pgandhi@ci.stuart.fl.us

To **Company**:

Timothy Hernandez, Principal
New Urban Communities and Stuart Courthouse, LLC
200 Congress Park Drive, Suite 201
Delray Beach, FL 33445
Thernandez@newurbancommunities.com

Section 19. Captions. The captions and headings of sections or paragraphs used in this Grant Agreement are for convenient reference only and shall not limit, define or otherwise affect the substance or construction of provisions of this Grant Agreement.

Section 20. Entire Agreement; Conflicts. This Grant Agreement constitutes the entire agreement between the parties hereto with respect to the subject matter hereof.

IN WITNESS WHEREOF, the CRA and **Company** have executed this Grant Agreement as of the Effective Date.

COMMUNITY REDEVELOPMENT AGENCY

By: _____
Eula R. Clarke, Chairperson

Attest:

_____
Clerk

Approved as to form and legal sufficiency
this ____ day of _____, 20__.
_____
Michael Mortell, City Attorney,
City of Stuart, Florida

STATE OF FLORIDA
COUNTY OF MARTIN
The foregoing instrument was acknowledged before me this ____ day of _____, 20__, by Merritt Matheson, who is personally known to me.

_____
Notary Public, State of Florida
Printed Name: _____

Company – NEW URBAN COMMUNITIES AND STUART COURTHOUSE, LLC
a Florida limited liability company

By: _____
Name: _____
Title: _____

Witnesses:
(1) Sign Name:
Print Name: _____

(2) Sign Name: _____
Print Name: _____

STATE OF FLORIDA
COUNTY OF _____
The foregoing instrument was acknowledged before me this ____ day of_____, 20__, by _____, as the _____ of _____, a Florida limited liability company, and who has acknowledged that he/she has executed the same on behalf of _____ and that he/she was authorized to do so. He/She is personally known to me or has produced _____ as identification.

_____

Notary Public, State of Florida
Printed Name: _____

EXHIBIT A – LOCATION MAP

EXHIBIT B

PCN#	Lot # & Legal *
04-38-41-006-000-00410-4	HIGH SCHOOL, LOTS 41 THRU 45 (LESS S 25 OF LOT 41 FOR R/W)
04-38-41-006-000-00210-6	HIGH SCHOOL, N 1/2 OF LOTS 21 & 40, ALL LOTS 22 & 23 38 & 39 (LESS THE W 4 OF LOT 23 & LESS PH 1 CIVITAS PLACE CONDO PER DEC IN OR 2281/439 & 1ST AMD IN OR 2282/118)

**To properly make the calculations regarding the benefits due to the applicant, the "Base Year" shall be the valuation as set forth in the initial Real Property TRIM notice published by the Martin County Property Appraiser (no later than August 15 of each year) that has been published more than 120 days prior to the issuance of the first Certificate of Occupancy. If the trim notice has been published less than 120 days prior to the issuance of the first Certificate of Occupancy, then the previous year's trim noticed mailed by the Property Appraiser in the August of the prior calendar year shall be used.*

Example:
(A) Developer obtains C/O on February 1, 2024. Then Base value is the value set forth in the Trim Notice sent by property appraiser in August 2023.
(B) Developer obtains C/O on November 1, 2024. (Because the most recent trim Notice was published in August 2024, it shall be agreed to use the August 2023 trim notice). Then August 2023 Trim notice shall be used and not the trim notice issued 60 days prior.

Stuart Courthouse UPUD

	Year 1 (2022)	Year 2 (2023)	Year 3 (2024)	Year 4 (2025)**	Year 5 (2026)	Year 6 (2027)	Year 7 (2028)	Year 8 (2029)	Year 9 (2030)	Year 10 (2031)
Base Assessed Value*	$496,242	$496,242	$496,242	$824,000	$824,000	$824,000	$824,000	$824,000	$824,000	$824,000
New Assessed Value	$800,000	$824,000	$848,720	$9,374,182	$9,655,407	$9,945,069	$10,243,421	$10,550,724	$10,867,246	$11,193,263
Incremental Assessed Value	$303,758	$327,758	$352,478	$8,550,182	$8,831,407	$9,121,069	$9,419,421	$9,726,724	$10,043,246	$10,369,263
City Millage	5.0000	5.0000	5.0000	5.0000	5.0000	5.0000	5.0000	5.0000	5.0000	5.0000
City TIF Contribution	$1,443	$1,557	$1,674	$40,613	$41,949	$43,325	$44,742	$46,202	$47,705	$49,254
County Millage	6.7934	6.7934	6.7934	6.7934	6.7934	6.7934	6.7934	6.7934	6.7934	6.7934
County TIF Contribution	$1,960	$2,115	$2,275	$55,181	$56,996	$58,865	$60,790	$62,774	$64,816	$66,920
Total TIF Contribution	$3,403	$3,672.11	$3,949.07	$95,793.93	$98,944.70	$102,190.00	$105,532.65	$108,975.59	$112,521.81	$116,174.42
Revenue Allocation										
Tax Parcels (Developer)	$0	$0	$0	$47,897	$49,472	$51,095	$52,766	$54,488	$0	$0
CRA	$3,403	$3,672	$3,949	$47,897	$49,472	$51,095	$52,766	$54,488	$112,522	$116,174
Total TIF Revenue to Developer										$255,718
Total TIF Revenue to CRA										$379,265

**Five-year recapture period shall be May 2025 - May 2029

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
Community Redevelopment Board

Meeting Date: 5/3/2022 **Prepared by:** Thomas Reetz

Title of Item:
ATLANTIC POINT MARINA - MAJOR URBAN CODE CONDITIONAL USE APPROVAL:

RESOLUTION NO. 43 - 2022; A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA," GRANTING A MAJOR URBAN CODE CONDITIONAL USE APPROVAL FOR MIDDLE ISLAND MANAGEMENT AND DEVELOPMENT, LLC OWNER OF PROPERTY LOCATED AT 75 NW FLAGLER AVENUE, ADJACENT TO THE ST. LUCIE RIVER, PARALLEL TO NW FLAGLER AVENUE, NORTH DIXIE HIGHWAY, AND THE FEC RAILWAY, AS DESCRIBED WITHIN THE ATTACHED LEGAL DESCRIPTION; ALLOWING URBAN DESIGN VARIANCES TO THE URBAN WATERFRONT DISTRICT SUCH AS THE MAXIMUM CUMULATIVE FRONT BUILDING FAÇADE WIDTH OF 160 FEET, THE REQUIREMENT TO PROVIDE ADDITIONAL VISTA REQUIREMENTS FOR A BUILDING FAÇADE 100 FEET OR MORE IN WIDTH, MAXIMUM BUILDING HEIGHT OF THREE STORIES AND 35 FEET, THE REQUIREMENT TO PROVIDE BALCONIES ON THE WATERFRONT SIDE OF A BUILDING, FROM CERTAIN ARCHITECTURAL STANDARDS AND REGULATIONS AND SIDE SETBACKS OF NOT LESS THAN 10 FEET ON EACH SIDE; IN ORDER TO BUILD A BOAT BARN, RESTAURANT, SHIP STORE, BOAT SLIPS, AND ASSOCIATED MARINA USES. PROVIDING AN EFFECTIVE DATE; PROVIDING FOR A TIMETABLE OF DEVELOPMENT; PROVIDING FOR CONDITIONS OF APPROVAL; AND FOR OTHER PURPOSES.

Summary Explanation/Background Information on Agenda Request:

R43-2022 Major Urban Code Conditional Use Approval
Project Summary
The applicant, Middle Island Management & Development, LLC, is requesting a Major Urban Code Conditional use approval as per Section 3.01.06 of the City of Stuart Land Development Code. The applicant has recently purchased the property, and if granted, the conditional use would allow for the development of a Marine-Industrial waterfront project with commercial uses consisting of a 109,708 square foot Boat Barn, a 6,510 square foot, one story restaurant facility, a 2,000 square foot, two story ship store, a 2,000 square foot, two story fitness center, a pool facility, a lighthouse architectural feature (if approved as Public Art) and both dry and wet boat storage in the City's Community Redevelopment Area north of the old Roosevelt Bridge.

The project requires six (6) variances from the urban code: 1) to the maximum cumulative front building facade width of 160 feet measured parallel to the nearest body of water. 2) continuous building facade of more than 100 feet in width without providing an additional vista to the river, 3) an increase in the maximum height from 3 stories and 35 feet to 4 stories and 45 feet, 4) not providing balconies and balcony rails on the waterfront side of a building 5) from architectural standards and regulations such as building wall materials and other design standards to include tilt-up wall construction of a boat barn with a mansard style roof and 6) a reduction in the side setback from 10 feet to 2 feet for an existing 1,570 square foot one story brick building. In addition to the urban code variance requests, a variance is requested for sidewalks that are 6 feet rather than 8 feet in width along N.W. Flagler Avenue right-of-way.

In lieu of not providing an additional vista to the river, the developer has provided vistas on the north and south sides of the project for pedestrians utilizing the waterside trail. Pedestrians will be able to walk into the site on the south side and utilize the restaurant and ship store facilities that will have dramatic views of the adjacent waterway. The design of the architecture on the boat barn with horizontal lines such as

wave action and the curving roof line and enhanced planters and green wall section are provided in the lower portion of the building's facade. The ship store and yacht sales building have windows at each floor level in addition to colonnades and green walls that breakup the facades. The waterfront side has vertical wood louvers that fill the arches of the barrel-vault roof trusses and is a completely open-air space with no walls or windows.

The applicant is permitted to construct property at a maximum height of three stories or 35 feet in height. If 50% or more of the building is residential or hotel, a fourth story is permitted. However, the applicant is not proposing such uses. The proposed building height of a four-story building and 45 feet requires a waiver of the urban code. The proposal includes an equivalent 4-story height boat barn, measured at 45 feet from the finished floor to the bottom of the mansard roof. The total height of the boat barn building, including roof access, should not exceed 60 feet. The applicant is also requesting the reduction of side setback from 10 to 2 feet for an existing brick building on the north end of the site that is intended to be used for storage.Additionally, a requested waiver for the installation of 6-foot sidewalks where 8' sidewalks along Flagler Avenue in front of the site is required by code where reasonable.

Stormwater treatment design and low impact development approaches have been achieved in project design and detailed as follows: Thirteen tree boxes are proposed around the restaurant and pool area. A rain garden is proposed in the dry detention area (see post development drainage plan.) Bio-retention swales are proposed in dry detention areas 2, 4, and 5. (see post development drainage plan) Green walls are proposed at the Boat Barn. (see architectural plans) Approximately 572 linear feet of exfiltration trench is proposed. (see post development drainage plan) All proposed sidewalks are pervious concrete. Approximately 0.257 acres of proposed parking is pervious pavement. A nutrient separating baffle box is proposed in dry detention area 6. (see post development drainage plan)

PREVIOUSLY CONSIDERED BY THE LOCAL PLANNING AGENCY - LAND USE MAP AMENDMENT - NO DETERMINATION BY CRB REQUIRED

Ord. 2485-2022 "Small Scale" Comprehensive Plan Amendment Land Use Map change from Industrial to Marine/Industrial - (On April 14, 2022, the Local Planning Agency unanimously recommended approval for the land use change request and forwarded the request to the City Commission) The Industrial land use designation does not specifically reference restaurant or marina use within the Comp Plan policy language. To address this matter, the applicant requested consideration of a small-scale comp plan amendment to change the land use to Marine/Industrial. This waterfront land use would accommodate the proposal. This land use category is a waterfront type district which permits the continuation of industrial/marine uses while encouraging mixed-use development including multi-family residential; commercial; office; lodging; marinas; and civic uses. Section 11.01.07.G. includes specific policy provisions required to be considered when assessing a request for a small-scale comprehensive plan amendment. Specifically, the local planning agency shall consider certain criteria:

Funding Source:
N/A

Recommended Action:
Motion to find the request:
1. In compliance - approved;
2. In compliance - subject to stated conditions or modifications; or
3. Not in compliance - denied

ATTACHMENTS:
1. A.1 R43-2022 Atlantic Point Marina - Major Urban Code Conditional Use
2. A.2 R43-2022 APM Exhibit D
3. B.1 Staff Report with Comp Plan Analysis
4. B.2 Small-Scale Land Use Map Change policy provisions

5. B.3 FLU Checklist
6. B.4 Staff Review - FLU amendment - Urban Sprawl FS 163.3177
7. B.5 Staff Project Review comments
8. C.1 Major Urban Code Conditional Use Application
9. D.1 Public Works-Fire Rescue-Martin County letters for capacity, service and siting
10. D.2 Updated Drainage Report
11. D.3 Land Use Traffic Analysis S&S 3-9-2022
12. D.4 EA with Maps 11-12-21

BEFORE THE CITY COMMISSION
CITY OF STUART, FLORIDA

RESOLUTION NUMBER 43 - 2022

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF STUART, FLORIDA," GRANTING A MAJOR URBAN CODE CONDITIONAL USE APPROVAL FOR MIDDLE ISLAND MANAGEMENT AND DEVELOPMENT, LLC OWNER OF PROPERTY LOCATED AT 75 NW FLAGLER AVENUE, ADJACENT TO THE ST. LUCIE RIVER, PARALLEL TO NW FLAGLER AVENUE, NORTH DIXIE HIGHWAY, AND THE FEC RAILWAY, AS DESCRIBED WITHIN THE ATTACHED LEGAL DESCRIPTION; ALLOWING URBAN DESIGN VARIANCES TO THE URBAN WATERFRONT DISTRICT SUCH AS THE MAXIMUM CUMULATIVE FRONT BUILDING FAÇADE WIDTH OF 160 FEET, THE REQUIREMENT TO PROVIDE ADDITIONAL VISTA REQUIREMENTS FOR A BUILDING FAÇADE 100 FEET OR MORE IN WIDTH, MAXIMUM BUILDING HEIGHT OF THREE STORIES AND 35 FEET, THE REQUIREMENT TO PROVIDE BALCONIES ON THE WATERFRONT SIDE OF A BUILDING, FROM CERTAIN ARCHITECTURAL STANDARDS AND REGULATIONS AND SIDE SETBACKS OF NOT LESS THAN 10 FEET ON EACH SIDE; IN ORDER TO BUILD A BOAT BARN, RESTAURANT, SHIP STORE, BOAT SLIPS, AND ASSOCIATED MARINA USES. PROVIDING AN EFFECTIVE DATE; PROVIDING FOR A TIMETABLE OF DEVELOPMENT; PROVIDING FOR CONDITIONS OF APPROVAL; AND FOR OTHER PURPOSES.

* * * * *

WHEREAS, the City Commission held a properly noticed hearing at a regularly scheduled City Commission to consider the application by Cuozzo Planning Solutions, Inc. representing Middle Island Management & Development LLC (owner), for a 10.81-acre parcel of land;

WHEREAS, the Community Redevelopment Board held a properly noticed hearing at a regularly scheduled meeting to consider the applications of the Petitioner and recommended

approval of the Major Urban Code Conditional Use on May 3, 2022; and Minor Urban Code Conditional Use for required Public Art.

WHEREAS, on May 9, 2022, the City Commission held a properly noticed hearing at a regularly scheduled City Commission to consider the application by the Owner and Applicant, to consider the Major Urban Code Conditional Use, and

WHEREAS, the Owner and Applicant have committed to the City that its development will comply with all development codes, plans, standards, and conditions approved by the City Commission; and that it will bind its successors in title to any such commitments made upon this resolution; and

WHEREAS, at the hearing the applicant showed by substantial competent evidence that the application is consistent with the Stuart Comprehensive Plan, and the Land Development Code of the City, and with the procedural requirements of law; and

WHEREAS, the Applicant has committed to the City that its development will comply with all development codes, plans, standards, and conditions approved by the City Commission; and that it will bind its successors in title to any such commitments made upon approval of the Major Urban Code Conditional Use Approval; and

WHEREAS, the Applicant, Middle Island Management & Development LLC, is requesting a Major Urban Code Conditional Use approval to allow for development of a restaurant, boat barn/warehouse, boat slips, ship store, and supporting parking, infrastructure, and recreational facilities, on 10.81 parcel of which 7.86 acres is dry land, and

WHEREAS, the Applicant has requested a relief from 1) The maximum cumulative front building facade width of 160 feet measured parallel to the nearest body of water. 2) allowing for a continuous building façade of more than 100 feet in width without providing an additional vista to the river, 3) an increase in the maximum height from 3 stories and 35 feet to 4

stories and 45 feet, 4) balconies and balcony rails on the waterside elevation are not at least 50% of the fenestration, 5) from architectural standards and regulations such as building wall materials and other design standards to include tilt-up wall construction of a boat barn with a mansard style roof and 6) a reduction in the side setback from 10 feet to 2 feet for an existing 1,570 square foot one story brick building. In addition to the urban code variance requests, a variance is requested for sidewalks that are 6 feet rather than 8 feet in width along N.W. Flagler Avenue right-of-way; and

WHEREAS, the Major Conditional Use approval shall run with the land; and

WHEREAS, the property is legally described in **"Exhibit A"** of this ordinance. A map depicting the property is attached hereto as **Exhibit "B"** and made a part hereof by reference and development conditions attached hereto as **Exhibit "C";**

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

SECTION 1: The following new documents are on file as public records of the City, at the office of the City Clerk in City Hall, and attached hereto as **Exhibit "D"**, hereinafter the "Development Documents", shall be deemed a part of this ordinance:

a. **Boundary & Topographic Survey, EDC Engineers, 8-18-2020**
b. **Site Plan: Conceptual Design Group, Inc.: 3-31-2022**
c. **Landscape Plan Set, Sheets L1thru L-5, Conceptual Design Group, Inc.: 4-21-2022**
d. **Tree Disposition Plan Set, Sheet TD-1 thru TD-4, Conceptual Design Group, Inc.;3-7-2022**
e. **Phasing Plan, Conceptual Design Group, Inc. 2-21-2022**
f. **Preliminary Engineering Plans, Utility & Drainage, EDC Engineers, (4-20-22)**
g. **Vehicular Circulation Plan Set, EDC Engineers, 2-24-2022**
h. **Architectural Plan Set including conceptual signage and photometric plans: Birse/Thomas Architects: 02-28-2022**

SECTION 2: Except as otherwise provided herein, no development permits, site permits, or building permits shall be issued by the City except in compliance with the City's Land Development Code.

SECTION 3: All resolutions or parts of resolutions in conflict with this resolution or any part thereof is hereby repealed to the extent of such conflict. If any provision of this ordinance conflicts with any contractual provision between the City and the developer of the site, this resolution shall prevail.

SECTION 4: If any provision of this resolution 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 5: Following the adoption and acceptance of this resolution by the Owner, and in addition to any other action for failure to complete development or otherwise comply with the Development Documents, the City Development Director may obtain a hearing before the City Commission, $shall thereupon give at least five (5) days written notice of the time, date and location of the hearing, along with specific notice of the alleged breach. At the hearing before the City Commission the developer may appear and may contest the allegation of breach or explain the reason or reasons for the breach. Upon a finding of a material breach of the Development Documents and therefore, the Resolution(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 property or any portion of the 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 conditional use resolution by the developer shall be considered a zoning violation subject to any remedies provided herein, or as otherwise provided by law. In the event a violation found continues from day to day, each day the violation is found to continue shall be deemed a separate violation.

SECTION 6: This resolution shall be effective upon the last of the following to occur: adoption by the City Commission, and proper execution and acceptance by the Owners.

SECTION 7: The complete execution and recording of this resolution 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 8: Upon complete execution of this resolution including the Acceptance and Agreement by the Owners, the City Clerk is directed to record a Certified Copy of the same in the Public Records of Martin County, Florida.

Passed on the ____ day of _____, 2022.

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
MERRITT MATHESON, MAYOR				
TROY MCDONALD, VICE MAYOR				
BECKY BRUNER, COMMISSIONER				
EULA R. CLARKE, COMMISSIONER				
MIKE MEIER, COMMISSIONER				

ATTEST:

_____	_____
MARY R. KINDEL	MERRITT MATHESON
CITY CLERK	MAYOR

APPROVED AS TO FORM
AND CORRECTNESS:

_____
MICHAEL J. MORTELL, ESQ.
CITY ATTORNEY

ACCEPTANCE AND AGREEMENT

BY SIGNING THIS ACCEPTANCE AND AGREEMENT, THE UNDERSIGNED HEREBY ACCEPTS AND AGREES TO ALL OF THE TERMS AND CONDITIONS CONTAINED IN AN URBAN CODE CONDITIONAL USE APPROVAL AND IN ALL EXHIBITS, ATTACHMENTS AND DEVELOPMENT DOCUMENTS, INTENDING TO BE BOUND THEREBY, AND THAT SUCH ACCEPTANCE AND AGREEMENT IS DONE FREELY, KNOWINGLY, AND WITHOUT ANY RESERVATION, AND FOR THE PURPOSES EXPRESSED WITHIN THE ABOVE ORDINANCE. IF IT IS LATER DISCOVERED THAT THE UNDERSIGNED, OR ITS SUCCESSORS OR ASSIGNS HAVE FAILED IN ANY MATERIAL WAY TO DEVELOP THIS RESIDENTIAL PLANNED UNIT DEVELOPMENT ACCORDING TO THIS ORDINANCE, ITS CONDITIONS, AND THE DEVELOPMENT PLANS AND DOCUMENTS, THE UNDERSIGNED UNDERSTANDS AND AGREES THAT THIS ORDINANCE MAY BE AMENDED OR REPEALED BY THE CITY COMMISSION, AND THAT OTHER ACTIONS MAY BE TAKEN AGAINST THE UNDERSIGNED BY THE CITY, INCLUDING BUT NOT LIMITED TO CODE ENFORCEMENT ACTIONS, PERMIT AND LICENSING REVOCATIONS, AND ALL APPLICABLE CIVIL AND CRIMINAL ACTIONS.

IN WITNESS WHEREOF THE UNDERSIGNED HAS EXECUTED THIS ACCEPTANCE AND AGREEMENT:

WITNESSES:	Middle Island Management & Development LLC
_____	By: _____
Print Name: _____	Jeffrey Hardin (Agent of Middle Island Management & Development LLC)
_____	
Print Name: _____	

Personally Known _____ OR Produced Identification _____Type of ID_____

OWNERS ACKNOWLEDGMENT

The above Ordinance, Acceptance and Agreement was acknowledged before me this _____ day of _____, 2022, by Jeffrey Hardin, Agent for Middle Island Management LLC

_____
Notary Public, State of Florida
My Commission Expires:

Notary Seal

Personally Known _____ OR Produced Identification _____
Type of Identification Produced _____

CITY'S ACKNOWLEDGMENT

The above Ordinance, Acceptance and Agreement was acknowledged before The above Ordinance, Acceptance and Agreement was acknowledged before me by means of ☒ physical presence or ☐ online notarization this _____ day of _____, 2022 Merritt Matheson, Mayor, and Mary Kindel, City Clerk, respectively, of the City of Stuart, Florida, a Florida municipal corporation, who ☐ are personally known to me or ☐ have produced _____as identification.

(Notary Seal)

_____
Signature of Notary Public
Printed Name: _____

Exhibit "A" Legal Description

PARCEL 1: LOTS 11, 12 AND 13, BLOCK 20, RIVERSIDE PARK, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 4, PAGE 98, OF THE PUBLIC RECORDS OF ST. LUCIE (NOW MARTIN) COUNTY, FLORIDA. PARCEL 2: LOTS 14, 15, 16, 17, AND 18, BLOCK 20, REVISED PLAT OF GOSLING, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 2, PAGE 35, OF THE PUBLIC RECORDS OF ST. LUCIE (NOW MARTIN) COUNTY, FLORIDA; ALSO SHOWN ON THE PLAT OF RIVERSIDE PARK, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 4, PAGE 98, OF THE PUBLIC RECORDS OF ST. LUCIE (NOW MARTIN) COUNTY, FLORIDA, AND MARKED "NOT INCLUDED IN THIS ACREAGE". PARCEL 3: LOTS 19, 20, 21, 22, 23, 24, 25 AND 26, BLOCK 20, RIVERSIDE PARK, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 4, PAGE 98, OF THE PUBLIC RECORDS OF ST. LUCIE (NOW MARTIN) COUNTY, FLORIDA. PARCEL 4: : A PARCEL OF SUBMERGED LAND IN THE ST. LUCIE RIVER IN SECTION 32, TOWNSHIP 37 SOUTH, RANGE 41EAST, MARTIN COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:FROM THE NORTHWEST CORNER OF LOT 14, BLOCK 20, RIVERSIDE PARK, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 4, PAGE 98, OF THE PUBLIC RECORDS OF ST. LUCIE (NOW MARTIN) COUNTY, FLORIDA RUN SOUTH 87°01' EAST ALONG THE NORTH LINE OF THE SAID LOT 14, A DISTANCE OF 319.00 FEET TO THE SHORELINE OF THE ST. LUCIE RIVER FOR THE POINT OF BEGINNING; THENCE CONTINUE SOUTH 87°01' EAST, A DISTANCE OF 211.15 FEET TO THE BULKHEAD LINE AS ESTABLISHED BY THE CITY OF STUART; THENCE SOUTH 04°40'27" WEST ALONG SAID BULKHEAD LINE, A DISTANCE OF 447.60 FEET; THENCE SOUTH 43°03' WEST ALONG SAID BULKHEAD LINE, A DISTANCE OF 259.38 FEET; THENCE NORTH 87°01' WEST, A DISTANCE OF 237 FEET TO AFORESAID SHORELINE OF ST. LUCIE RIVER, THENCE MEANDER SAID SHORELINE NORTH 4°55" WEST, A DISTANCE OF 188.00 FEET; THENCE NORTH 03°45" EAST, A DISTANCE OF 130.00 FEET; THENCE NORTH 50° EAST, A DISTANCE OF 122.00 FEET; THENCE SOUTH 87°01' EAST, A DISTANCE OF 116.00 FEET; THENCE NORTH 08°45' EAST A DISTANCE OF 247.72 FEET TO THE POINT OF BEGINNING. PARCEL 5: LOT 27 AND LOT 28, BLOCK 20, RIVERSIDE PARK, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 4, PAGE 98, OF THE PUBLIC RECORDS OF ST. LUCIE (NOW MARTIN) COUNTY, FLORIDA. LEASEHOLD PARCEL: A PARCEL OF SOVEREIGNTY SUBMERGED LAND LYING IN THE ST. LUCIE RIVER, IN THE SOUTH HALF OF SECTION 32, TOWNSHIP 37 SOUTH, RANGE 41 EAST, CITY OF STUART, MARTIN COUNTY, FLORIDA, SAID PARCEL BEING EASTERLY OF LOTS 11, 12, & 13 IN BLOCK 20 OF "RIVERSIDE PARK" ACCORDING TO THE PLAT THEREOF AS RIVERSIDE PARK" ACCORDING TO THE PLAT THEREOF AS ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 4 AT PAGE 98 OF THE PUBLIC RECORDS OF ST. LUCIE (NOW MARTIN) COUNTY,FLORIDA, SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:COMMENCING AT THE NORTHWEST CORNER OF LOT 11; THENCE ALONG THE NORTH LINE OF SAID LOT 11:SOUTH 87°06'04" EAST 280.68 FEET TO A POINT 04" EAST 280.68 FEET TO A POINT EAST 280.68 FEET TO A POINT 0.32 FEET SOUTH OF THE MOST SOUTHEASTERLY CORNER OF AN EXISTING PIER AND THE POINT OF BEGINNING; THENCE ALONG THE EASTERLY EXTENSION OF SAID NORTH LINE, CONTINUING; (2) SOUTH 87°06'04" EAST 234.63 FEET; (3) THENCE SOUTH 07°15'52" WEST 139.64 FEET; (4) THENCE SOUTH 45°33'18" WEST 15.85 FEET TO ITS 04" EAST 234.63 FEET; (3) THENCE SOUTH 07°15'52" WEST 139.64 FEET; (4) THENCE SOUTH 45°33'18" WEST 15.85 FEET TO ITS EAST 234.63 FEET; (3) THENCE SOUTH 07°15'52" WEST 139.64 FEET; (4) THENCE SOUTH 45°33'18" WEST 15.85 FEET TO ITS 52" WEST 139.64 FEET; (4) THENCE SOUTH 45°33'18" WEST 15.85 FEET TO ITS WEST 139.64 FEET; (4) THENCE SOUTH 45°33'18" WEST 15.85 FEET TO ITS 18" WEST 15.85 FEET TO ITS WEST 15.85 FEET TO ITS INTERSECTION WITH THE EASTERLY EXTENSION OF THE SOUTH LINE OF SAID LOT 13; THENCE ALONG SAID EXTENSION: (5) NORTH 87°06'04" WEST 183.29 FEET TO ITS 04" WEST 183.29 FEET TO ITS WEST 183.29 FEET TO ITS INTERSECTION WITH THE MEAN HIGH WATER LINE OF SAID ST. LUCIE RIVER;THENCE ALONG SAID MEAN HIGH WATER LINE: (6) NORTH 19°00'42" WEST 25.03 FEET; (7) 42" WEST 25.03 FEET; (7) WEST 25.03 FEET; (7) NORTH 25°31'33" WEST 25.00 FEET; (8) NORTH 25°47'38" WEST 24.91 FEET; (9) NORTH 18°32'37" WEST 24.89 FEET; (10) NORTH 08°36'39" WEST 25.74 FEET; (11) NORTH 33" WEST 25.00

FEET; (8) NORTH 25°47’38” WEST 24.91 FEET; (9) NORTH 18°32’37” WEST 24.89 FEET; (10) NORTH 08°36’39” WEST 25.74 FEET; (11) NORTH WEST 25.00 FEET; (8) NORTH 25°47’38” WEST 24.91 FEET; (9) NORTH 18°32’37” WEST 24.89 FEET; (10) NORTH 08°36’39” WEST 25.74 FEET; (11) NORTH 38” WEST 24.91 FEET; (9) NORTH 18°32’37” WEST 24.89 FEET; (10) NORTH 08°36’39” WEST 25.74 FEET; (11) NORTH WEST 24.91 FEET; (9) NORTH 18°32’37” WEST 24.89 FEET; (10) NORTH 08°36’39” WEST 25.74 FEET; (11) NORTH 37” WEST 24.89 FEET; (10) NORTH 08°36’39” WEST 25.74 FEET; (11) NORTH WEST 24.89 FEET; (10) NORTH 08°36’39” WEST 25.74 FEET; (11) NORTH 39” WEST 25.74 FEET; (11) NORTH WEST 25.74 FEET; (11) NORTH 00°30’17” WEST 25.29 FEET; (12) NORTH 20°41’08” EAST 10.67 FEET TO ITS INTERSECTION WITH THE NORTH LINE OF SAID LOT 11; THENCE ALONG SAID NORTH LINE (13) 17” WEST 25.29 FEET; (12) NORTH 20°41’08” EAST 10.67 FEET TO ITS INTERSECTION WITH THE NORTH LINE OF SAID LOT 11; THENCE ALONG SAID NORTH LINE (13) WEST 25.29 FEET; (12) NORTH 20°41’08” EAST 10.67 FEET TO ITS INTERSECTION WITH THE NORTH LINE OF SAID LOT 11; THENCE ALONG SAID NORTH LINE (13) 08” EAST 10.67 FEET TO ITS INTERSECTION WITH THE NORTH LINE OF SAID LOT 11; THENCE ALONG SAID NORTH LINE (13) EAST 10.67 FEET TO ITS INTERSECTION WITH THE NORTH LINE OF SAID LOT 11; THENCE ALONG SAID NORTH LINE (13) SOUTH 87°06’04” EAST 15.70 FEET TO THE POINT OF BEGINNING. 04” EAST 15.70 FEET TO THE POINT OF BEGINNING. EAST 15.70 FEET TO THE POINT OF BEGINNING. AND TOGETHER WITH A PORTION OF GOVERNMENT LOT 3, SECTION 5, TOWNSHIP 38 SOUTH, RANGE 41 EAST MARTIN COUNTY, FLORIDA. BEING MORE PARTICULARLY DESCRIED BY METE AND BOUNDS AS FOLLOWS: BEGIN AT THE NORTH 1/4 CORNER OF SAID SECTION 5; THENCE S89°49'23"W ALONG THE NORTH LINE OF AID SECTION 5 FOR 96.59 FEET TO AN INTERSECTION WITHTHE ARC OF A CIRCULAR CURVE BEING 50.00 FEET NORTHEASTERLY OF, AS MEASURE AT RIGHT ANGLES AND PARALLEL. TO THE CENTERLINE OF RAILROAD TRACKS AS LAID OUT AND IN USE (12/12/02) AND HAVING A TANGENT BEARING OF S35°52'01"E; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID PARALLEL CURVE HAVING ARADIUS OF 702.22 FEET AND A CENTRAL ANGLE OF 10°27'28" FOR 128.17 FEET TO A POINT OF TANGENCY; THENCE S46°19'29"E FOR 16.33 FEET TO AN INTERSECTIONWITH THE MEAN HIGH WATER LINE OF THE ST. LUCIE RIVER; THENCE MEANDER ALONG SAID MEAN HIGH WATER LINE FOR THE FOLLOWING FOUR (4) COURSES: (1)N08°26'25"E FOR 25.24 FEET;(2)N00°49'02"W FOR 22.74 FEET;(3)N05°58'57"E FOR 31.58 FEET;(4) N01°50'29"E FOR 28.95 FEET TO AN INTERSECTION WITH THEEASTERLY EXTENSION OF THE NORTH LINE OF SAID SECTION 5 THENCES89%%^d49'23"W FOR 6.96 FEET TO THE POINT OF BEGINNING. SAID PARCEL CONTAINS 6,018 SQUARE FEET MORE OR LESS.

Exhibit "B" Map:

Exhibit "C" Conditions of Approval

Approved Plans and Documents (Exhibit "D")

a. **Boundary & Topographic Survey, EDC Engineers, 8-18-2020**
b. **Site Plan: Conceptual Design Group, Inc.: 3-31-2022**
c. **Landscape Plan Set, Sheets L1thru L-5, Conceptual Design Group, Inc.: 4-1-2022 (Dry Det.)**
d. **Tree Disposition Plan Set, Sheet TD-1 thru TD-4, Conceptual Design Group, Inc.:3-7-2022**
e. **Phasing Plan, Conceptual Design Group, Inc. 2-21-2022**
f. **Preliminary Engineering Plans, Utility & Drainage, EDC Engineers, (being revised)**
g. **Vehicular Circulation Plan Set, EDC Engineers, 2-24-2022**
h. **Architectural Plan Set including conceptual signage and photometric plans: Birse/Thomas Architects: 02-28-2022**

Development and Construction

1. Except as otherwise set forth in the Atlantic Point Marina Urban Code Conditional Use Approval, development shall comply with the City Land Development Code. Any modifications to the Master Site Plan 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 public hearing.

2. All applicable state or federal permits must be obtained before the commencement of any development activities. Issuance of this development order/permit/approval by the City of Stuart does not in any way create any right on the part of an applicant to obtain a permit from a state or federal agency and does not create any liability on the part of the City of Stuart for the issuance of this order/permit/approval if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by a state or federal agency or undertakes actions that result in a violation of state or federal law.

3. Existing Mangroves shall be maintained and protected during construction and thereafter. Any trimming shall only be permitted by the Florida Department of Environmental Protection.

Prior to Issuance of Site Permits

4. Applicant shall provide a digital boundary survey and civil plan prior to the issuance of a site permit.
5. Civil Plans shall be reviewed and approved by all applicable City departments prior to the issuance of a site permit.

6. All regulatory agency permits, including but not limited to the South Florida Water Management District, Department of Environmental Protection and Army Corp of Engineers, shall be obtained by the applicant and copies provided to the City prior to the commencement of any development activities.

7. All development activities shall comply with the City's Concurrency Management System prior to the issuance of building permits.

8. Compliance with the City's Public Art (Land Development Code 3.01.08) shall be required prior to issuance of Building Permit. The developer shall provide work of art on the development site valued at not less than one percent of the vertical construction cost of the development and approved by the Community Redevelopment Board. In lieu of providing a work of art, the developer may make contribution of one percent of the vertical cost of construction into the public art trust fund.

9. An application for site plan approval for all docks/piers shall be required to comply with the Land Development Code provisions of 5.06.02 (Shoreline Protection Zone Delineation) and shall be accompanied with valid permits from the South Florida Water Management District and/or the Florida Department of Environmental Protection

10. Except as provided herein, all development shall comply with City Code.

11. Any sidewalks or roads damaged during construction shall be repaired and/or replaced by the applicant as per the City's specification.

12. Site lighting shall not negatively impact adjacent properties and shall not create a visual nuisance. Decorative exterior light fixtures shall be approved prior to the issuance of any development permits.
13. Erosion and dust control measures to be implemented during construction shall be provided on the civil engineering plans and submitted during final site plan review. Water trucks shall be provided by the applicant as necessary during construction in order to reduce dust generated on-site.

14. A Landscape Maintenance Agreement, executed in accordance with the City Land Development Regulations, shall be submitted for review and approval prior to the issuance of the Certificate of Completion.

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

16. The applicant shall provide five (5) full bike racks, with a design acceptable to the City's Development Department.

17. Construction activity shall be limited to 7:00 am to 6:00 pm Monday thru Friday and 8 am to 6 pm Saturday and Sunday.

18. Banners and any other sign or advertising device not in accordance with the City's Land Development Regulations are prohibited on the property.

19. Billboards are prohibited on the property.

20. The conceptual sign package submitted as part of the Architectural set of drawings will be reviewed by staff prior to permitting to determine a reasonable sign area in relation the total wall area of each façade for each of the buildings.

21. The applicant shall provide details of docks with slips that would support a city water taxi stop, plans showing path to and from a continual and connected path to existing and future boardwalk.

22. All connections to existing and future board walk shall remain open without fee to the public.

23. The applicant shall comply with all applicable Handicap Accessibility standards.

24. Final Development Plans and Construction Drawings shall be reviewed and approved by all necessary City departments prior to the issuance of any building permits.

25. Prior to issuance of a building permit, the applicant shall either contribute the required art fee of one percent of the vertical construction cost or provide work of art on the development pursuant to Section 3.01.08

26. All dock facilities and marine related bulkheads, hardened shorelines, etc. shall be maintained by the property owner, any new marine related improvements, modification, repairs and permitting associated with such facilities shall be accomplished by, and the responsibility of, the owner. There shall be no liveaboards permitted per the definition of the Department of Environmental Protection. The term “liveaboard” is defined as a vessel docked at the facility and inhabited by a person or persons for any five (5) consecutive days or a total of ten (10) days within a thirty (30) day period. Fueling facilities are permitted only at locations shown of the site plan.

27. The applicant shall submit a site building and marine construction permits prior to December 31, 2024 and obtain a Certificate of Completion for all buildings and marine related facilities by December 31, 2027.

28. The following uses shall be permitted:

    a. Boat Storage
    b. Retail (Ship store)
    c. Restaurant

d. Fitness center
e. Marina related activities

Prohibited

29. No temporary or modular buildings are permitted on the property except for permitted temporary construction/leasing trailers.

30. Billboards are prohibited on the property.

31. Banners and any other sign or advertising device not in accordance with the City's Land Development Regulations are prohibited.

32. No Live aboard vessels are allowed in the submerged land lease area connected to this conditional use approval unless it is for the purpose to dock and to use the Atlantic Point Marina facilities. No residential activities shall be permitted.

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADOPTION BY EDC, INC. SHALL BE WITHOUT LIABILITY TO EDC, INC.

BOUNDARY AND TOPOGRAPHIC SURVEY

WITH TREE LOCATIONS AND SUBSURFACE SCANNING

FOR: MIDDLE ISLAND MANAGEMENT AND DEVELOPMENT, LLC.

SURVEYORS STATEMENT

THE PROPERTY DESCRIBED HEREON IS THE SAME AS THE PROPERTY DESCRIBED IN OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY COMMITMENT NO. 887694 WITH AN EFFECTIVE DATE OF MAY 27, 2020 AND THAT ALL EASEMENTS, COVENANTS AND RESTRICTIONS REFERENCED IN SAID TITLE COMMITMENT OR APPARENT FROM A PHYSICAL INSPECTION OF THE SITE OR OTHERWISE KNOWN TO ME HAVE BEEN PLOTTED HEREON OR OTHERWISE NOTED AS TO THEIR EFFECT ON THE SUBJECT PROPERTY.

SURVEYORS CERTIFICATION

THIS IS TO CERTIFY, TO THE HEREON NAMED PARTIES, THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES PLOTABLE ITEMS OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON AUGUST 17, 2020.

PUBLIC RECORDS INFORMATION

ALL IF THE RECORDING INFORMATION CONTAINED HEREON REFERS TO THE PUBLIC RECORDS OF MARTIN COUNTY, FLORIDA, UNLESS OTHERWISE INDICATED. ANY REFERENCE HEREON TO A OFFICIAL RECORD BOOK AND PAGE OR INSTRUMENT NUMBER IS A REFERENCE TO THE OFFICIAL RECORD BOOKS OF SAID COUNTY, UNLESS INDICATED TO THE CONTRARY.

PROPERTY ADDRESS

75 NORTH WEST FLAGLER AVE, STUART, FLORIDA 33494

CERTIFIED TO

1. MIDDLE ISLAND MANAGEMENT AND DEVELOPMENT LLC
2. OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
3. RUMBERGER, KIRK & CALDWELL, P.A.
4. GUNSTER, YOAKLEY & STEWART, P.A.
5. BRP US, INC.

SUBSURFACE NOTES & REPORT:

1. SUBSURFACE LOCATIONS SHOWN HEREON WERE MARKED BY DIG SAFE FIRST, LLC., A SUB-CONSULTANT TO EDC-INC.
2. SUBSURFACE LOCATIONS WERE COMPLETED ON AUGUST 13, 2020.
3. SUBSURFACE MAPPING WAS COMPLETED BETWEEN AUGUST 14 AND AUGUST 17, 2020.
4. LOCATIONS REFLECTED ARE THOSE THAT WERE ACCESSIBLE AT TIME OF WORK. ACCESS TO INTERIOR ELECTRICAL, COMMUNICATIONS, MECHANICAL AND PUMP ROOMS WAS LIMITED AS WELL AS ANY GAS FARMS AND LOCKED FENCES.
5. CLIENT TO BE ADVISED AND AWARE THAT LIMITATIONS EXIST IN LOCATING NON-METALLIC MATERIALS AND UTILITIES WITHOUT TRACEABLE WIRE ATTACHED (MATERIALS SUCH AS, BUT NOT LIMITED TO, PLASTICS, POLYVINYL CHLORIDE, FIBERGLASS AND FIBER-OPTIC.
6. DUE TO VARIANCES IN EQUIPMENT, SOIL AND SITE CONDITIONS, NO DEPTHS WERE PROVIDED.

FLIGHT NOTES & REPORT:

1. THIS SITE WAS FLOWN DURING AUGUST 16, 2020, UTILIZING A DJI PHANTOM 4 PRO SERIES DRONE, WITH DRONE DEPLOY VERSION 2.56.1 FOR FLIGHT PLANNING AND POST PROCESSING.
2. THE FLIGHT WAS CONDUCTED BY CERTIFIED REMOTE PILOT No. 4297810.
3. HORIZONTAL CONTROL STATEMENT: MAP BASED UPON NORTH AMERICAN DATUM OF 1983 (NAD83), FLORIDA STATE PLANE PROJECTION, EAST ZONE, US SURVEY FEET, FL83-EF UTILIZING EPSG CODE 2236. USE OF FOUND PLAT CONTROL, STATE RIGHT OF WAY POINTS, NGS MONUMENTATION AND/OR SECTIONAL BREAKDOWN WERE USED AS PART OF THE MAPPING PROCESS. DISTANCES SHOWN ARE IN U.S. SURVEY FEET AND DECIMAL PARTS THEREOF.
4. MEASUREMENTS OF DISTANCE, AREA AND VOLUME WITHIN THE MAP ARE ACCURATE TO WITHIN 1-3 TIMES THE GROUND SAMPLING DISTANCE. MAP MEASUREMENTS ARE WITHIN 1-3% OF GROUND-BASED MEASUREMENTS.
5. FEATURES ARE LIMITED TO THOSE VISIBLE AT TIME OF THE PHOTOGRAPHY AND ARE SUBJECT TO FIELD VERIFICATION BY THE END USER. AREAS DESIGNATED AS "OBSCURED" INDICATE THE GROUND IS OBSCURED BY VEGETATION AND/OR SHADOWS. MAPPING WITHIN THESE AREAS MAY NOT MEET STANDARD ACCURACY.
6. RELATIVE ACCURACY:
   - GROUND SAMPLING DISTANCE (GSD) RANGE= 0.02'/PIXEL
   - TOTAL (RMSE) X: 0.007' - Y: 0.005' - Z: 0.007'

ACREAGE BREAKDOWN

1) LANDS ABOVE MEAN HIGH WATER LINE (UPLANDS) CONTAINS 302,216± SQUARE FEET, 6.9± ACRES.
2) LANDS BELOW MEAN HIGH WATER LINE, NOT INCLUDING LEASEHOLD PARCEL CONTAINS: 94,373± SQUARE FEET, 2.17 ± ACRES.
3) LEASEHOLD PARCEL CONTAINS: 36,0001± SQUARE FEET, 8.2± ACRES.

LEGAL DESCRIPTION

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AND TOGETHER WITH

A PORTION OF GOVERNMENT LOT 3, SECTION 5, TOWNSHIP 38 SOUTH, RANGE 41 EAST MARTIN COUNTY, FLORIDA. BEING MORE PARTICULARLY DESCRIED BY METE AND BOUNDS AS FOLLOWS:

BEGIN AT THE NORTH 1/4 CORNER OF SAID SECTION 5; THENCE S89°49'23"W ALONG THE NORTH LINE OF AID SECTION 5 FOR 96.59 FEET TO AN INTERSECTION WITH THE ARC OF A CIRCULAR CURVE BEING 50.00 FEET NORTHEASTERLY OF, AS MEASURE AT RIGHT ANGLES AND PARALLEL. TO THE CENTERLINE OF RAILROAD TRACKS AS LAID OUT AND IN USE (12/12/02) AND HAVING A TANGENT BEARING OF S35°52'01"E; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID PARALLEL CURVE HAVING A RADIUS OF 702.22 FEET AND A CENTRAL ANGLE OF 10°27'28" FOR 128.17 FEET TO A POINT OF TANGENCY; THENCE S46°19'29"E FOR 16.33 FEET TO AN INTERSECTION WITH THE MEAN HIGH WATER LINE OF THE ST. LUCIE RIVER; THENCE MEANDER ALONG SAID MEAN HIGH WATER LINE FOR THE FOLLOWING FOUR (4) COURSES: (1)N08°26'25"E FOR 25.24 FEET;(2)N00°49'02"W FOR 22.74 FEET;(3)N05°58'57"E FOR 31.58 FEET;(4) N01°50'29"E FOR 28.95 FEET TO AN INTERSECTION WITH THE EASTERLY EXTENSION OF THE NORTH LINE OF SAID SECTION 5 THENCES89%%"d49'23"W FOR 6.96 FEET TO THE POINT OF BEGINNING.

SAID PARCEL CONTAINS 6,018 SQUARE FEET MORE OR LESS.

TREE LEGEND

TAG No	TYPE	SIZE (INCHES)
N.A	PALM 20	20
N.A.	PALM	15
707	PALM	18
708	PALM	18
709	PALM	18
710	PALM	18
N.A	UNKNOWN	36
712	PALM 15	15
713	PALM 15	15
714	PALM 8	8
715	PALM 10	10
716	PALM 8	8
717	PALM	12
718	PALM	14
719	PALM	12
720	PALM	14
721	PALM	10
722	PALM	14
723	PALM	12
724	PALM	15
725	PALM	14
726	PALM	12
727	PALM	14
728	PALM	8
729	PALM	12
730	PALM	10
731	PALM	12
732	PALM	15
734	PALM	12
735	PALM	10
736	PALM	12
737	PALM	14
738	PALM	12
739	PALM	12
740	PALM	12
741	PALM	12
742	PALM	14
743	PALM	16
745	PALM	15
746	PALM	12
748	PALM	8
749	PALM	8
747	PALM	12
751	PALM	10
739	PALM	12
740	PALM	12
742	PALM	12
741	PALM	12
753	PALM	15
754	PALM	14
10420	PALM	18
10421	PALM	18
10422	PALM	30
10423	PALM	30

SURVEYORS NOTES

1) REPRODUCTIONS OF THIS MAP ARE NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER. THIS SURVEY CANNOT BE TRANSFERRED OR ASSIGNED WITHOUT THE SPECIFIC WRITTEN PERMISSION OF ENGINEERING, DESIGN AND CONSTRUCTION, INC. IT IS A VIOLATION OF CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE, TO ALTER THIS SURVEY WITHOUT THE EXPRESS PRIOR WRITTEN CONSENT OF THE SURVEYOR. ADDITIONS AND/OR DELETIONS MADE TO THE FACE OF THIS SURVEY WILL MAKE THIS SURVEY INVALID.
2) CURRENT DESCRIPTION(S) SHOWN HEREON PROVIDED BY THE CLIENTS AND/OR THEIR AGENTS. LANDS SHOWN HEREON WERE NOT ABSTRACTED BY THIS OFFICE FOR RIGHTS-OF-WAY, EASEMENTS OF RECORD, OWNERSHIP, ABANDONMENT'S, DEED RESTRICTIONS, OR MURPHY ACT DEEDS. A FORMAL TITLE COMMITMENT WAS PROVIDED FROM OLD REPUBLIC TITLE INSURANCE COMPANY.
3) SUBSURFACE IMPROVEMENTS, INCLUDING UNDERGROUND UTILITIES, UTILITY SERVICES, WERE MARKED BY A SUB-CONSULTANT, AND HORIZONTALLY LOCATED AS PART OF THIS SURVEY. EDC MAKES NO WARRANTIES OR GUARANTEES TO THE ACCURACY OF THE MARKINGS. SEE SUBSURFACE NOTES AND REPORT PORTION OF THIS PAGE.
4) THE LAST DATE OF FIELD WORK WAS AUGUST 25, 2021.
5) REVISIONS SHOWN HEREON DO NOT REPRESENT A "FIELD SURVEY UPDATE" UNLESS OTHERWISE NOTED.
6) BEARINGS, IF SHOWN HERON, ARE BASED UPON NORTH AMERICAN DATUM OF 1983, FLORIDA STATE PLANE PROJECTION PER THE LINE LABELED HERON AS (BEARING BASIS) AND ALL OTHER BEARINGS ARE RELATIVE THERETO. DISTANCES ARE IN U.S. SURVEY FEET AND DECIMAL PARTS THEREOF.
7) IN SOME INSTANCES, GRAPHIC REPRESENTATIONS AND SYMBOLS SHOWN HAVE BEEN EXAGGERATED TO MORE CLEARLY ILLUSTRATE THE RELATIONSHIP BETWEEN PHYSICAL IMPROVEMENTS AND/OR LOT LINES. THE DIMENSIONS SHOWN SHALL CONTROL THE LOCATION, OF THE IMPROVEMENTS, OVER THE SCALED POSITIONS.
8) THE OWNERSHIP OF PERIMETER FENCES, WALLS, HEDGES AND LANDSCAPING SHOWN HEREON ARE NOT KNOWN AND ARE NOT LISTED AS ENCROACHMENTS. THEIR RELATIVE LOCATION IS SHOWN IN RELATION TO THE BOUNDARY LINES SHOWN.
9) THE SURVEY MAP SHOWN HEREON DOES NOT NECESSARILY CONTAIN ALL OF THE INFORMATION OBTAINED OR DEVELOPED BY THE UNDERSIGNED SURVEYOR IN HIS FIELD WORK, OFFICE WORK OR RESEARCH.
10) THE HEREON DESCRIBED PROPERTY IS LOCATED WITHIN AN AREA OF MINIMAL FLOODING, FLOOD HAZARD ZONE DESIGNATIONS "AE-5","AE-6" "VE-8" ACCORDING TO THE FLOOD INSURANCE RATE MAP No. 12085C0134H, EFFECTIVE DATE FEBRUARY 19, 2020.
11) THE PROPERTY LINES OF LOTS 11-13 AND 27-28 EXTEND TO THE WATERS EDGE OF THE ST. LUCIE RIVER.
12) PARCEL HAS A PHYSICAL ACCESS POINT TO NORTH FLAGLER AVENUE AS SHOWN.
13) THE PUBLISHED PHYSICAL ADDRESS FOR THIS PROPERTY IS 75 NORTHWEST FLAGLER AVENUE PER THE MARTIN COUNTY PROPERTY APPRAISER.
14) ALL AVAILABLE ABOVE GROUND UTILITIES SHOWN HEREON.
15) ITEMS NOTED WITH "REFERENCE" REFERS TO A SURVEY PREPARED OTHERS, DATED DECEMBER 2003, AS SUPPLIED BY CLIENT.
16) ALL ABOVE GROUND PARCEL IMPROVEMENTS ARE SHOWN.
17) SURVEY METHODS, INCLUDING THE UTILIZATION OF LIDAR, DRONE, RTK GPS, ROBOTIC, AND/OR TRADITIONAL METHODS WAS USED DURING THIS SURVEY. A REDUNDANCY OF MEASUREMENTS ARE USED TO VERIFY DATA. RELATIVE HORIZONTAL ACCURACY OF THE FEATURES SHOWN ARE ESTIMATED TO BE BETWEEN 0.05' TO 0.15'±.
18) AERIAL DATA, IF SHOWN, PROVIDED BY THE FDOT AERIAL PHOTO LOOKUP SYSTEM.
19) ALL LANDS DESCRIBED IN THE LEGAL DESCRIPTION ARE CONTIGUOUS AND ARE FREE OF ANY GAPS AND ENCROACHMENTS.
20) ITEMS NOTED WITH "REFERENCE" REFERS TO A SURVEY PREPARED OTHERS, DATED DECEMBER 2003, AS SUPPLIED BY CLIENT.
21) ALL ABOVE GROUND PARCEL IMPROVEMENTS ARE SHOWN.
22) SURVEY METHODS, INCLUDING THE UTILIZATION OF LIDAR, DRONE, RTK GPS, ROBOTIC, AND/OR TRADITIONAL METHODS WAS USED DURING THIS SURVEY. A REDUNDANCY OF MEASUREMENTS ARE USED TO VERIFY DATA. RELATIVE HORIZONTAL ACCURACY OF THE FEATURES SHOWN ARE ESTIMATED TO BE BETWEEN 0.05' TO 0.15'±.
23) AERIAL DATA, IF SHOWN, PROVIDED BY THE FDOT AERIAL PHOTO LOOKUP SYSTEM.
24) MEASURED BEARINGS AND DISTANCES, DEPICTED WITH AN (M), ALONG THE PARCEL 4, WAS CALCULATED UTILIZING THE CURRENT LOCATION OF EXISTING BREAKWATERS AND SEAWALLS AS INTENDED BY THE VERBIAGE PRESENTED IN TIFF DEED, AS RECORDED IN O.R. BOOK 142, PAGE 411.
25) MEASURED BEARINGS AND DISTANCES, DEPICTED WITH AN (M), ALONG THE LEASEHOLD PARCEL, WAS CALCULATED UTILIZING THE CURRENT LOCATION OF THE EXISTING BREAKWATERS AS INTENDED BY THE VERBIAGE PRESENTED IN THE MAP PORTION OF THE SUBMERGED LAND LEASE APPLICATION, PREPARED BY MATHERS AND ASSOC, DATED 04-24-1985.
26) PARCELS 1, 2, 3, 4, 5, AND THE LEASEHOLD PARCEL ARE CONTIGUOUS, WITHOUT ANY GAPS, GORES, OR HIATUSES
27) ALL LANDS DESCRIBED IN THE LEGAL DESCRIPTION ARE CONTIGUOUS AND ARE FREE OF ANY GAPS AND ENCROACHMENTS.
28) ALL CHAINLINK FENCES ARE LOCATED WITHIN THE BOUNDARY LIMITS AND DO NOT CROSS THE BOUNDARY LINES.
29) CHANNEL LOCATION AND WIDTH PROVIDED BY REGULATORY DIVISION, PALM BEACH GARDENS OFFICE, U.S. ARMY CORPS OF ENGINEERS.

LINE TABLE

LINE NUMBER	BEARING	DISTANCE
L-1	N16°11'44"E	24.19'
L-2	N06°20'23"W	25.81'
L-3	N01°18'59"W	23.68'
L-4	N02°54'29"E	17.79'
L-5	S84°20'52"	15.87'
L-6	S02°21'48"	59.04'
L-7	N09°37'06"	11.44'
L-8	N13°25'06"E	14.46'
L-9	N12°54'57"E	27.03'
L-10	N07°22'05"E	36.86'
L-A	*N19°00'42"W*	*25.03'*
L-B	*N25°31'33"W*	*25.00'*
L-C	*N25°47'38"W*	*24.91'*
L-D	*N18°32'37"W*	*24.89'*
L-E	*N08°36'39"W*	*25.74'*
L-F	*N00°30'17"W*	*25.29'*
L-G	*N20°41'08"E*	*10.67'*
L-H	*S87°06'04"E*	*15.70'*

PER LANDLEASE PARCEL

GROUND CONTROL

NORTHING	EASTING	ELEVATION	ID
1044945.546	896336.592	2.818	GCP-3
1044778.302	896356.176	3.011	GCP-4
1044863.133	896510.903	2.566	GCP-5
1044763.476	896682.49	2.494	GCP-6
1044469.56	896591.108	2.423	GCP-7
1044545.931	896358.805	3.691	GCP-8
1045234.762	896548.159	2.285	GCP-9
1045097.03	896536.754	2.362	GCP-10
1045100.67	896792.902	2.601	GCP-11
1044663.532	896762.153	2.528	GCP-12
1044790.117	896172.485	2.35	GCP-14
1044601.997	896194.261	3.412	GCP-15
1044271.028	896303.157	8.792	GCP-16
1044895.443	896115.123	7.799	GCP-17
1045249.313	896285.083	2.157	GCP-18
1045217.519	896206.775	7.059	GCP-19

ABBREVIATION AND SYMBOL LEGEND

(C)	CALCULATED	D.E.	DRAINAGE EASEMENT
(D)	DEED	DIA	DIAMETER
(M)	FIELD MEASURED	DIP	DUCTILE IRON PIPE
(P)	PLAT DATA	E	EAST OR EASTING
AL	ARC LENGTH	EHH	ELECTRIC HAND HOLE
ASPH	ASPHALT	EL.	ELEVATION
BFP	BACK FLOW PREVENTER	ELEV	ELEVATION
BM	BENCHMARK	EOW	EDGE OF WATER
BPM	BURIED WATER LINE MARKED BY OTHERS	F.B.P.E.	FLORIDA BOARD OF PROFESSIONAL ENGINEERS
BST	BELL SOUTH TELEPHONE	F.F.E.	FINISHED FLOOR ELEVATION
C.D.	CHORD DISTANCE	F.O.	FIBER OPTIC
CCCCL	COASTAL CONSTRUCTION CONTROL LINE	FDOT	FLORIDA DEPARTMENT OF TRANSPORTATION
CCR	CERTIFIED CORNER RECORD	FEMA	FEDERAL EMERGENCY MANAGEMENT AGENCY
CL	CENTERLINE	FM	FORCE MAIN
CLF	CHAIN LINK FENCE	FND	FOUND
CM	CONCRETE MONUMENT	FOHH	FIBER OPTIC HAND HOLE
CMP	CORRUGATED METAL PIPE	FP&L	FLORIDA POWER AND LIGHT
CONC	CONCRETE	FT	FOOT
CPP	CONCRETE POWER POLE	GCP	GROUND CONTROL POINTS
D.B.	DEED BOOK	GIS	GEOGRAPGIC INFORMATION SYSTEMS

GPM	BURIED SANITARY LINES MARKED BY OTHERS	N.R.	NON RADIAL
GV	GAS VALVE	N/A	NOT AVAILABLE
HDPE	HIGH DENSITY POLYETHLENE PIPE	N/D	NON DESCRIPT NAIL AND DISK
HWF	HOG WIRE FENCE	NAVD 88	NORTH AMERICAN VERTICAL DATUM OF 1988
I.R.C.	INDIAN RIVER COUNTY	NGVD 29	NATIONAL GEODETIC VERTICAL DATUM OF 1929
IN	INCH	No.	NUMBER
INV	INVERT	O.R.B.	OFFICIAL RECORDS BOOK
IP	IRON PIPE	OHW	OVER HEAD WIRES
IR	IRON ROD	OPM	BURIED COMMUNICATION LINES MARKED BY OTHERS
IR/C	IRON ROD AND CAP	P.B.	PLAT BOOK
L	LENGTH	P.B.C.	PALM BEACH COUNTY
L.A.E.	LIMITED ACCES EASEMENT	P.C.	POINT OF CURVATURE
M.C.	MARTIN COUNTY	P.C.C.	POINT OF COMPOND CURVE
MAG NAIL	MAG BRAND NAIL	P.O.B.	POINT OF BEGINING
MAG/D	MAG BRAND NAIL AND DISK	P.O.C.	POINT OF COMMENCEMENT
MHWL	MEAN HIGH WATER LINE	P.O.T.	POINT OF TERMINUS
MLWL	MEAN LOWER WATER LINE	P.T.	POINT OF TANGENCY
MON	MONUMENT	P.U.&D.E.	PUBLIC UTILITY AND DRAINAGE EASEMENT
MP	METAL PIPE	PCN	PARCEL CONTROL NUMBER
N	NORTH OR NORTHING	PCP	PERMNANT CONTROL POINT

PG	PAGE	SQ. FT.	SQUARE FEET
PK NAIL	PARKER-KALON NAIL	STA:	STATION
PK/D	PARKER-KALON NAIL & DISK	SV	SEWER VALVE
PLS	PROFESSIONAL LAND SURVEYOR	T.O.N.	TOP OF NUT
PPM	BURIED IRRIGATION LINES MARKED BY OTHERS	TOB	TOB OF BANK/BERM
PRM	PERMNANT REFERENCE MONUMENT	TOE	TOE OF SLOPE
PSL	PORT SAINT LUCIE, FLORIDA	TSCB	TRAFFIC SIGNAL CONTROL BOX
PVC	POLYVINYL CHLORIDE	TWNSHP	TOWNSHIP
R	RADIUS	TYP	TYPICAL
R/C	ROD AND CAP	U.E.	UTILITY EASEMENT
R/W	RIGHT-OF-WAY	UNK	UNKNOWN
RCP	REINFORCED CONCRETE PIPE	VCP	VITRIFIED CLAY PIPE
RGE	RANGE	W	WEST
RIS.	COMMUNICATION RISER	WF	WOOD FENCE
RLS	REGISTERED LAND SURVEYOR	WM	WATER METER
RPM	BURIED ELECTRICAL LINES MARKED BY OTHERS	WPP	WOOD POWER POLE
RTK	REAL TIME KINEMATIC	WV	WATER VALVE
S	SOUTH	X 0.0	TOPOGRAPHIC DATA ON A SOFT SURFACE
S.L.C.	ST. LUCIE COUNTY	X 0.00	TOPOGRAPHIC DATA ON A HARD SURFACE
SEC	SECTION	YPM	BURIED GAS LINE MARKED BY OTHERS

= BACK FLOW PREVENTER
= BENCHMARK
= CATCH BASIN
= COMM OR POWER VAULT
= CONCRETE UTILITY POLE
= ELECTRIC HAND HOLE
X 0.00 = EXISTING ELEVATION
= GUY WIRE ANCHOR
= HANDICAP
= HYDRANT
= LIGHT POST
= METAL UTILITY POLE
= MONITORING WELL
= OVERHEAD WIRE
= SIGN
= STREET LIGHT
= UNDETERMINED HANDHOLD
= UNDETERMINED RISER
= VALVE
= WATER SERVICE METER
= WOOD UTILITY POLE
= AIR RELEASE VALVE
= FPL MANHOLE
= COMMUNICATION MANHOLE
= SANITARY MANHOLE
= STORMWATER DRAINAGE MANHOLE
= UNKNOWN DRAINAGE MANHOLE

MICHAEL T. OWEN, PROFESSIONAL SURVEYOR AND MAPPER
FLORIDA REGISTRATION #5556

SIGNATURE DATE

ENGINEERS & SURVEYORS ENVIRONMENTAL
10250 VILLAGE PARKWAY
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L.B. CERTIFICATE OF AUTHORIZATION 8098

CANTON — DRAWN BY
OWEN — CHECKED BY
20-290 — FILENAME
SHEET 1 — LAYOUT
NO SCALE THIS SHEET — SCALE
AUGUST 18, 2020 — DATE

DATE	REVISION COMMENTS
3/7/22	ADDED MANGROVE LOCATION IN DETAIL ON SHEET 3 OF 3
11/19/21	ADDED TOPO INFO IN DETAIL ON SHEET 3 OF 3
9/25/2021	ADDED BOUNDARY INFO FOR A PORTION OF GOVERNMENT LOT 3
8/25/2021	ADDED BOUNDARY INFO FOR A PORTION OF GOVERNMENT LOT 3

BOUNDARY AND TOPOGRAPHIC SURVEY
WITH TREE LOCATIONS AND SUBSURFACE SCANNING
FOR: MIDDLE ISLAND MANAGEMENT & DEVELOPMENT, LLC.
STUART, FLORIDA — MARTIN COUNTY

10250 VILLAGE PARKWAY
UNIT 201
PORT ST. LUCIE, FL 34987
772-462-2455

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1 OF 2

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THIS SURVEY WAS MADE WITH LOVE.

S. W. DIXIE HIGHWAY
(RIGHT-OF-WAY VARIES)
(F.D.O.T. 89010-2501)

EAST RIGHT OF WAY DIXIE HIGHWAY

A PORTION OF GOVERNMENT LOT 3

LOT "B" (P.B. 4, PG. 98 SLC NOW MC, FL)

100' RIGHT OF WAY FLORIDA EAST COAST RAILWAY (PLATTED)

EXISTING TRACKS

FOUND 1" IRON ROD

GRAPHIC SCALE
40 0 20 40 80 160
(IN FEET)
1 inch = 40 ft.

POINT OF COMMENCEMENT PARCEL 4 NORTH WEST CORNER LOT 14, BLOCK 20 (P) TIF DEED O.R.BOOK 142, PG 411

POINT OF COMMENCEMENT LEASEHOLD PARCEL NORTH WEST CORNER LOT 11, BLOCK 20 (P) SOVEREIGNTY SUBMERGED LANDS LEASE

N17°00'34"E (M)
N17°09'E (REFERENCE)
N17°09'E (PLAT)
351.46'

Asphalt Pavement

FLAGLER AVE

L=216.17' R=802.22'
Δ=15°26'20"(C)(D)

L=128.17' R=702.22'
Δ=10°27'28"(C)(D)

S46°19'29"W(D)
S46°50'08"E(C)
16.33'(D)(C)

P.O.B.
SET 5/8" IRC (LB8098)

SET 5/8" IRC (LB8098)

WITNESS LINE N05°49'39"E 97.21'

FOUND 3x3 CONCRETE MONUMENT DISTURBED

SEE DETAIL (SHEET 3 OF 3)

A PORTION OF GOVT LOT 3
PCN:0538410009000000310
OWNER: CITY OF STUART
(UNDEVELOPED)

PARCEL 5
LOTS 27-28
BLOCK 20 (P)

PARCEL 3
LOTS 19-26
BLOCK 20 (P)

PARCEL 2
LOTS 14-18
BLOCK 20 (P)

PARCEL 1
LOTS 11-13
BLOCK 20 (P)

PARCEL 4
TRUSTEES OF THE INTERNAL IMPROVEMENT FUND OF THE STATE OF FLORIDA
O.R.BOOK 142, PAGE 411

LEASEHOLD PARCEL
SUBMERGED LAND LEASE AREA

S07°01'00"E 285.480' (C)
S89°49'23"W(D)
S89°18'47"W(C)
96.59'(D)(C)

N87°06'43"W 35.46'
(REFERENCE)
N87°15''09" 37.15'
(MEASURED)

N87°21'51"W 259.58' (M)
N87°21'51"W 260.74' (D)

S42°15'47"W 126.73' (M)
S42°03'00"W 259.38' (D)

S10°42'45"W 124.32' (M)

S04°40'27"W 447.60' (D)
S04°34'21"W 446.37' (M)

S07°15'52"W - 139.64' (LEASEHOLD PARCEL)

S45°33'18"W - 15.85' (D)
S53°31'56"W - 17.88' (M)
(LEASEHOLD PARCEL)
(SEE NOTE 25)

S87°01'00"E 319.00' (D)

S87°01'00"E 211.15' (D)
211.16' (M)
S87°06'04"E 209.87' (D)
N86°55'10"W - 209.87'(M)
(LEASEHOLD PARCEL)

S87°06'04"E - 234.63' (LEASEHOLD PARCEL)

S87°06'04"E 280.68' (LEASEHOLD PARCEL)

N87°01'00"W 254.76' (M)
N87°01'00"W 218.00' (P)

MEAN HIGH WATER LINE
ELEVATION -0.42' (NAVD88)
AUGUST 25, 2021 @ 2:34 P.M.

MEAN HIGH WATER LINE FIELD LOCATED ON AUGUST 14, 2020 -0.42'(NGVD)

MEAN HIGH WATER LINE ABUTS SEAWALL

APPROXIMATE MEAN HIGH WATER LINE

PLATTED SHORELINE

GRAVEL

ASPHALT PARKING

GRASS AREA

CONCRETE DRIVE

CONCRETE PAD

RAMP

OPEN CONCRETE AREA

COVERED CONCRETE AREA

EXISTING GARAGE FFE: 3.46' ROOF: 23.50' 1,764± S.F.

EXISTING WAREHOUSE FFE VARIES: 3.55' ROOF HEIGHT: 38.45' 9,157± S.F.

EXISTING WAREHOUSE FFE VARIES: 3.65' TO 3.85' ROOF: 29.49' 15,100± S.F.

AREA OF COMM, FIRE, & STORM SUBSURFACE FEATURES; UNABLE TO CLEARLY DEPICT

EXISTING STORAGE FFE: X.XX' ROOF: 27.92' 2,245± S.F.

COVERED STORAGE

EXISTING GARAGE FFE: 3.52' ROOF: 21.52' 1,570± S.F.

EXISTING SLAB FFE: 3.45'

EXISTING GAS STORAGE AREA (SECURED)

UNKNOWN SUBSURFACE FEATURE

ROCK

8' CHAINLINK FENCE

1.5' CONCRETE SEAWALL ELEVATION: 2.8± (ELEVATION VARIES)

3.7' CONCRETE SEAWALL ELEVATION: 3.2±

1.5' CONCRETE SEAWALL ELEVATION: 3.0± (ELEVATION VARIES)

1.5' CONCRETE SEAWALL ELEVATION: 2.6± (ELEVATION VARIES)

REFERENCE POINT CORNER CONCRETE IS HELD AS PROPERTY CORNER

SEAWALL CAP HELD FOR ALIGNMENT PER DEED LANGUAGE (SEE NOTE 24)

SEAWALL CAP HELD FOR ALIGNMENT PER DEED LANGUAGE (SEE NOTE 28)

18" CONCRETE SEAWALL TOP OF CAP: 2.63±

BREAKWATER WITH 6.9' CONCRETE CAP TOP ELEVATION: 2.5± (ELEVATION VARIES)

BREAKWATER CAP AND ADJACENT SEAWALL HELD FOR ALIGNMENT PER DEED LANGUAGE. (SEE NOTE 24)

S44°21'57"W 9.14' (M)

BREAKWATER CAP HELD FOR ALIGNMENT PER DEED LANGUAGE (SEE NOTE 28)

BREAKWATER CAP HELD FOR ALIGNMENT PER DEED LANGUAGE (SEE NOTE 24)

BREAKWATER CAP HELD FOR ALIGNMENT PER DEED AND SUBMERGED LAND LEASE LANGUAGE (SEE NOTES 24 & 25)

CONCRETE FINGER PIER ELEVATION VARIES

CONCRETE FINGER PIER TOP: 3.0±

CONCRETE FINGER PIER TOP: 1.00'

TIFF DEED (O.R.B. 142, PG. 411)

LAND LEASE LINE INTERSECTS WITH THE EASTERLY EXTENSION OF OF THE SOUTH LINE OF LOT 13 AND THE EXISTING BREAKWATER (SEE NOTE 29)

RIPARIAN LINE (EXISTING LEASE LINE)

POINT OF BEGINNING PARCEL 4 NORTH LINE LOT 14, BLOCK 20 (P) AT SHORELINE PER TIF DEED O.R.BOOK 142, PG 411 SET 5/8" IRC (LB8098)

POINT OF BEGINNING LEASEHOLD PARCEL LOCATED 0.32' SOUTH OF MOST SOUTHEASTERLY CORNER OF EXISTING PIER (SOVEREIGNTY SUBMERGED LANDS LEASE)

MEAN HIGH WATER LINE LOCATED ON 8.14.20

MEAN HIGH WATER LINE PER SUBMERGED LAND LEASE

MEAN HIGH WATER LINE ABUTS ADJACENT SEAWALL

ADJACENT SEAWALL

Rock Wall

REFERENCE POINT CORNER CONCRETE IS HELD AS PROPERTY CORNER

12" RCP INV: 0.75'

12" RCP INV: 0.53'

12x18 ERCP INV: 0.34' UNDETERMINED CONNECTIVITY

GCP No. 3
GCP No. 4
GCP No. 5
GCP No. 8
GCP No. 9
GCP No. 10
GCP No. 11
GCP No. 12
GCP No. 13
GCP No. 14
GCP No. 15
GCP No. 17
GCP No. 18
GCP No. 19

MW9
MW10
MW11
MW15
MW16
MW17
MW22

AE-5
AE-6
VE-8

PCN: 323741004020000619
OWNER: 151 NW FLAGLER LLC
& 1501 NW FLAGLER AVE
ADDRESS: (DEVELOPED)

ENGINEERS & SURVEYORS
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CANTON	DRAWN BY
MTO	CHECKED BY
20-290	FILENAME
SHEET 2 LAYOUT	
AS SHOWN	SCALE
AUGUST 18, 2020	DATE

DATE	REVISION COMMENTS
3/7/22	ADDED MANGROVE LOCATION IN DETAIL ON SHEET 3 OF 3
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BOUNDARY AND TOPOGRAPHIC SURVEY
WITH TREE LOCATIONS AND SUBSURFACE SCANNING
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2 OF 2

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THIS SURVEY WAS MADE WITH LOVE

NORTH

GRAPHIC SCALE

80 0 40 80 160 320

(IN FEET)
1 inch = 80 ft.

BENCHMARK
FND MAG/D
(MC D-2)
EL: 5.00'

S89°49'23"W(D)
S89°18'47"W(C)
68.37'(C)
69.50'(D)

L=319.98' R=922.81'
Δ=19°52'01"(C)(D)

L=154.67' R=597.53'
Δ=14°49'53"(C)(D)

S54°21'18"E(D)
S54°53'45"E(C) 92.61'(D)(C)

EAST RIGHT OF WAY
DIXIE HIGHWAY

LOT "B"
(P.B. 4, PG. 98
SLC NOW MC, FL)

A PORTION OF
GOVERNMENT LOT 3

S. W. D I X I E H I G H W A Y
(RIGHT-OF-WAY VARIES)
(F.D.O.T. 89010-2501)

N16°58'39"E 1538.99'
N17°28'35"E(D.O.T.)

N16°57'59"E 1317.79'

EAST RIGHT OF WAY
DIXIE HIGHWAY

100' RIGHT OF WAY
FLORIDA EAST COAST RAILWAY
(PLATTED)

100.00'

4' CHAIN FENCE

MEAN HIGH WATER LINE
ELEVATION -0.42' (NAVD88)
AUGUST 25, 2021 @ 2:34 P.M.

L=216.17' R=802.22'
Δ=15°26'20"(C)(D)

S89°49'23"W(D)
N89°18'47"E(C)
285.48'

SEE DETAIL
(SHEET 3 OF 3)

PARCEL 5
LOTS 27-28
BLOCK 20 (P)

PARCEL 3
LOTS 19-26
BLOCK 20 (P)

PARCEL 1
LOTS 11-13
BLOCK 20 (P)

PARCEL 2
LOTS 14-18
BLOCK 20 (P)

FLAGLER AVE

PCN: 3237411004020000
OWNER: 151 NW FLAGLER LLC
ADDRESS: 151 NW FLAGLER AVE
(DEVELOPED)

AE-5
AE-6
VE-8

PARCEL 4
TRUSTEES OF THE INTERNAL
IMPROVEMENT FUND OF THE STATE
OF FLORIDA
O.R.BOOK 142, PAGE 411

N07°17'50"W(D)
N07°49'27"W(C)
81.26'(D)(C)

N00°25'23"W(D)
N00°57'50"W(C)
47.14'(D)(C)

FIBERGLASS
HEADWALL

N46°19'29"W(D)
N46°51'56"W(C) 129.38'(D)(C)

N06°07'37"W(D)
N06°40'04"W(C) 26.27'(D)(C)

N00°48'09"W(D)
N01°20'36"W(C) 41.70'(D)(C)

CHANNEL
MARKER
5803-2

F.E.C. R/W LINE

CENTERLINE

ST. LUCIE RIVER

SUBMERGED LAND LEASE
(O.R.B. 1361, PG. 184)

CENTER OF CHANNEL
(80' CHANNEL)
(SEE NOTE 29)

U.S. - 1 R/W LINE

U. S. H I G H W A Y 1
(322.50' PUBLIC RIGHT-OF-WAY)
(122' WIDE ASPHALT)

LEASEHOLD PARCEL
SUBMERGED LAND
LEASE AREA

RIPARIAN LINE
(EXTENSION OF LEASE LINE)

DETAIL SCALE 1"=30'

SHEET PILE
RETAINING WALL
CONC PILLAR(TYP.)
NO MANGROVES LANDWARD OF MHWL
(DETERMINED BY OTHER)
PROPERTY(BY MHWL)
MANGROVES WATERWARD OF MHWL
(DETERMINED BY OTHER)
PROPERTY(BY DEED)
SUBMERGED LAND LEASE
(O.R.B. 1361, PG. 184)
EDW
FIBERGLASS HEADWALL

ENGINEERS & SURVEYORS
ENVIRONMENTAL

10250 VILLAGE PARKWAY
UNIT 201
PORT ST. LUCIE, FL 34987
772-462-2455
www.edc-inc.com

F.B.P.E. CERTIFICATE OF AUTHORIZATION 9935
L.B. CERTIFICATE OF AUTHORIZATION 8098

CANTON	DRAWN BY
MTO	CHECKED BY
20-290	FILENAME
SHEET 2 LAYOUT	
AS SHOWN	SCALE
AUGUST 18, 2020	DATE

DATE	REVISION COMMENTS
3/7/22	ADDED MANGROVE LOCATION IN DETAIL ON SHEET 3 OF 3
11/19/21	ADDED TOPO INFO IN DETAIL ON SHEET 3 OF 3
10/12/21	UPDATED SURVEY AND ADDED A PORTION OF GOVERNMENT LOT 3
8/30/21	ADDED BOUNDARY FOR PARCEL 4

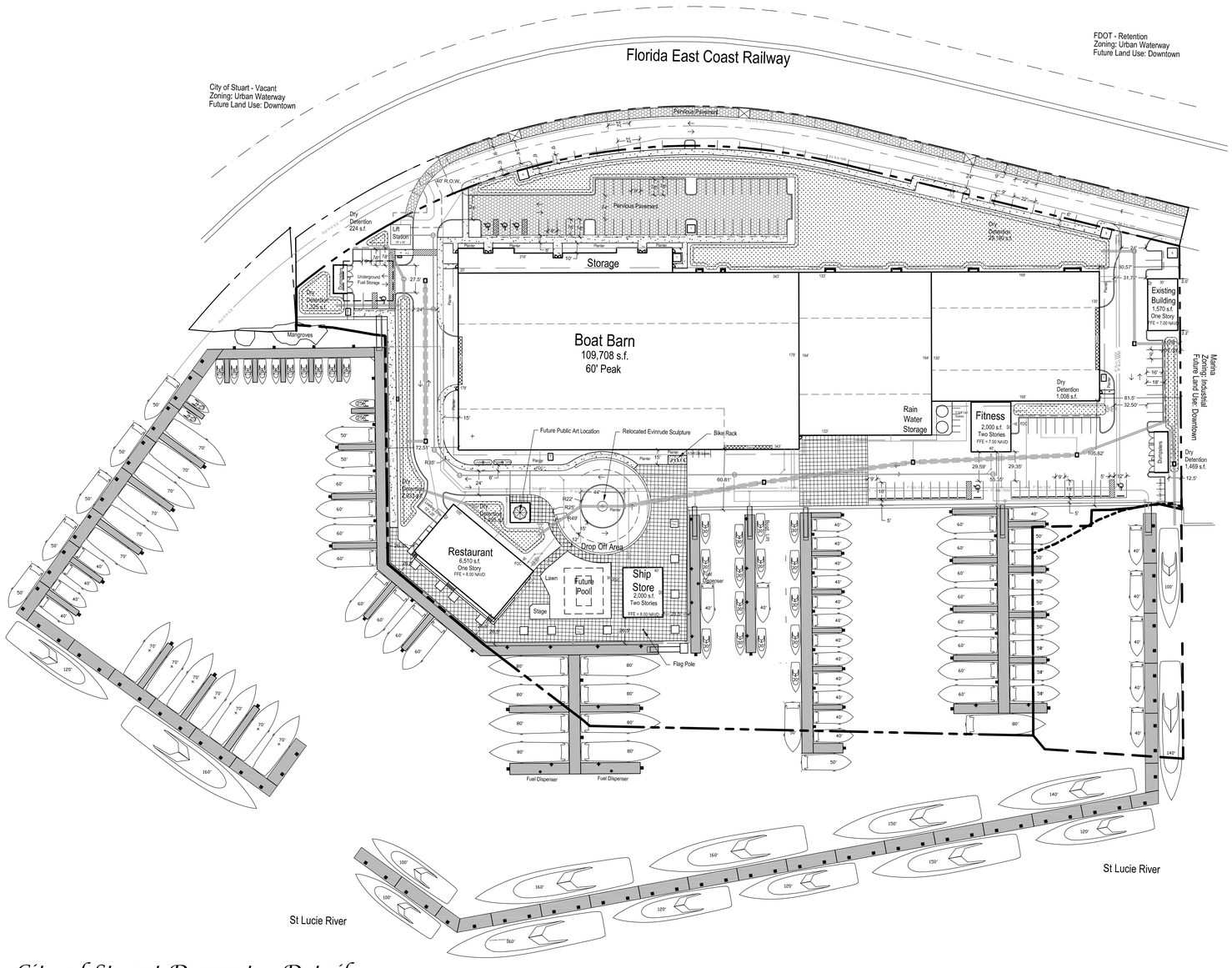
ALTA/NSPS LAND TITLE SURVEY
WITH TOPOGRAPHY, TREE LOCATIONS AND SUBSURFACE SCANNING
FOR: MIDDLE ISLAND MANAGEMENT & DEVELOPMENT, LLC.

STUART, FLORIDA

10250 VILLAGE PARKWAY
UNIT 201
PORT ST. LUCIE, FL 34987
772-462-2455

20-290

3 OF 3



Site Data

Parcel Size:	476,111 s.f. +/-	10.93 Acres +/-	
Parcel Control Number:	32-37-41-004-020-0011		
Site Address:	75 NW Flagler Avenue Stuart, FL 34994		
Dry Land Areas:	347,609 s.f. +/-	7.98 Acres +/-	
Site:	304,920 s.f. +/-	7 Acres +/-	
Right Of Way:	42,689 s.f. +/-	.98 Acres +/-	
Submerged Land Areas:	128,522 s.f. +/-	2.95 Acres +/-	
Total Marina Slips:		105	
Total Dry Rack Spaces:		456	
Maximum Building Height:			
Industrial		45' / 4 Stories	
Urban Code / CRA		45' / 60'	
Existing Use:		Former Boat Business	
Proposed Use:		Marina Facility & Restaurant	
Existing Zoning:		Industrial	
Proposed Zoning:		Industrial	
Future Land Use:		Industrial	
Proposed Future Land Use:		Marine/Industrial	
Impervious:	227,819 s.f.	5.23 Acres	67.92%
Project Site: (Including Right Of Way)			
Buildings: (Plan view outline)	121837 s.f.	2.80 Acres	
Impervious Pavements:	84,506 s.f.	1.94 Acres	
Pervious Pavements:	11,194 s.f.	0.257 Acres	
Impervious Pool & Pool Deck:	4138 s.f.	0.095 Acres	
Pervious Sidewalks:	6229 s.f.	0.143 Acres	
Pervious (Open Space):	107,593 s.f.	2.47 Acres	32.08%
Project Site: (Including Right Of Way)			
Landscape Area:	52,272 s.f.	1.20 Acres	
Dry Detention Area:	37,680 s.f.	0.865 Acres	
Pervious Pavements:	11,194 s.f.	0.257 Acres	
Pervious Sidewalks:	6229 s.f.	0.143 Acres	

Open Space:	Required:	Provided:
	No Minimum	29.5%

Parking Calculations:	Required:	Provided:
Boat Dry Storage 1 Space / 10 Boat Storage Spaces	46	46
Marina 1 Space / 4 Boat Slips + 1 Space / Employee	27 27 See Below	27 27 See Below
Ship Store 1 Space / 250 s.f. (Multi-Use Building - Only 1,152 s.f. of sales area calculated)	5	5
Restaurant - Limited 1 Space / 4 Seats at maximum capacity (162 Seats) + 1 Space / Employee	41 41 See Below	41 41 See Below
Total Employees Marina Restaurant	27 14 13	27 14 13

Total employee count is 54 working varying shifts,
Includes the following:
Marina - management, ship store, sales / administration, marina support staff
= 28 (but not 28 at one time due to two (2) shifts) = 28 / 2 shifts = 14 Spaces
Restaurant - management and bar / kitchen support staff
= 26 (but not 26 at one time due to varying shifts) = 26 / 2 (or more) shifts = 13 Spaces

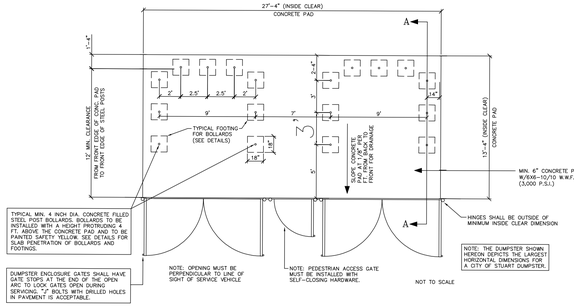
Total:	146	159 (13 Extra)
On Site:	146	100
Right Of Way:	0	59

General Notes

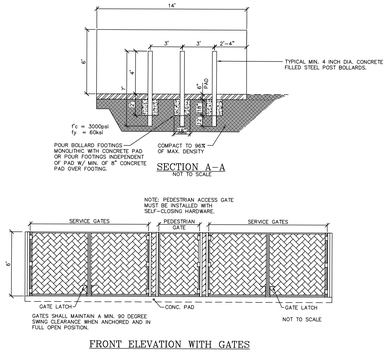
1. This project shall be completed in four phases.
2. All prohibited exotic plant species shall be removed prior to the issuance of a Certificate of Occupancy.
3. All required landscaping shall be installed prior to the issuance of a Certificate of Occupancy. Refer to the Landscape Plans for landscape 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 if required.
6. All signs will be reviewed for compliance with the applicable regulations at the time the sign permit is issued.
7. 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.
8. The parking areas shown on-site hereon are private and will be owned and maintained by the project owner.
9. Finished Floor Elevations 'FFE' are NAVD 88.
10. Water and sewer service shall be provided by City of Stuart Utilities.
11. Photometric site lighting plans shall be provided to the City of Stuart for review and approval prior to site development permit approval.

City of Stuart Dumpster Detail

Not To Scale



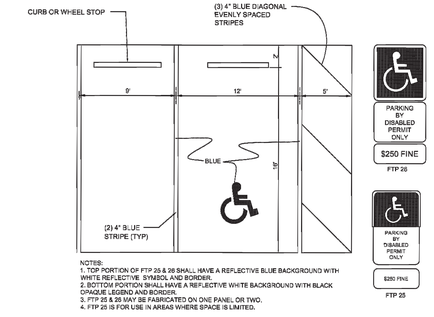
CITY OF STUART DUMPSTER ENCLOSURE – SITE DETAIL
DOUBLE DUMPSTER w/ RECYCLING
& GREASE DISPOSAL CONTAINER



FRONT ELEVATION WITH GATES

Standard & Handicap Parking Space Detail

Not To Scale



NOTES:
1. TOP PORTION OF FTP 25 & 26 SHALL HAVE A REFLECTIVE BLUE BACKGROUND WITH WHITE REFLECTIVE SYMBOL AND BORDER.
2. BOTTOM PORTION SHALL HAVE A REFLECTIVE WHITE BACKGROUND WITH BLACK OPAQUE LEGEND AND BORDER.
3. FTP 25 & 26 MAY BE FABRICATED ON ONE PANEL OR TWO.
4. FTP 25 IS FOR USE IN AREAS WHERE SPACE IS LIMITED.

Site Plan

North
Scale: 1" = 60'

0 30' 60' 120'

Conceptual Design Group, Inc.
Landscape Architecture - Site Planning
900 East Ocean Boulevard, Suite 130d
Stuart, Florida 34994
(772) 344-2340
LC 26000198

Atlantic Point Marina

City of Stuart, Florida

Job No.	21-0609
Drawn By	JWS
Submittal Dates	8-27-2021
	12-3-2021 2-21-2022
	3-31-2022 4-14-2022
	4-21-2022
Revision Dates	
City Comments #1	12-3-2021
City Comments #2	2-21-2022
City Meeting	3-31-2022
Comments #3	4-14-2022
Comments #4	4-21-2022

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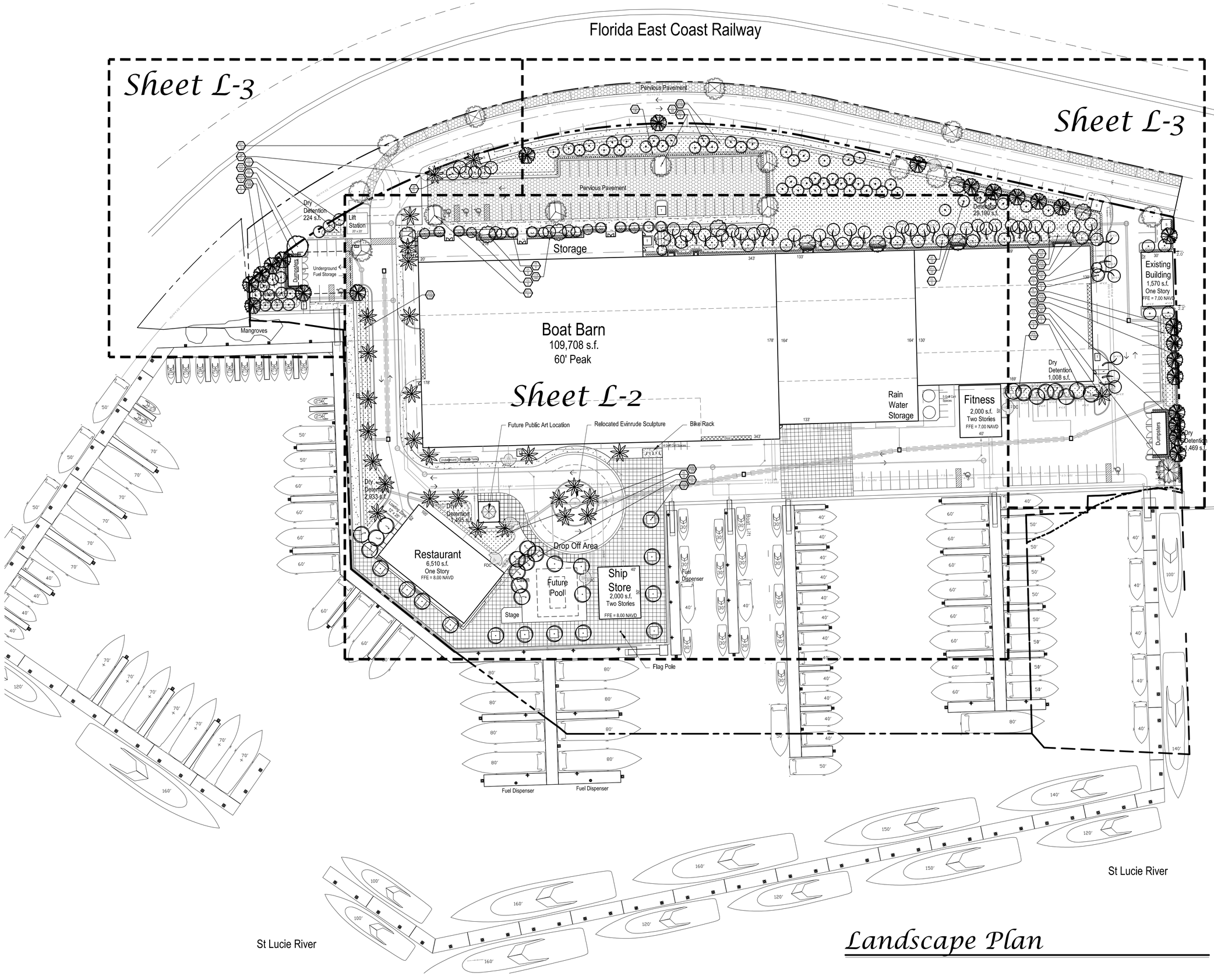
Sheet 1 of 1



Landscape Plan

North
Scale: 1" = 40'
0 20' 40' 80'

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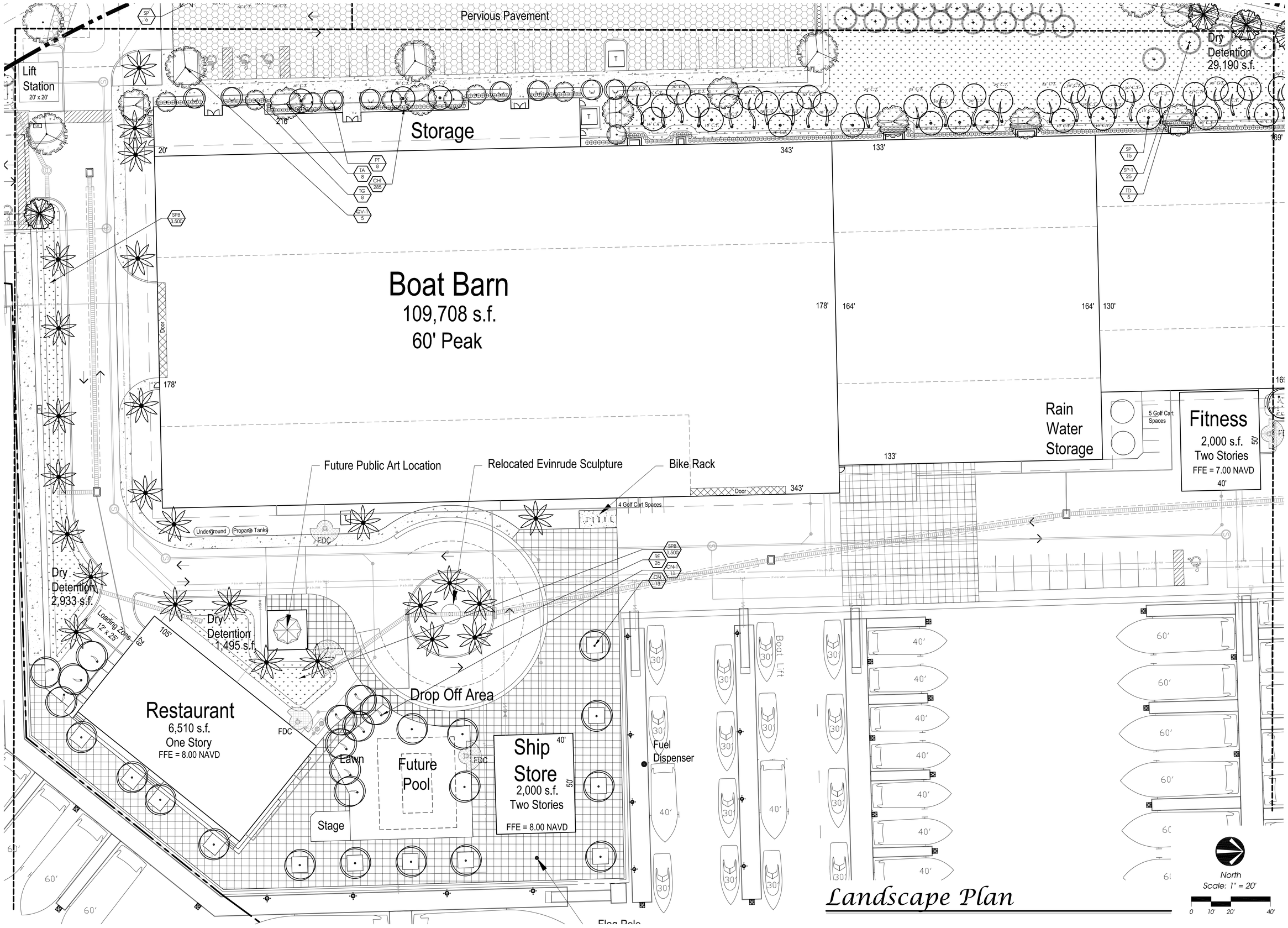
Sheet L-1 of 5



Conceptual Design Group, Inc.

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Atlantic Point Marina

City of Stuart, Florida

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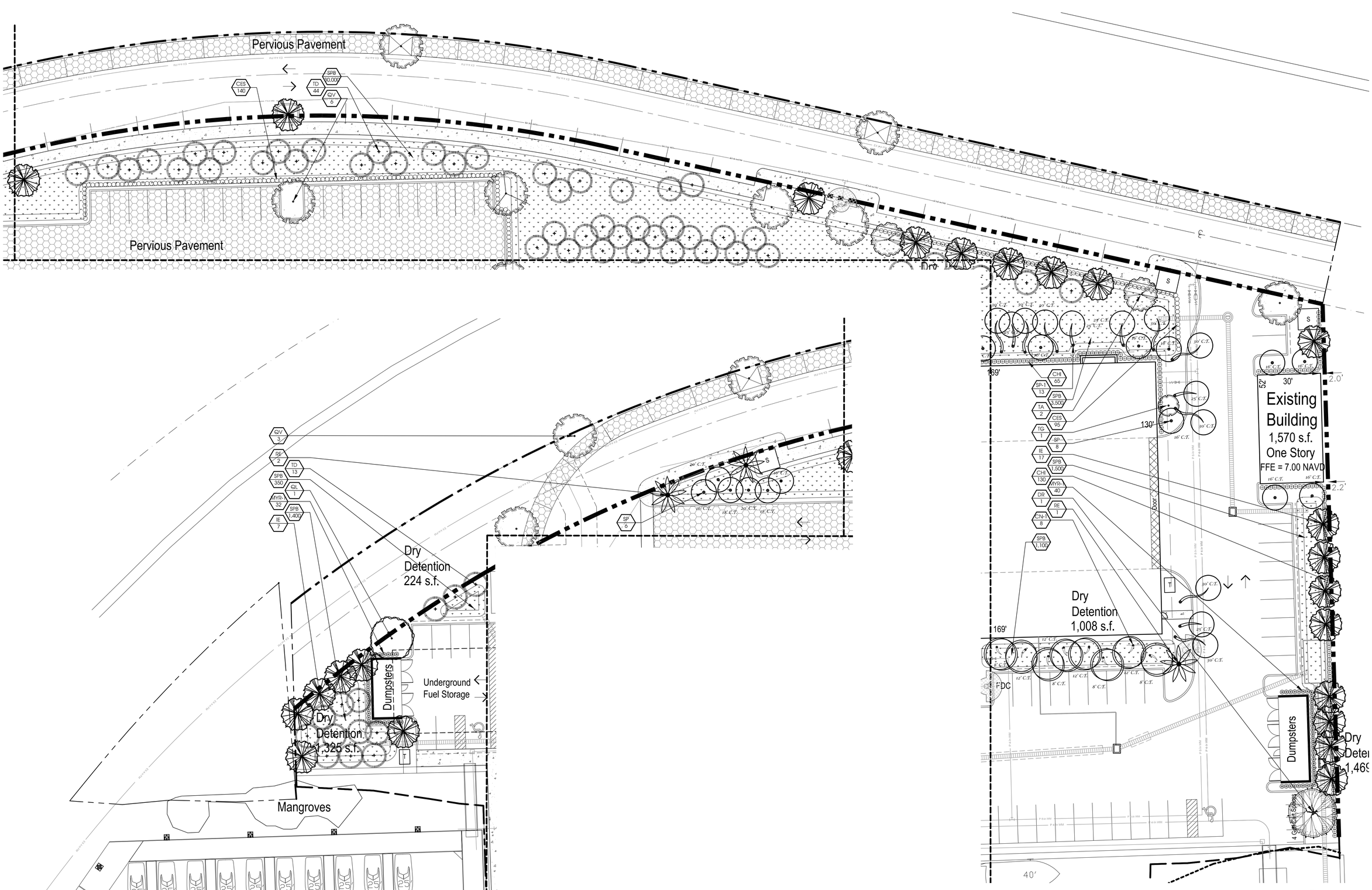
Sheet L-2 of 5


Pervious Pavement
CES 140
TD 44
QV 6
SPB 10,000
Pervious Pavement
Dry
S
30' C.T.
30' C.T.
30' C.T.
25' C.T.
25' C.T.
30' C.T.
30' C.T.
30

Landscape Data

Total Site Area:	476,111 s.f. +/-	10.93 Ac. +/-	100%
Dry Land Areas:	347,609 s.f. +/-	7.98 Acres +/-	
Site:	304,920 s.f. +/-	7 Acres +/-	
Right Of Way:	42,689 s.f. +/-	.98 Acres +/-	
Submerged Land Areas:	128,522 s.f. +/-	2.95 Acres +/-	

Landscape Area: (6.04.03.B.1)

Required: 20% of developed area = 347,609 x 20% = 69,521.8 — 69,521.8
Provided: — 89,952 (29%)

Trees:

Commercial Trees: (6.04.08.C)
Required: 1 Tree / 2,500 s.f. = 305,228 / 2,500 = 122 — 122
Provided: (104 Trees + 95 Palms = 199) (Meets 122 Minimum) 122

Terminal & Interior Island Trees Required: (6.04.07.C. 5 & 6)
Required: — 24
Provided: — 24

Shade Trees Required: (6.04.02.A.2)
Required: 50% of total required trees = 225 x 50% = 113 — 113
Provided: — 113

Total Native Trees Required: (6.04.02.A.1)
Required: 50% of total required trees = 225 x 50% = 113 — 113
Provided: (102 Trees + 95 Palms = 197) (Meets 50% Minimum) 197

Total Trees Required: (Commercial + Islands + Buffers + Buildings) — 225
Total Trees Provided: 225 (113 Trees + 112 Palms = 225 Trees) (Meets 225 Minimum) 225

Landscape Buffers:

Parking Buffer Adjacent to Right of Way (6.04.08.B) 10' Width
Required: 1 Tree / 25 L.F. = 750' / 25' = 30 — 30
Provided: — 30
Required: Hedge @ 2' O.C. = 750' / 2 = 375 — 375
Provided: — 375

Parking Buffer Adjacent to Private Property (6.04.07.B) 5' Width
Required: 1 Tree / 30 L.F. = 255' / 30' = 9 — 9
Provided: — 9
Required: Hedge @ 2' O.C. = 255' / 2 = 128 — 128
Provided: — 128

Building Foundations:

Planters Adjacent to Buildings (6.04.07.C.2) 5' & 2' Planter Width (Total Building Length = 1,200')
Required: 1 Tree / 30 L.F. = 1,200' / 30' = 40 — 40
Provided: — 40
Required: Shrubs @ 2' O.C. = 1,200' / 2 = 600 — 600
Provided: — 600

Landscape Data Notes:

1. Low shrubs are used in some areas to not block safe sight lines.
2. Some perimeter buffer trees were shifted into the dry retention areas adjacent to that section of buffer to allow for better water quality enhancement
3. Some perimeter buffer trees and interior trees are smaller to meet the requirements of FPL Right Tree Right Place Requirements

Plant List

QTY	SYM	SPECIES	COMMON NAME/DESCRIPTION	SIZE	SPACING	REMARKS	WATER USAGE
CANOPY / ORNAMENTAL TREES							
1	DR	DELONIX REGIA	ROYAL POINCIANA	12' x 6', 2.5" CAL.	A.S.	FULL CANOPY	LOW
24	IE*	ILEX x ATTENUATA 'EAGLESTON'	EAGLESTON HOLLY	14' x 6', 2.5" CAL.	A.S.	FULL CANOPY, 4' C.T., SPECIMEN	LOW
1	QL*	QUERCUS LAURIFOLIA	LAUREL OAK	12' x 6', 2.5" CAL.	A.S.	FULL CANOPY	LOW
5	QV-1*	QUERCUS VIRGINIANA	LIVE OAK	20' x 8', 4.5" DBH.	A.S.	FULL CANOPY	LOW
10	QV*	QUERCUS VIRGINIANA	LIVE OAK	12' x 6', 2.5" CAL.	A.S.	FULL CANOPY	LOW
10	TA	TABEBUIA AUREA	YELLOW TABEBUIA	12' x 6', 2.5" CAL.	A.S.	FULL CANOPY	LOW
9	TG	TIBOUCHINA GRANULOS	TIBOUCHINA STANDARD	5' O.A./3' SPRD.	A.S.	FULL CANOPY	LOW
62	TD*	TAXODIUM DISTICHUM	BALD CYPRESS	12' x 6', 2.5" CAL.	A.S.	FULL CANOPY	LOW
PALMS							
13	CN	COCUS NUCIFERA 'MAYPAN'	MAYPAN COCONUT PALM	SEE PLAN	A.S.	STRAIGHT TRUCKS, FULL CANOPY	LOW
19	CN-1	COCUS NUCIFERA 'MAYPAN'	MAYPAN COCONUT PALM	SEE PLAN	A.S.	CURVED FAT TRUCKS, FULL CANOPY	LOW
8	PT	PTYCHOSPERMA ELEGANS	ALEXANDER PALM	12' C.T.	A.S.	DOUBLE STRAIGHT TRUCKS, FULL CANOPY	LOW
29	RE*	ROYSTONEA ELATA	ROYAL PALM	12' C.T.	A.S.	FULL CANOPY, STRAIGHT FAT TRUNK, MATCHED	LOW
29	SP*	SABLE PALMETTO	SABAL PALM	SEE PLAN	A.S.	STRAIGHT SLICK TRUNKS	LOW
37	SP-1*	SABLE PALMETTO	SABAL PALM	SEE PLAN	A.S.	CURVED SLICK TRUNKS	LOW
LARGE SHRUBS / HEDGES / ACCENTS							
480	CHI*	CHRYSOBALANUS ICACO	COCOPLUM	#3, 2' x 2'	2' O.C.	FULL & THICK	LOW
235	CES*	CONOCARPUS ERECTUS VAR. SERICEUS	SILVER BUTTONWOOD	#3, 2' x 2'	2' O.C.	FULL & THICK	LOW
72	MYR-1*	MYRICANTHES FRAGRANS	SIMPSON STOPPER	#7, 4' x 2'	2' O.C.	FULL & THICK	LOW
MED. SHRUBS / GROUNDCOVERS / VINES / SOD							
22,850	SPB-1*	SPARTINA BAKERI	SAND CORDGRASS	LINER	12" O.C.	FULL & THICK	LOW
	SOD-1	PASPALUM NOTATUM	BAHIA SOD			GRASS PARKING AREAS - SEE SPECS	LOW
	SOD	STENOTAPHRUM SECUNDATUS	ST. AUGUSTINE SOD			SEE SPECS	HIGH

* = Florida Native

Dry Retention Areas

IN AREAS AS SHOWN, INSTALL PER MANUFACTURE'S SPECIFICATIONS "COIR MAT 90" COCONUT MAT BY GRANITE ENVIRONMENTAL (WWW.GRANITEENVIRONMENTAL.COM 888-703-9889) TO STABILIZE THE SLOPES OF THE DRY RETENTION AREA TO PREVENT EROSION. BOTTOM OF DRY RETENTION AREA AND ALL SLOPES SHALL BE PLANTED WITH SPARTINA BAKERI 12" ON CENTER. MAT SHALL BE ON THE SIDE SLOPES ONLY AND 3' PAST THE TOP OF BANK (UNDER THE SOD) AND 3' PAST THE TOE OF SLOPE AT THE BOTTOM OF THE BASIN. IN AREAS WHERE SOD IS INSTALLED ADJACENT TO DRY RETENTION AREAS, ONLY BAHIA SOD SHALL BE USED. IN AREAS WHERE THIS IS NOT SHOWN IN PLAN VIEW, INSTALL BAHIA SOD IN THE RETENTION AREAS.

Xeriscape Points

Option	Points
Utilization of moisture sensing controller other than rain switch	5
Plan submitted with low, moderate and high water usage zones indicated on the Landscape Plan	5
25% - 50% of the required shrubs are made up of drought tolerant species from the list	5
51% or more of the required trees are made up of drought tolerant species from the list	10
Sod area less than 50% of Landscape area	10
Utilization of mulch other than Cypress mulch	5
Utilization of compacted mulched planting beds at least three inches deep in all planted areas except Ground Cover	10
Points Required:	50
Points Provided:	50

Landscape Plan

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Stuart, Florida 34994
(772) 344-2340
LC: 26000198

Atlantic Point Marina
City of Stuart, Florida

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Sheet L-4 of 5

Landscape Specifications

1. All tree and plant material to be Florida No. 1 or better, as classified in "Grades and Standards for Nursery Plants", Part 1 and Part II, State of Florida, Dept. of Agriculture, Tallahassee. All plants not listed in "Grades and Standards for Nursery Plants" shall conform to a Florida No. 1 as to: (1) health and vitality, (2) condition of foliage, (3) root system, (4) freedom from pest or mechanical damage, (5) heavily branched and densely foliated according to the accepted normal shape of the species.
2. Undersizing or substitution of one species or cultivar for another species is a breach of contract and will be "Rejected" at the time of final landscape inspection unless approved by Landscape Architect.
3. Project Warranty: All plant material shall be warranted for a period of one (1) year after date of substantial completion against defects, including death and unsatisfactory growth, except for defects resulting from abuse or damage by others or unusual phenomena or incidents which are beyond the contractor's control.
4. Any and all conditions which the contractor feels will be detrimental to the success of the planting shall be brought to the owner or representative's attention.
5. The contractor shall verify the location of underground utilities prior to commencing work on any project area.
6. Mulch planting areas with 3" layer of Melaleuca, Eucalyptus, or Enviromulch. Cypress Mulch is NOT ACCEPTABLE. Planting beds to receive mulch throughout entire bed area.
7. All plants to be set to ultimate grade. No filling will be permitted around trunks or stems. Mulch to be kept a minimum of 2" away from trunks and stems.
8. Planting trees and shrubs: Excavate hole per planting detail. When plant is set, place additional backfill consisting of a 50% mixture of Peat humus and natural soil around the base and sides of ball, and work each layer to settle backfill and eliminate voids and air pockets. When excavation is approximately 2/3 full, water thoroughly before placing remainder of backfill. Water again after placing final layer of backfill and before installing mulch.
9. Guy and stake trees in 3 directions with galvanized wire, through flexible hose chafing guards, with wooden stake anchors immediately after planting. (See Detail)
10. Trees and shrubs shall be fertilized with a complete natural organic fertilizer with a ratio of approximately 3:0:2 or 3:0:3 (e.g. one labeled 12-0-8). Similar analysis such as 16-0-8 (4:0:2) can also be used. Fertilizers that are slow release, controlled release, sulphur coated or with nitrogen as IBDU or ureaformaldehyde have extended release period. Thirty to fifty percent of the nitrogen should be water insoluble or slow release.

Palms should receive a complete granular fertilizer formulated for palms ("Palm Special") at a rate of 5 to 8 lbs. per palm.

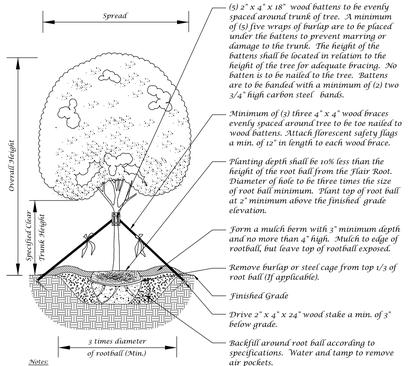
Agriform 20-0-5 twenty-one gram planting tablets may be substituted for granular fertilizer. If utilized, the following rates shall be utilized: Position plant in hole. Backfill halfway up the rootball. Place tablet(s) beside rootball about 1" from root tips. Do not place tablet(s) in bottom of hole.

1 Gallon 1 Tablet
3 Gallon 2 Tablets
25 Gallon & B&B Trees 2 per 1" caliper

11. All planting areas and sod to be irrigated to provide 100% coverage. Shop drawings to be submitted by the irrigation contractor for approval prior to installation.
12. Maintain trees, shrubs, and other plants by watering, cultivating, and weeding as required for healthy growth. Restore planting saucers and mulch. Tighten and repair stake and guying and reset trees and shrubs to proper grade or vertical position as required. Spray as necessary to keep trees and shrubs free of insects and disease. The contractor shall begin maintenance immediately after planting and shall continue maintenance through final acceptance when Certificate of Occupancy is issued to the General Contractor by City and project is released by the General Contractor to Client.
13. Prune trees and shrubs only to remove damaged branches as directed by the Landscape Architect.
14. Planting Lawns: Provide clean, strongly rooted, uniformly sized strips of Stenotaphrom secundatus Floritam (unless otherwise noted), machine stripped not more than 24 hours prior to laying. Grade and roll prepared lawn surface. Water thoroughly but not to create muddy soil conditions. Lay sod strips with tight joints, roll or tamp lightly, and water thoroughly.
15. Maintain positive drainage, no planting is to block drainage.
16. Drainage Testing
    Prior to planting of trees, palms, and specimen material, each planting pit shall be tested in the following manner to verify adequate drainage.
    A) Dig each planting pit to the minimum specified size.
    B) Fill the planting pit with (12") twelve inches of water. If the water level in the planting pit drops (4") four or more inches within (4) four hours, the drainage is sufficient and a drainage channel is not required. If the water level drops less than (4") four inches within the (4) four hour period, then a drainage channel is required.
    C) When a drainage channel is required, the drainage channel must extend down through the non porous soil and into porous soil. (See Drainage Testing Detail)
    D) Discard all material removed from the drainage channel.
    E) When backfilling the planting pit, add course gravel to the drainage channel. Also, care must be taken to keep the consistency of the soil mix the same throughout the planting pit.

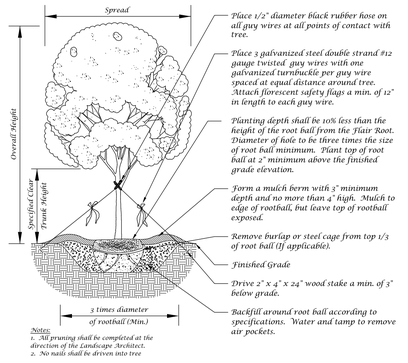
NOTES:
1. Contractor to include drainage testing for all trees and palms in bid. If drainage is inadequate, the soil specification in item #8 above shall be revised for site conditions. Contractor shall notify the Owner and Landscape Architect of poor drainage conditions in writing and written direction will be provided to the contractor of appropriate soil mixture specification to be used.
2. All fertilizers shall meet the City of Stuart & Martin County's fertilizer ordinance.

Landscape Details



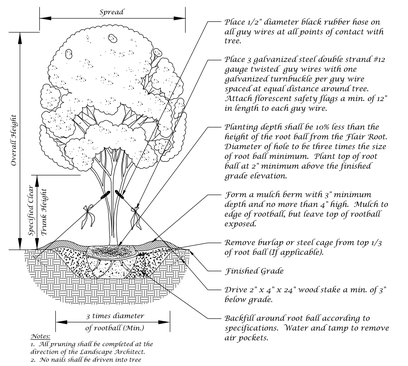
Large Tree Planting Detail (5" Caliper or Greater)

Not to Scale



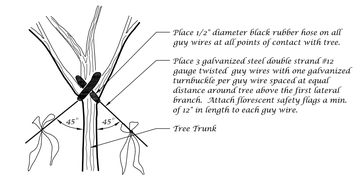
Tree Planting Detail

Not to Scale



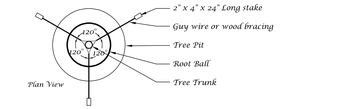
Multi-Trunk Tree Planting Detail

Not to Scale



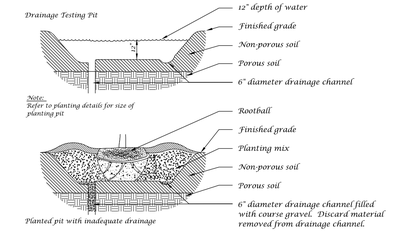
Guy Wire Attachment Detail

Not to Scale



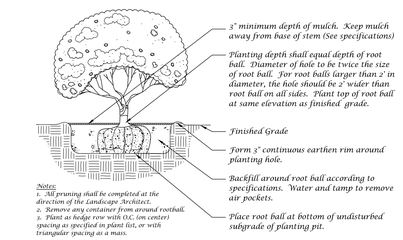
Staking Detail

Not to Scale



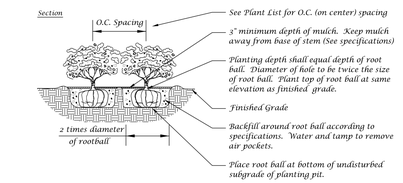
Drainage Testing Detail

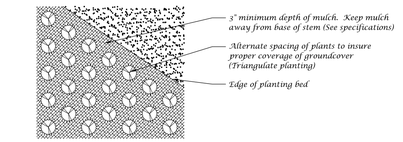
Not to Scale



Shrub Detail

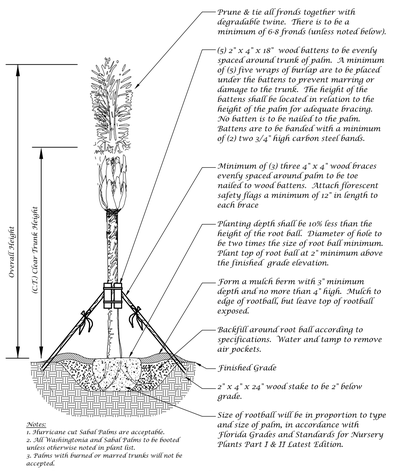
Not to Scale





Ground Cover Detail

Not to Scale



Palm Planting Detail

Not to Scale

Landscape Plan

Conceptual Design Group, Inc.
Landscape Architecture - Site Planning
900 East Ocean Boulevard, Suite 130d
Stuart, Florida 34994
(772) 344-2340
LC. 26000198

Atlantic Point Marina
City of Stuart, Florida

Job No.	21-0609
Drawn By	JWS
Submittal Dates	8-27-2021
12-3-2021	2-21-2022
3-31-2022	4-14-2022
	4-21-2022
Revision Dates	
City Comments #1	12-3-2021
City Comments #2	2-21-2022
City Meeting	3-31-2022
Comments #3	4-14-2022
Comments #4	4-21-2022

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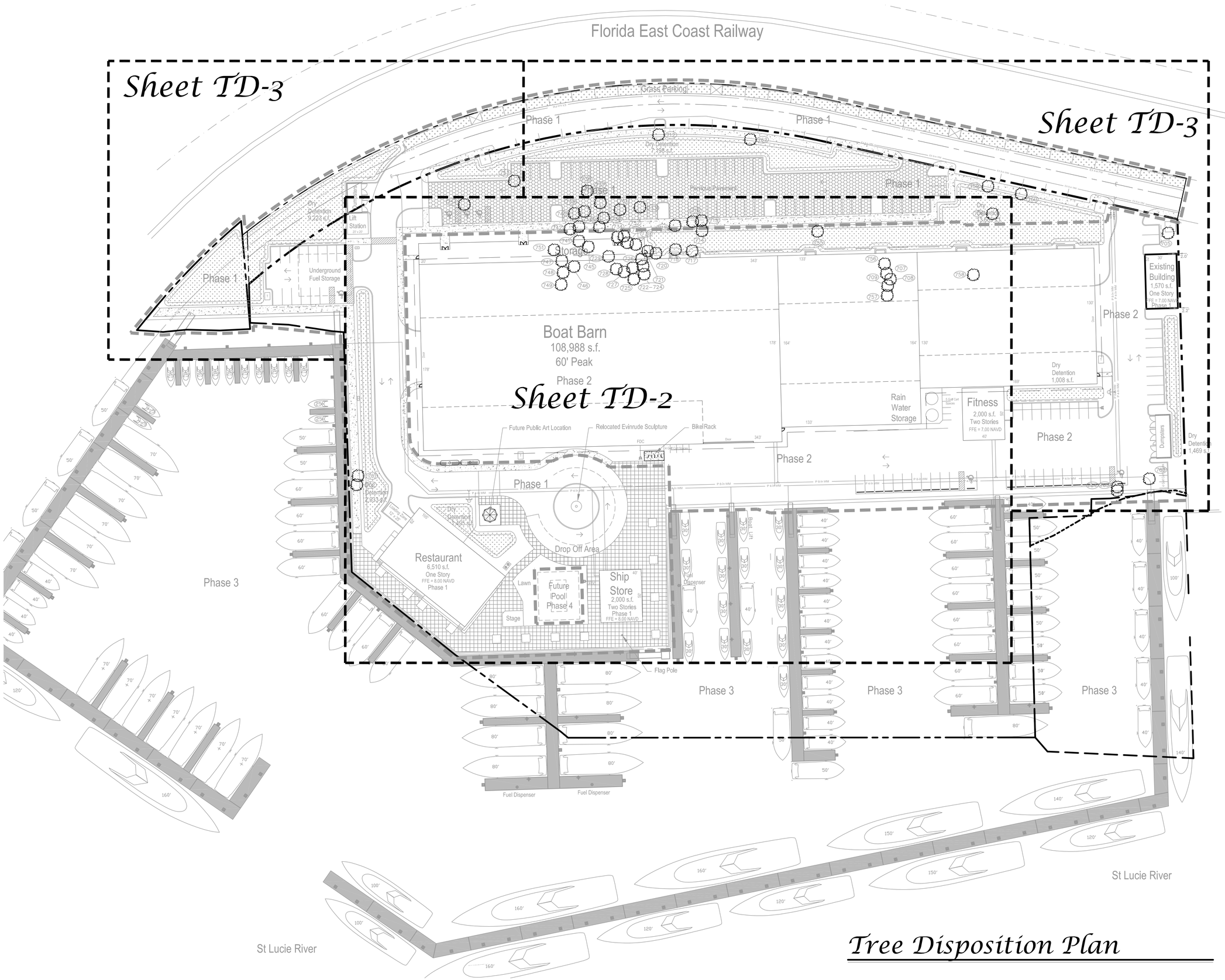
Sheet L-5 of 5



Tree Disposition Plan

North
Scale: 1" = 40'
0 20' 40' 80'

Conceptual Design Group, Inc.
Landscape Architecture - Site Planning
900 East Ocean Boulevard, Suite 130d
Stuart, Florida 34994
(772) 344-2340
LC: 26000198

Atlantic Point Marina
City of Stuart, Florida

Job No.	21-0609
Drawn By	JWS
Submittal Dates	9-21-2021
	12-3-2021
	3-7-2022
Revision Dates	
City Comments #1	12-3-2021
City Comments #2	3-7-2022

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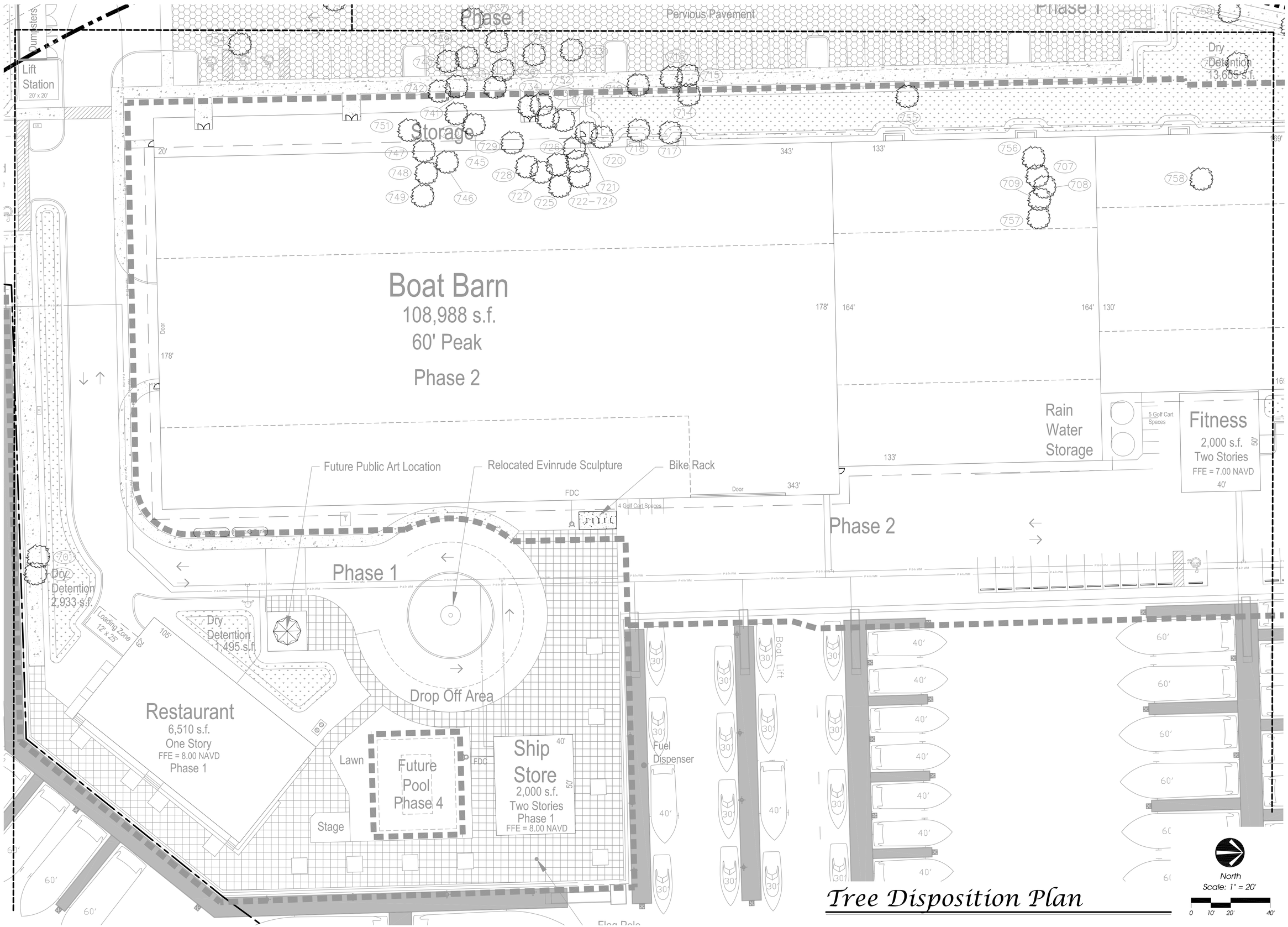
Sheet TD-1 of 4



Tree Disposition Plan

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Landscape Architecture - Site Planning
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Stuart, Florida 34994
(772) 344-2340
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Atlantic Point Marina
City of Stuart, Florida

Job No.	21-0609
Drawn By	JWS
Submittal Dates	9-21-2021
	12-3-2021
	3-7-2022
Revision Dates	
City Comments #1	12-3-2021
City Comments #2	3-7-2022

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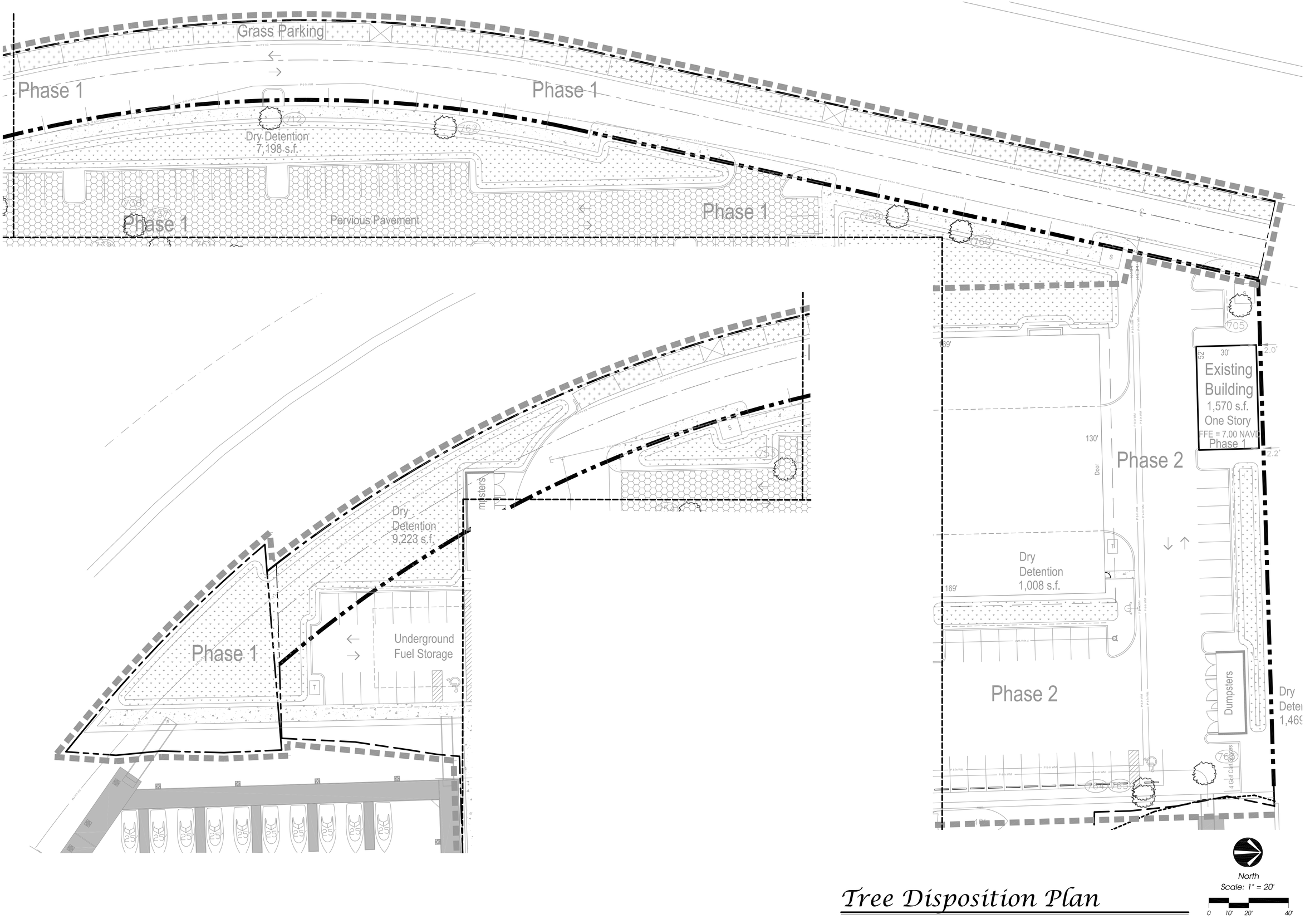
Sheet TD-2 of 4



Tree Disposition Plan

Conceptual Design Group, Inc.

Landscape Architecture - Site Planning

900 East Ocean Boulevard, Suite 130d
Stuart, Florida 34994
(772) 344-2340
LC: 26000198

Atlantic Point Marina

City of Stuart, Florida

Job No.	21-0609
Drawn By	JWS
Submittal Dates	9-21-2021
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Revision Dates	
City Comments #1	12-3-2021
City Comments #2	3-7-2022

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Sheet TD-3 of 4

Tree & Palm Legend & Disposition Chart

SYMBOL	SPECIES	COMMON NAME	NATIVE
CU	COCOLOBA UVIFERA	SEAGRAPE	Y
DT	DIOSPYROS TEXANA	TEXAS PERSIMMON	Y
FI	FICUS BENJAMINA	WEEPING FIG	N
HK	BAUHINIA BLAKEANA	HONG KONG ORCHID	N
LI	LAGERSTROEMIA INDICA	CREPE MYRTLE	N
MN	MANGIFERA INDICA	MANGO	N
AW	ACOELOR WRIGHTII	PAUROTIS PALM	Y
CN	COCUS NUCIFERA	COCONUT	N
PR	PHOENIX RECLINATA	SENEGAL DATE PALM	N
SP	SABAL PALMETTO	SABAL PALM	Y

Tree/Palm #	Tree/Palm Type	D.B.H.	Spread	Height	C.T.	Remove	Remain	Relocate	Mitigation Required	Notes
701	SP				23	X			N	Poor Condition
702	SP				22	X			N	Poor Condition
705	PR			30'	30'			X	N	Specimen
706	FI	49	40	40		X			N	Fair Condition
707	SP				18	X			N	
708	SP				18	X			N	
709	SP				16	X			N	
712	SP				10	X			N	
713	SP				18	X			N	
714	SP				18	X			N	
715	SP				20	X			N	
716	SP				25	X			N	
717	SP				25	X			N	
718	SP				28	X			N	
719	SP				30	X			N	
720	SP				22	X			N	
721	SP				25	X			N	Severe Trunk Damage
722	SP				22	X			N	
723	SP				22	X			N	
724	SP				20	X			N	
725	SP				20	X			N	
726	SP				25	X			N	
727	SP				20	X			N	
728	SP				28	X			N	
729	SP				25	X			N	
730	SP				22	X			N	
731	SP				30	X			N	
732	SP				22	X			N	
733	SP				26	X			N	
734	SP				22	X			N	
735	SP				20	X			N	
736	SP				25	X			N	
737	SP				25	X			N	
738	SP				22	X			N	
739	SP				28	X			N	Split Trunk
740	SP				35	X			N	
741	SP				30	X			N	
742	SP				30	X			N	
743	SP				35	X			N	
745	SP				30	X			N	
746	SP				25	X			N	
747	SP				30	X			N	
748	SP				25	X			N	Severe Trunk Damage
749	SP				20	X			N	Severe Trunk Damage
750	SP				30	X			N	
751	SP				30	X			N	
752	SP				28	X			N	
753	SP				30	X			N	
754	SP				30	X			N	
755	HK	38	30	25		X			N	Poor Condition/Exotic
756	CU	Clump	25	25		X			N	Poor Condition/Bad Root System - Trunks 6,7,9,10,12,12
757	SP				18	X			N	
758	MN	18	35	35		X			N	Fruit Tree
759	DT	10	20	15		X			N	Severe Lean/Fallen
760	LI	Clump	15	15		X			N	Trunks 3,3,4,6
761	SP				20	X			N	Four Suckers
762	AW	Clump		12	12	X			N	Poor Condition
763	CN				10	X			N	Consider Relocation
764	CN				6	X			N	Consider Relocation
765	CU	Clump	30	30		X			N	Fair Condition, Severe Lean, Adjacent To Shoreline W/ Exposed Roots

Tree Disposition Plan

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Landscape Architecture - Site Planning
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Atlantic Point Marina
City of Stuart, Florida

Job No. 21-0609
Drawn By JWS
Submittal Dates 9-21-2021
12-3-2021
3-7-2022

Revision Dates
City Comments #1 12-3-2021
City Comments #2 3-7-2022

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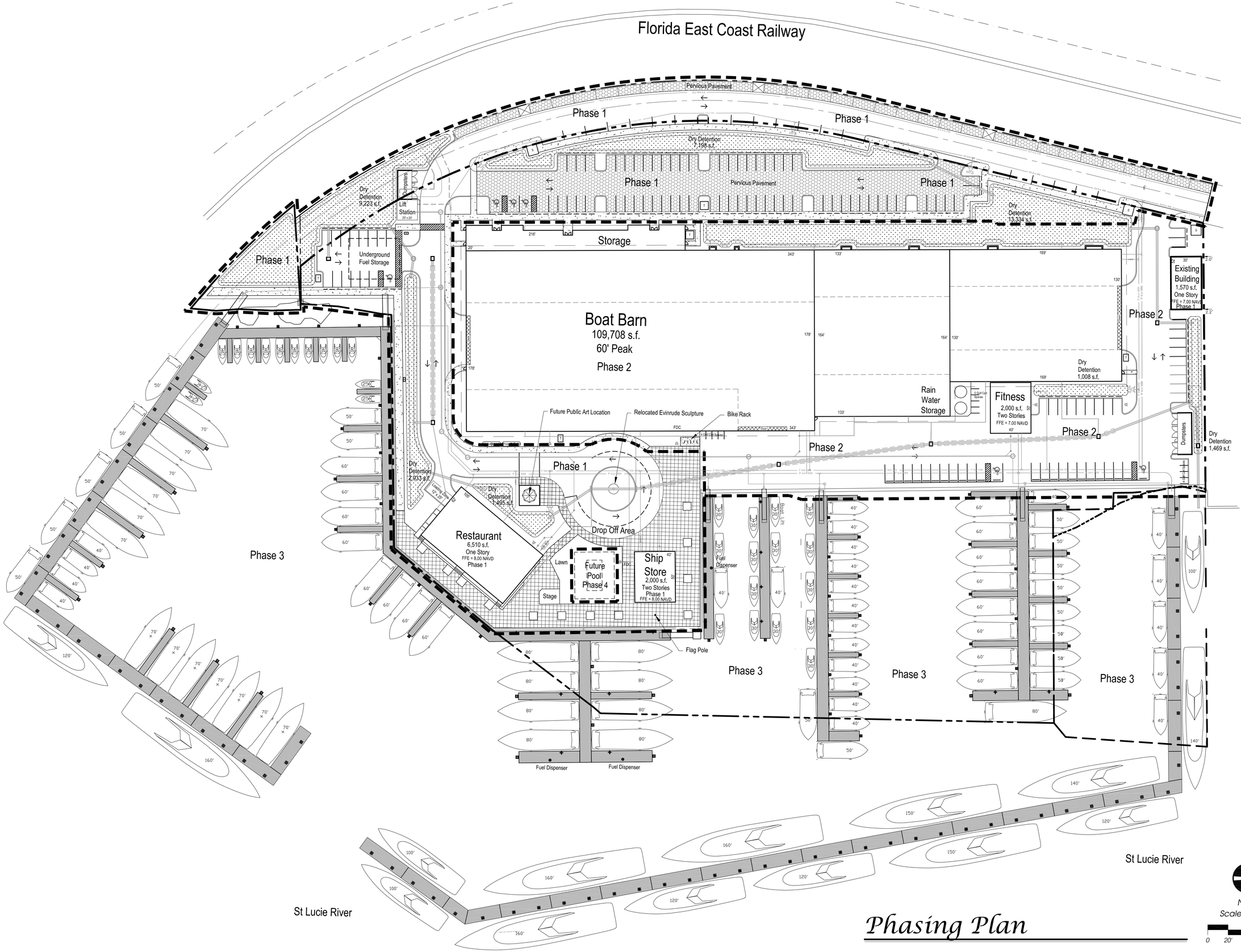
Sheet TD-4 of 4



Phasing Plan

North
Scale: 1" = 40'

0 20' 40' 80'

Conceptual Design Group, Inc.
Landscape Architecture - Site Planning
900 East Ocean Boulevard, Suite 130d
Stuart, Florida 34994
(772) 344-2340
LC: 26000198

Atlantic Point Marina

City of Stuart, Florida

Job No.	21-0609
Drawn By	JWS
Submittal Dates	11-16-2021
	12-3-2021
	2-21-2022
Revision Dates	
City Comments #1	12-3-2021
City Comments #2	2-21-2022

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Sheet 1 of 1

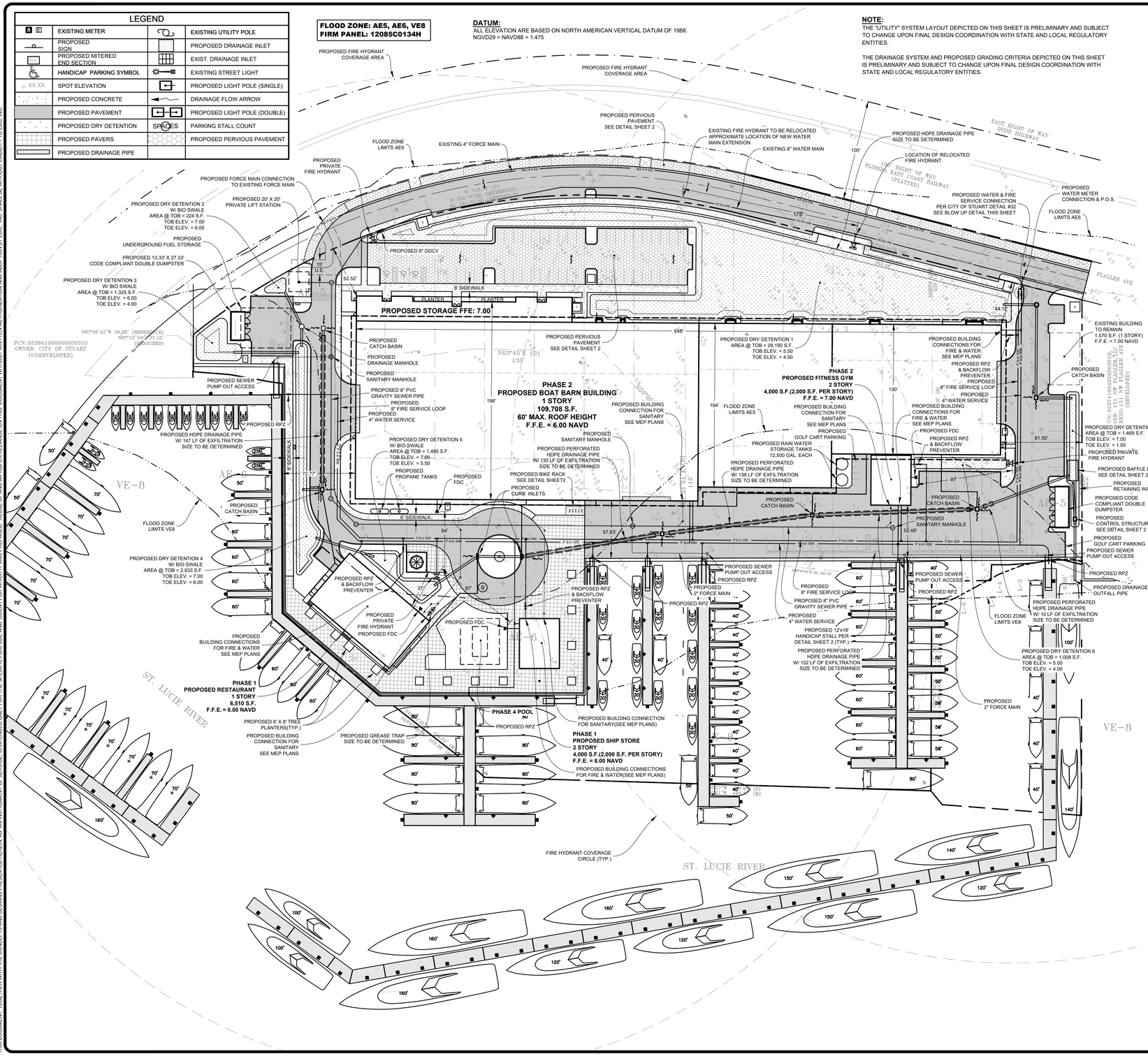
LEGEND			
	EXISTING METER		EXISTING UTILITY POLE
	PROPOSED SIGN		PROPOSED DRAINAGE INLET
	PROPOSED MITERED END SECTION		EXIST. DRAINAGE INLET
	HANDICAP PARKING SYMBOL		EXISTING STREET LIGHT
XX.XX	SPOT ELEVATION		PROPOSED LIGHT POLE (SINGLE)
	PROPOSED CONCRETE		DRAINAGE FLOW ARROW
	PROPOSED PAVEMENT		PROPOSED LIGHT POLE (DOUBLE)
	PROPOSED DRY DETENTION	SPACES	PARKING STALL COUNT
	PROPOSED PAVERS		PROPOSED PERVIOUS PAVEMENT
	PROPOSED DRAINAGE PIPE		

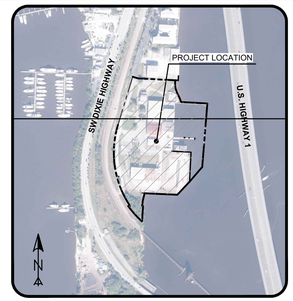
FLOOD ZONE: AE5, AE6, VE8
FIRM PANEL: 12085C0134H

DATUM:
ALL ELEVATION ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988.
NGVD29 = NAVD88 + 1.475

NOTE:
THE "UTILITY" SYSTEM LAYOUT DEPICTED ON THIS SHEET IS PRELIMINARY AND SUBJECT TO CHANGE UPON FINAL DESIGN COORDINATION WITH STATE AND LOCAL REGULATORY ENTITIES.

THE DRAINAGE SYSTEM AND PROPOSED GRADING CRITERIA DEPICTED ON THIS SHEET IS PRELIMINARY AND SUBJECT TO CHANGE UPON FINAL DESIGN COORDINATION WITH STATE AND LOCAL REGULATORY ENTITIES.





VICINITY MAP
SCALE: 1" = 500'

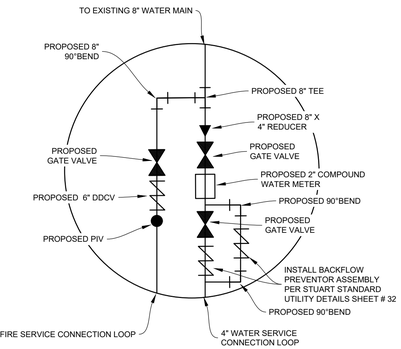
(IN FEET)
1 inch = 50 ft.

FIRE HYDRANTS WITHIN 1000':
FIRE HYDRANT 220' NORTH OF THE NORTHWEST CORNER OF THE SITE.
FIRE HYDRANTS LOCATED IN PROPERTY TO BE PRIVATELY MAINTAINED.

DRAINAGE STATEMENT:
THE PROPOSED PROJECT WILL CONSTRUCT A MASTER STORWATER MANAGEMENT SYSTEM CONSISTING OF A SERIES OF INTERCONNECTED DRY DETENTION / RETENTION PONDS. THE SYSTEM WILL BE DESIGNED TO SATISFY THE APPLICABLE CRITERIA OF THE SOUTH FLORIDA WATER MANAGEMENT DISTRICT (SFWMD), CITY OF STUART, FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT), AND MARTIN COUNTY. THE PROJECT WILL PROVIDE THE REQUIRED 0.50" OF DRY PRE-TREATMENT FOR THE COMMERCIAL USE AREAS BY UTILIZING A MIX OF DRY DETENTION / RETENTION PONDS. THE PROJECT WILL REQUIRE A NEW INDIVIDUAL PERMIT THROUGH SFWMD.

UTILITY STATEMENT:
WATER, SEWER, AND FIRE PROTECTION SERVICE WILL BE PROVIDED BY THE CITY OF STUART UTILITIES DEPARTMENT VIA CONNECTIONS TO EXISTING MAINS LOCATED ON THE EASTERN PROPERTY BOUNDARY. ALL UTILITY DESIGN AND CONSTRUCTION WILL BE IN CONFORMANCE WITH THE LATEST STANDARDS OF THE CITY OF STUART AND THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECITON (FDEP). THE ON-SITE UTILITY SYSTEM FOR WATER, SEWER, AND FIRE PROTECTION WILL BE PRIVATELY OWNED, OPERATED, AND MAINTAINED BY THE DEVELOPER OR A DESIGNATED PROPERTY OWNERS ASSOCIATION UPON PROPER LEGAL ESTABLISHMENT. THE PRIVATE ON-SITE UTILITY INFRASTURCTURE WILL CONSIST OF A GRAVITY SEWER SYSTEM, SEWER AND WATER SERVICES TO THE BUILDINGS, GREASE TRAPS (WHERE REQUIRED), A PRIVATE FIRE PROTECTION MAIN, AND THE ASSOCIATED APPURTENANCES. ALL POINTS OF SERVICE FOR WATER AND SEWER SHALL BE LOCATED WITHIN AN EXISTING RIGHT-OF-WAY OR CITY OF STUART UTILITY EASEMENT. LIFT STATION TO BE PRIVATELY OWNED. THE PROPOSED GRAVITY SEWER WILL COLLECT WASTEWATER FROM THE VARIOUS USES AND CONVEY IT TO THE PROPOSED PRIVATE LIFT STATION. THE LIFT STATION WILL DISCHARGE TO AN EXISTING CITY OF STUART FORCE MAIN LOCATED AT THE WESTERN PROPERTY BOUNDARY. A PRIVATE FIRE PROTECTION MAIN SHALL BE CONSTRUCTED THROUGH THE DEVELOPMENT WITH CONNECTIONS TO BUILDINGS SPRINKLER SYSTEMS, HYDRANTS, AND FIRE DEPARTMENT CONNECTIONS (FDC'S). THE DEVELOPER SHALL FILE ALL REQUIRED PERMITS AND AGREEMENTS PRIOR TO CONSTRUCTING OR MODIFYING ANY PORTION OF UTILITY INFRASTRUCTURE ASSOCIATED WITH THE APPROVED SITE PLAN. THE DEVELOPMENT WILL RECIEVE ELECTRICAL AND COMMUNICATION SERVICE FROM LOCAL PROVIDER SYSTEMS. PRIOR TO CONSTRUCTION COMPLETION THE DEVELOPER SHALL PROVIDE EASEMENTS FOR ON-SITE PRIVATE ELECTRICAL AND COMMUNICATION UTILITIES WHERE REQUIRED.

PHASING:
ALL PROPOSED WATER INFRASTRUCTURE(MAINS, FIRE HYDRANTS, METER ASSEMBLIES, BACKFLOW DEVICES, ETC.) WITHIN AND/OR ADJACENT TO THE NW FLAGLER AVENUE RIGHTS OF WAY MUST BE CONSTRUCTED, FDEP CERTIFIED AND ACCEPTED BY THE CITY OF STUART. ALL APPLICABLE CITY OF STUART ACCOUNTS MUST BE ESTABLISHED/FEES PAID IN FULL AND IN SERVICE BY THE COMPLETION OF PHASE 1.



WATER & FIRE SERVICE
CONNECTION BLOW UP DETAIL

ENGINEERS ✪ SURVEYORS
ENVIRONMENTAL
10250 VILLAGE PARKWAY
SUITE 201
PORT ST. LUCIE, FL 34987
772-462-2455
www.edc-inc.com
F.B.P.E. CERTIFICATE OF AUTHORIZATION 9935
L.B. CERTIFICATE OF AUTHORIZATION 8098

RJK | DESIGNED BY
VER | DRAWN BY
21-393 eng rl6 4-20-22.dwg | FILENAME
PRELIM ENG | LAYOUT
AS SHOWN | SCALE
20APR22 | DATE

REVISION COMMENTS | DATE

ATLANTIC POINT MARINA
PRELIMINARY
UTILITY & DRAINAGE PLAN
CITY OF STUART FLORIDA

R.J. KENNEDY, P.E. (DATE)
#56218
10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

21-393

1 OF 2

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADOPTION BY EDC, INC. SHALL BE WITHOUT LIABILITY TO EDC, INC.

Z:\EDC 2021\21-393 - Stratcon - 75 Flagler - Atlantic Point Marina\ENGINEERING\AutoCAD\DWGs\21-393 Eng Rl 4-20-22.dwg, 4/21/2022 2:24:53 PM

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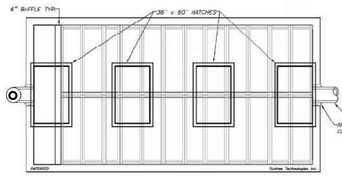
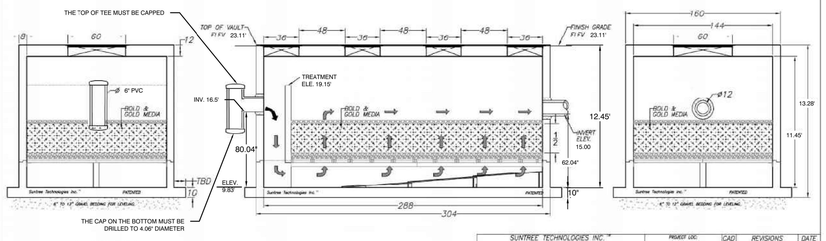
SUNTREE TECHNOLOGIES INC.™ NUTRIENT REMOVING FILTRATION SYSTEM™ MODEL NO: NRFS-12-24

GENERAL NOTES:
1. Pipe Inflow Area = 1200 ft²
2. Cubic feet of Media = 600 ft³
3. FLOOR OF VAULT TO HAVE HYDRO-SLIDE SYSTEM.
4. CONCRETE 28 DAY COMPRESSIVE STRENGTH FC=5000 PSI
5. REINFORCING: ASTM A-615 GRADE 60
6. SUPPORTS AN H20 LOADING AS INDICATED BY AASHTO.
7. JOINT SEALANT: BUTYL RUBBER SS-S-00210
8. ALL WALLS 8", BOTTOM 10", & TOP TO BE 12" THICK
9. INFLOW AND OUTFLOW PIPES ARE TO BE FLUSH WITH THE INSIDE SURFACE OF THE CONCRETE STRUCTURE. (CAN NOT INTRUDE BEYOND FLUSH)
10. MANUFACTURER TO SUPPLY ALL MATERIALS UNLESS OTHERWISE NOTED.
11. MINIMUM CRITICAL DIMENSIONS ARE SHOWN IN A PENTAGON BLOCK

INSTALLATION NOTES:
1. CONTRACTOR TO PROVIDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS REQUIRED TO OFFLOAD AND INSTALL THE SYSTEM AND APPURTENANCES IN ACCORDANCE WITH THIS DRAWING AND THE MANUFACTURERS SPECIFICATIONS, UNLESS OTHERWISE STATED IN MANUFACTURERS CONTRACT.
2. UNIT MUST BE INSTALLED ON LEVEL BASE. MANUFACTURER RECOMMENDS A MINIMUM OF 6" LEVEL ROCK BASE UNLESS CERTIFIED BY THE GEOTECH ENGINEER. CONTRACTOR IS RESPONSIBLE TO VERIFY PROJECT ENGINEERS RECOMMENDED BASE SPECIFICATIONS.
3. ALL PIPES MUST BE FLUSH WITH INSIDE SURFACE OF CONCRETE. (PIPES CANNOT INTRUDE BEYOND FLUSH). ALL PIPES SHALL BE SEALED WATER TIGHT WITH A NON-SHRINK GROUT PER MANUFACTURERS STANDARD CONNECTION DETAIL AND SHALL MEET OR EXCEED REGIONAL PIPE CONNECTION STANDARDS.
4. CONTRACTOR TO SUPPLY AND INSTALL ALL EXTERNAL CONNECTING PIPES.
5. CONTRACTOR RESPONSIBLE FOR INSTALLATION OF ALL RISERS, MANHOLES, AND HATCHES (UNLESS CAST INTO THE TOP). CONTRACTOR TO GROUT ALL MANHOLES AND HATCHES TO MATCH FINISH SURFACE UNLESS SPECIFIED OTHERWISE.
6. WEIGHT OF BOLD AND GOLD BOXES SHALL BE VERIFIED WITH MANUFACTURER BY CONTRACTOR TO PREVENT FLOTATION. ADD CONCRETE BALLAST AS NEEDED.





SUNTREE TECHNOLOGIES INC. 7591 CLEARLAKE RD. ELITE #3 COCOA, FL. 32922	PROJECT LOC.	CAD: A.B.I.	REVISIONS: ----------
NUTRIENT REMOVING FILTRATION SYSTEM MODEL NO: NRFS-12-24	PROJECT NAME:		
START DATE: 00/00/00 SCALE: N/A			
DRAWN: A.B.I. UNITS: INCHES			
CHECKED BY: A.B.I. PC #: 00000	02-00-00-00-00		

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302-113B

REVISION DATE 13/10/2011

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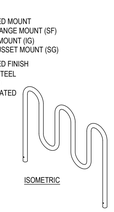
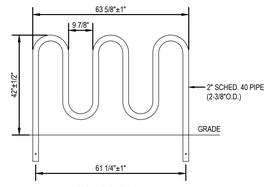
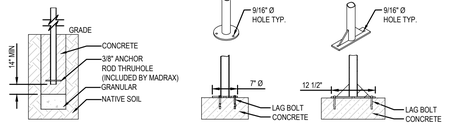
1080 UNIEK DRIVE
WAUNAKEE, WI 53597
TOLL FREE: 1-800-448-7931
PHONE: (608) 849-1080
FAX: (608) 849-1081
www.madrax.com

☑ SELECT DESIRED MOUNT
☐ SURFACE FLANGE MOUNT (SF)
☐ IN-GROUND MOUNT (IG)
☐ SURFACE GUSSET MOUNT (SG)

☑ SELECT DESIRED FINISH
☐ STAINLESS STEEL
☐ GALVANIZED
☐ POWDER COATED



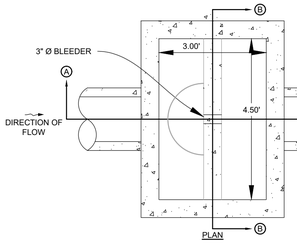


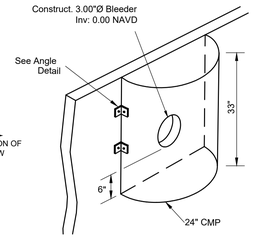


NOTES:
1. INSTALL BIKE RACKS ACCORDING TO MANUFACTURER'S SPECIFICATIONS.
2. DO NOT SCALE DRAWINGS.
3. CONSULTANT TO SELECT COLOR (FINISH), SEE MANUFACTURER'S SPECIFICATIONS.
4. SEE SITE PLAN FOR LOCATION OR CONSULT OWNER.
5. SPECIFICATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE.
6. CONTRACTORS NOTE: FOR PRODUCT AND COMPANY INFORMATION VISIT www.CADdetails.com/info REFERENCE NUMBER 302-113B.

HEAVY DUTY WINDER BIKE RACK

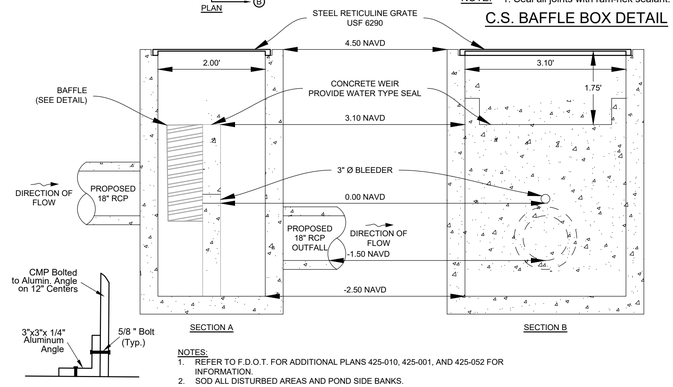
7 BIKE, SURFACE OR IN GROUND MOUNT





NOTE: 1. Seal all joints with ram-nek sealant.

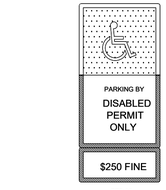
C.S. BAFFLE BOX DETAIL



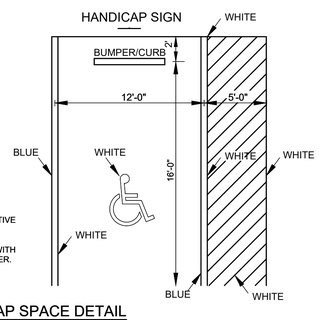
ANGLE DETAIL

NOTES:
1. REFER TO F.D.O.T. FOR ADDITIONAL PLANS 425-010, 425-001, AND 425-052 FOR INFORMATION.
2. SOD ALL DISTURBED AREAS AND POND SIDE BANKS.

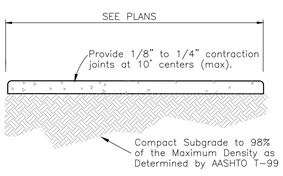
CS 1 TYPE "C" CONTROL STRUCTURE



NOTES:
1. TOP PORTION OF FTP 25 & 26 SHALL HAVE A REFLECTIVE BLUE BACKGROUND WITH WHITE REFLECTIVE SYMBOL AND BORDER.
2. BOTTOM PORTION SHALL HAVE A REFLECTIVE WHITE BACKGROUND WITH BLACK OPAQUE LEGEND AND BORDER.
3. FTP 25 & 26 MAY BE FABRICATED ON ONE PANEL OR TWO.
4. FTP 25 IS FOR USE IN AREAS WHERE SPACE IS LIMITED.



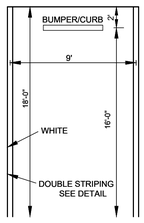
HANDICAP SPACE DETAIL



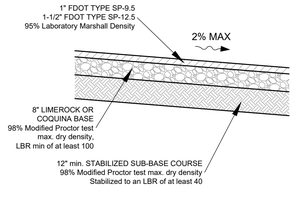
NOTES:
1. Use 3,000 P.S.I. Concrete At 28 Days for sidewalk construction.
2. Sidewalk thickness to be increased to 6" thick at driveway locations.
3. All repairs required during construction shall be removed and replaced 10' minimum to next full joint.
4. All sidewalk within FDOT right-of-way to be constructed per Standard plans 522-001.

4" THICK ON-SITE SIDEWALK DETAIL

NOT TO SCALE

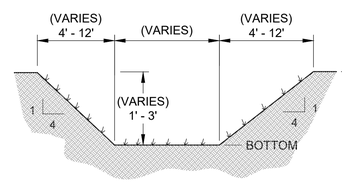


18' PARKING STALL DETAIL



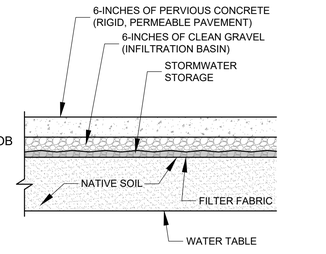
TYPICAL ON-SITE PAVEMENT SECTION

NOT TO SCALE

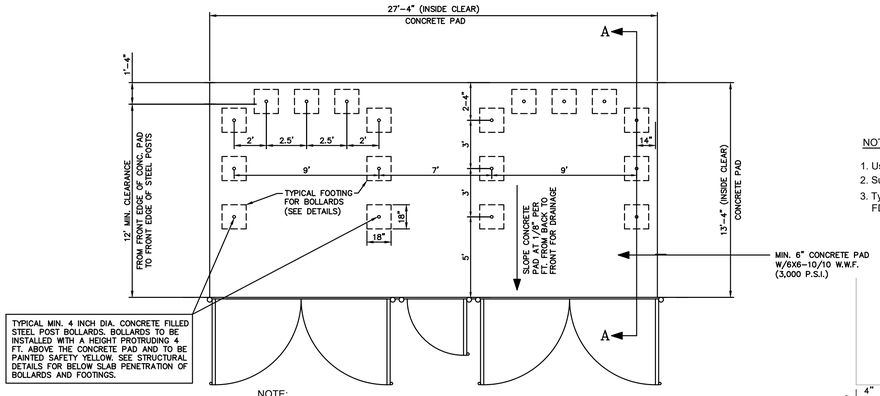


TYPICAL DRY RETENTION SECTION

*NOTE: SOD ALL DISTURBED AREAS



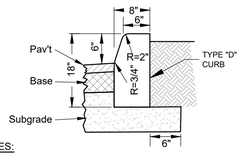
PERVIOUS CONCRETE TYPICAL SECTION W/ GRAVEL BED



NOTE:
DUMPSTER ENCLOSURE INTERIOR AND GATE DIMENSIONS CANNOT BE ALTERED.

CITY OF STUART DUMPSTER ENCLOSURE – STRUCTURAL PLAN
DOUBLE DUMPSTER w/ RECYCLING

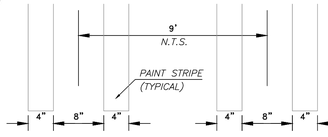
N.T.S.



NOTES:
1. Use 3,000 P.S.I. concrete at 28 days for construction.
2. Subgrade to extend an additional 6" beyond Type "D" Curb.
3. Type "D" Curb to be constructed in accordance with FDOT Standard plans 520-001.

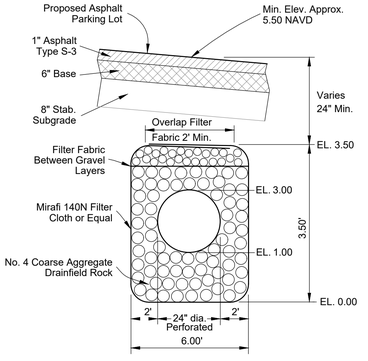
TYPE "D" CURB

NOT TO SCALE



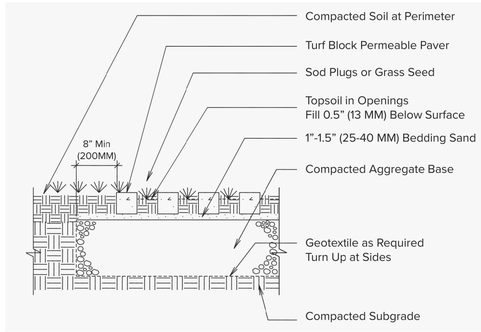
NOTE:

DOUBLE STRIPING DETAIL



NOTE:
1. C.M.P. Connecting band bolts to be located on the side of pipe.

EXFILTRATION TRENCH



TURF BLOCK DETAIL

NOTES:
BASE THICKNESS VARIES WITH TRAFFIC, CLIMATE AND SUBGRADE
6" MINIMUM BASE THICKNESS FOR RESIDENTIAL DRIVEWAYS
8" MINIMUM BASE THICKNESS FOR FIRELANES & PARKING LOTS

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L.B. CERTIFICATE OF AUTHORIZATION 8098

RJK | DESIGNED BY
VER | DRAWN BY
21-393 eng /6.4-20-22.dwg | FILENAME
PRELIM ENG DETAILS | LAYOUT
AS SHOWN | SCALE
20APR22 | DATE

REVISION COMMENTS | DATE

ATLANTIC POINT MARINA

PRELIMINARY ENGINEERING PLAN

CITY OF STUART | FLORIDA

R.J. KENNEDY, P.E. (DATE)
#56218
10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

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2 OF 2

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LEGEND			
	EXISTING METER		EXISTING UTILITY POLE
	PROPOSED SIGN		PROPOSED DRAINAGE INLET
	PROPOSED MITERED END SECTION		EXIST. DRAINAGE INLET
	HANDICAP PARKING SYMBOL		EXISTING STREET LIGHT
XX.XX	SPOT ELEVATION		PROPOSED LIGHT POLE (SINGLE)
	PROPOSED CONCRETE		DRAINAGE FLOW ARROW
	PROPOSED PAVEMENT		PROPOSED LIGHT POLE (DOUBLE)
	PROPOSED DRY DETENTION	SPACES	PARKING STALL COUNT
	PROPOSED PAVERS		PROPOSED PERVIOUS PAVEMENT
	PROPOSED DRAINAGE PIPE		

0 50

(IN FEET)
1 inch = 50 ft.

EAST RIGHT OF WAY
DIXIE HIGHWAY

100' RIGHT OF WAY
FLORIDA EAST COAST RAILWAY
(PLATTED)

FLAGLER AVE

PCN:05384100000000310
OWNER: CITY OF STUART
(UNDEVELOPED)

PCN:33374100400000619
OWNER: 131 NW FLAGLER LLC
ADDRESS: 131 NW FLAGLER AVE
(DEVELOPED)

AE-5

VE-8

AE-6

AE-7

AE-8

ST. LUCIE RIVER

ST. LUCIE RIVER

General Data

Name: SU-30
Library: AASHTO 2011 (US)
Region: North America
Type: Medium Truck CB
Class: Commercial Truck
Lock to Lock Time: 6.0 sec.
Steering Lock Angle: 31.8 deg.
Creation Units: feet

Displayed Data

(•) Plan View Data ( ) Profile View Data
Display Units: feet

Overall Vehicle Length: 30.00 ft

Current Part Data

Tractor: Full
Width: 8.00

Steering: Front Only

30.00
4.00 20.00 0.00

Front Axle Group
Axles: 1
Wheels: 2
Track: 8.00 ft

Rear Axle Group
Axles: 1
Wheels: 4
Track: 8.00 ft

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DESIGNED BY	RJK
DRAWN BY	VER
FILENAME	21-393 eng r6 autotum.dwg
DELIVERY	
LAYOUT	
SCALE	AS SHOWN
DATE	2022

REVISION COMMENTS

DATE

ATLANTIC POINT MARINA

VEHICULAR CIRCULATION PLAN
DELIVERY TRUCK

CITY OF STUART FLORIDA

R.J. KENNEDY, P.E. (DATE)
#56218

10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
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LEGEND			
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	PROPOSED SIGN		PROPOSED DRAINAGE INLET
	PROPOSED MITERED END SECTION		EXIST. DRAINAGE INLET
	HANDICAP PARKING SYMBOL		EXISTING STREET LIGHT
XX.XX	SPOT ELEVATION		PROPOSED LIGHT POLE (SINGLE)
	PROPOSED CONCRETE		DRAINAGE FLOW ARROW
	PROPOSED PAVEMENT		PROPOSED LIGHT POLE (DOUBLE)
	PROPOSED DRY DETENTION	SPACES	PARKING STALL COUNT
	PROPOSED PAVERS		PROPOSED PERVIOUS PAVEMENT
	PROPOSED DRAINAGE PIPE		

0 50

(IN FEET)
1 inch = 50 ft.

EAST RIGHT OF WAY
DIXIE HIGHWAY

100' RIGHT OF WAY
FLORIDA EAST COAST RAILWAY
(PLATTED)

FLAGLER AVE

PCN:05384100000000310
OWNER: CITY OF STUART
(UNDEVELOPED)

PCN:33374100400200619
OWNER: 131 NW FLAGLER LLC
ADDRESS: 131 NW FLAGLER AVE
(DEVELOPED)

AE-5

VE-8

AE-6

VE-6

ST. LUCIE RIVER

ST. LUCIE RIVER

General Data

Name: Stuart Fire Truck
Library: Custom
Region: Local
Type: Fire Truck 2
Class: Emergency - Fire - Pumper
Lock to Lock Time: 6.0 sec.
Steering Lock Angle: 45.0 deg.

Displayed Data

(•) Plan View Data ( ) Profile View Data

Creation Units: inches

Overall Vehicle Length: 456.0 in

Current Part Data

Tractor: Full
Width: 114.0

Steering: Front Only

456.0
101.4 230.7 0.0

Front Axle Group
Axles: 1
Wheels: 2
Track: 82.9 in

Rear Axle Group
Axles: 2
Wheels: 4
Track: 82.9 in

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L.B. CERTIFICATE OF AUTHORIZATION 8098

DESIGNED BY	RJK
DRAWN BY	VER
FILENAME	21-393 eng r6 autotum.dwg
LAYOUT	FIRE TRUCK
SCALE	AS SHOWN
DATE	2022

REVISION COMMENTS

DATE

ATLANTIC POINT MARINA

VEHICULAR CIRCULATION PLAN
STUART FIRE TRUCK (LARGEST)

CITY OF STUART FLORIDA

R.J. KENNEDY, P.E. (DATE)
#56218

10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

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1 OF 1

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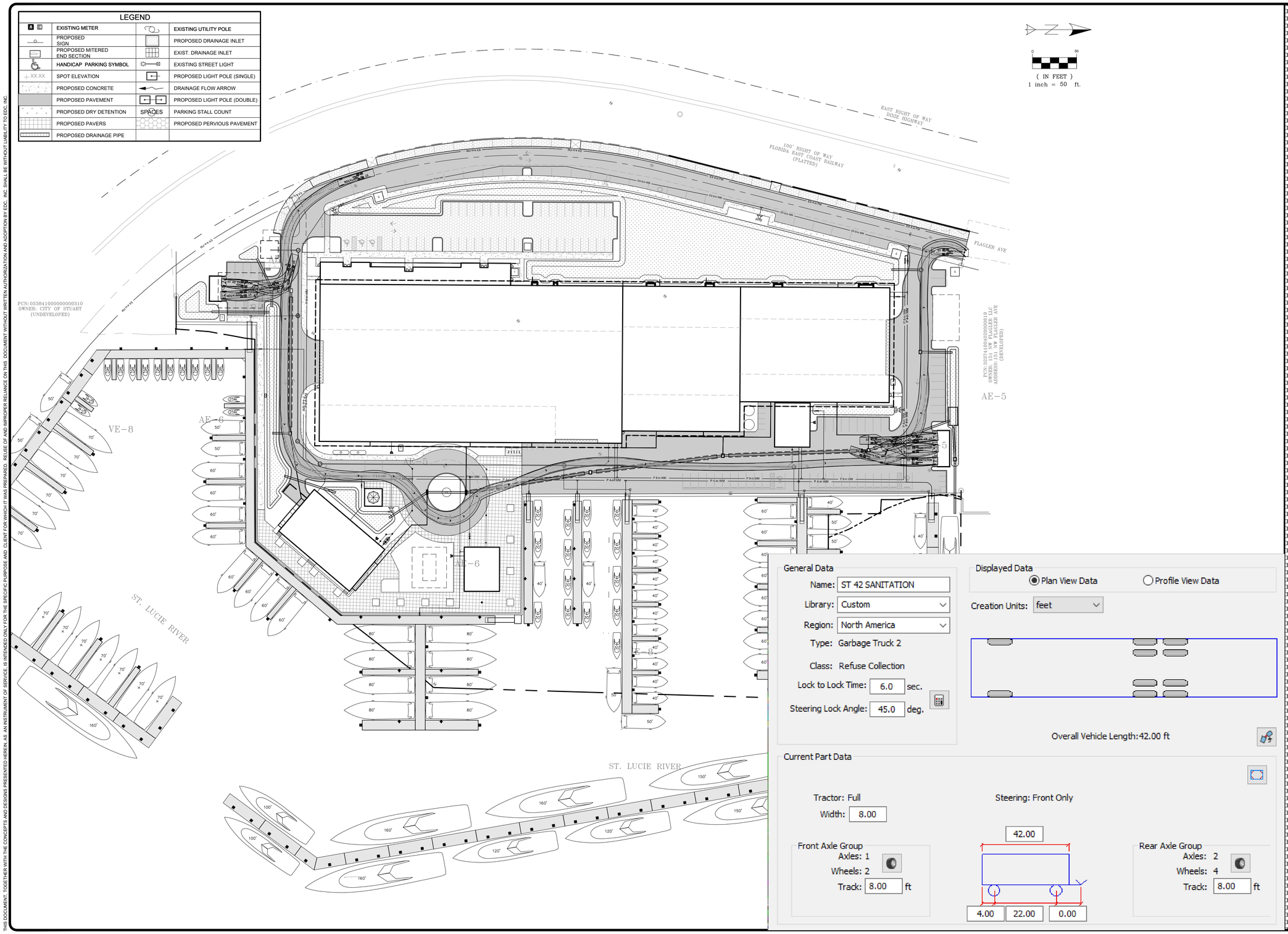
LEGEND

A E	EXISTING METER		EXISTING UTILITY POLE
	PROPOSED SIGN		PROPOSED DRAINAGE INLET
	PROPOSED MITERED END SECTION		EXIST. DRAINAGE INLET
	HANDICAP PARKING SYMBOL		EXISTING STREET LIGHT
XX.XX	SPOT ELEVATION		PROPOSED LIGHT POLE (SINGLE)
	PROPOSED CONCRETE		DRAINAGE FLOW ARROW
	PROPOSED PAVEMENT		PROPOSED LIGHT POLE (DOUBLE)
	PROPOSED DRY DETENTION	SPACES	PARKING STALL COUNT
	PROPOSED PAVERS		PROPOSED PERVIOUS PAVEMENT
	PROPOSED DRAINAGE PIPE		



General Data

Name: ST 42 SANITATION
Library: Custom
Region: North America
Type: Garbage Truck 2
Class: Refuse Collection
Lock to Lock Time: 6.0 sec.
Steering Lock Angle: 45.0 deg.

Displayed Data

(●) Plan View Data ( ) Profile View Data

Creation Units: feet

Overall Vehicle Length: 42.00 ft

Current Part Data

Tractor: Full
Width: 8.00

Steering: Front Only

Front Axle Group
Axles: 1
Wheels: 2
Track: 8.00 ft

42.00
4.00 | 22.00 | 0.00

Rear Axle Group
Axles: 2
Wheels: 4
Track: 8.00 ft

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RJK	DESIGNED BY
VER	DRAWN BY
21-393 eng r6 autoturn.dwg	FILENAME
GARBAGE	LAYOUT
AS SHOWN	SCALE
20APR22	DATE

REVISION COMMENTS | DATE

ATLANTIC POINT MARINA
VEHICULAR CIRCULATION PLAN GARBAGE TRUCK
CITY OF STUART FLORIDA

R.J. KENNEDY, P.E. (DATE)
#56218
10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
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LEGEND			
	EXISTING METER		EXISTING UTILITY POLE
	PROPOSED SIGN		PROPOSED DRAINAGE INLET
	PROPOSED MITERED END SECTION		EXIST. DRAINAGE INLET
	HANDICAP PARKING SYMBOL		EXISTING STREET LIGHT
XX.XX	SPOT ELEVATION		PROPOSED LIGHT POLE (SINGLE)
	PROPOSED CONCRETE		DRAINAGE FLOW ARROW
	PROPOSED PAVEMENT		PROPOSED LIGHT POLE (DOUBLE)
	PROPOSED DRY DETENTION	SPACES	PARKING STALL COUNT
	PROPOSED PAVERS		PROPOSED PERVIOUS PAVEMENT
	PROPOSED DRAINAGE PIPE		

0 50

(IN FEET)
1 inch = 50 ft.

EAST RIGHT OF WAY
DIXIE HIGHWAY

100' HIGHT OF WAY
FLORIDA EAST COAST RAILWAY
(PLATTED)

FLAGLER AVE

PCN: 05384100000000310
OWNER: CITY OF STUART
(UNDEVELOPED)

PCN: 333741004020000619
OWNER: 131 NW FLAGLER LLC
ADDRESS: 131 NW FLAGLER AVE
(DEVELOPED)

AE-5

VE-8

AE-6

AE-7

AE-8

ST. LUCIE RIVER

ST. LUCIE RIVER

General Data

Name: P-BM
Library: AASHTOM 2011 (US)
Region: North America
Type: Car-Boat
Class: Recreational
Lock to Lock Time: 6.0 sec.
Steering Lock Angle: 31.6 deg.
Creation Units: meters

Displayed Data

(•) Plan View Data ( ) Profile View Data

Display Units: feet

Overall Vehicle Length: 42.00 ft

Current Part Data (1\2)

Tractor: Full
Width: 7.00

Steering: Front Only

19.00
3.00 11.00 5.00

Front Axle Group
Axles: 1
Wheels: 2
Track: 6.00 ft

Rear Axle Group
Axles: 1
Wheels: 2
Track: 6.00 ft

ENGINEERS ◆ SURVEYORS
ENVIRONMENTAL

10250 VILLAGE PARKWAY
SUITE 201
PORT ST. LUCIE, FL 34987
772-462-2455
www.edc-inc.com

F.B.P.E. CERTIFICATE OF AUTHORIZATION 9935
L.B. CERTIFICATE OF AUTHORIZATION 8098

DESIGNED BY	RJK
DRAWN BY	VER
FILENAME	21-393 eng r6 autoturn.dwg
LAYOUT	VEHICLE WITH BOAT
SCALE	AS SHOWN
DATE	20APR22

REVISION COMMENTS

DATE

ATLANTIC POINT MARINA

VEHICULAR CIRCULATION PLAN
VEHICLE WITH BOAT

CITY OF STUART FLORIDA

R.J. KENNEDY, P.E. (DATE)
#56218

10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

21-393

1 OF 1

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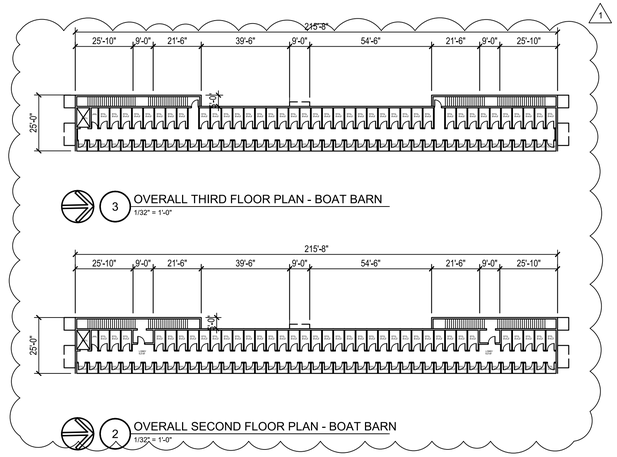
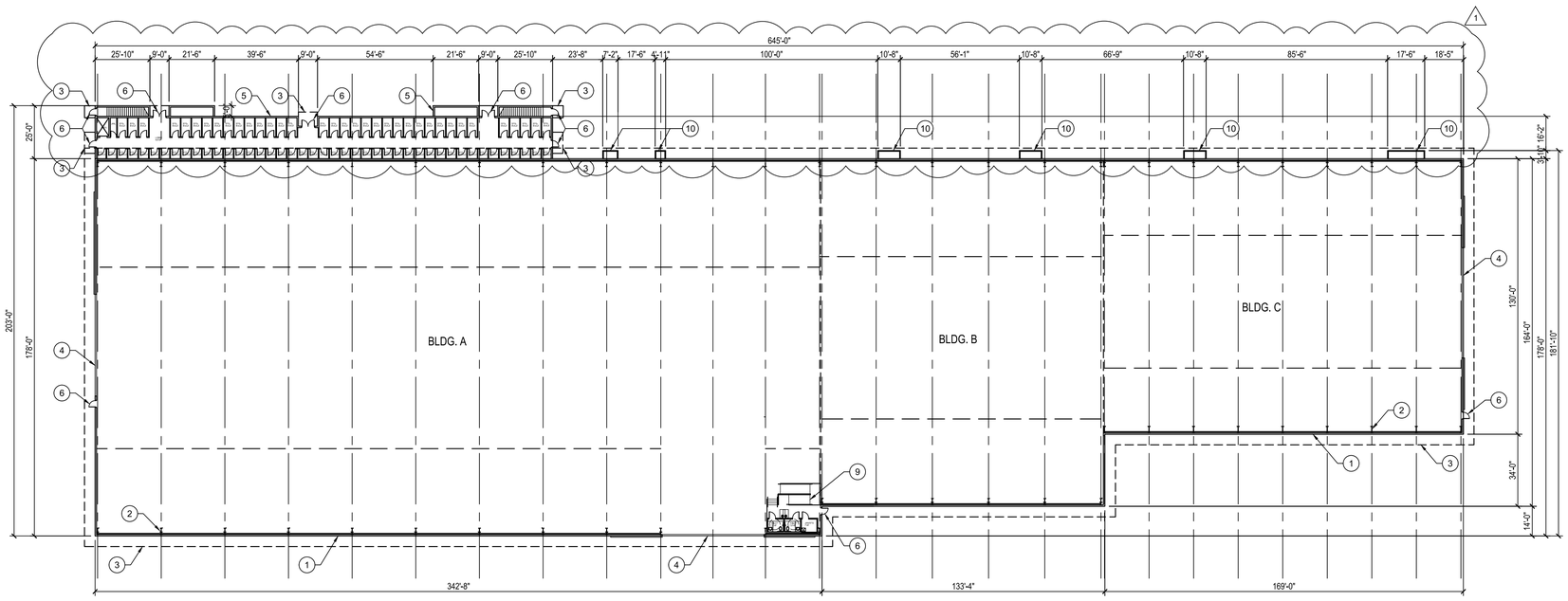
Z:\EDC-2021\21-393 - Stratton - 75 Flagler - Atlantic Point Marina\ENGINEERING\AutoCAD\DWGs\21-393 Eng R6 AUTOTURN.dwg, VEHICLE WITH BOAT, 4/22/2022 10:18:11 AM, James, EDC, Inc., EDC, Inc.





key notes

1	CONCRETE TILT-WALL, TYP
2	STEEL COLUMN, TYP
3	EDGE OF ROOF ABOVE
4	METAL BARN DOOR
5	CMU WALL, TYP
6	HOLLOW METAL DOOR, TYP
7	CONCRETE SIDEWALK
8	OVERHEAD ROLL-UP DOOR
9	ACCESSIBILITY RAMP
10	CMU PLANTER

area analysis

GROSS BUILDING AREA	119,462 SF
BOAT BARN AREA	104,831 SF
STORAGE LOCKER AREA - GROUND FLOOR	4,877 SF
STORAGE LOCKER AREA - SECOND FLOOR	4,877 SF
STORAGE LOCKER AREA - THIRD FLOOR	4,877 SF

sheet notes

1. THE DRAWING SET IS FOR DESIGN INTENT AND ALL CONDITIONS MUST BE FIELD VERIFIED.
2. CLEAR DIMENSIONS DICTATE OVER ALL OTHER DIMENSIONS.

legend

- COLUMN GRID REFERENCE NUMBER
- COLUMN GRID LINES
- NEW CONCRETE BLOCK WALL
- NEW PARTITION WALL
- WALL TYPE REFERENCE
- EXISTING WALL TO REMAIN
- AREA NOT IN CONTRACT
- ROOM NAME
- ROOM NUMBER
- ROOM AREA
- DOOR REFERENCE NUMBER (REFER TO DOOR SCHEDULE)
- NEW DOOR & FRAME
- ELEVATION ON SHEET
- SHEET NUMBER
- WINDOW TAG
- MILLWORK
- MILLWORK ABOVE

birse/thomas

5510 PGA boulevard, suite #201
palm beach gardens, fl 33418

phone 561.249.4001
AA26002397

Joseph Thomas, AIA
AR94276

ATLANTIC POINT MARINA

75 NW FLAGLER DRIVE
STUART, FL

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Atlantic Point
Yacht Club & Marina of Stuart

PROJECT NUMBER 21-330

REVISIONS

1	ADDENDUM NO. 1	02/28/2022
2		
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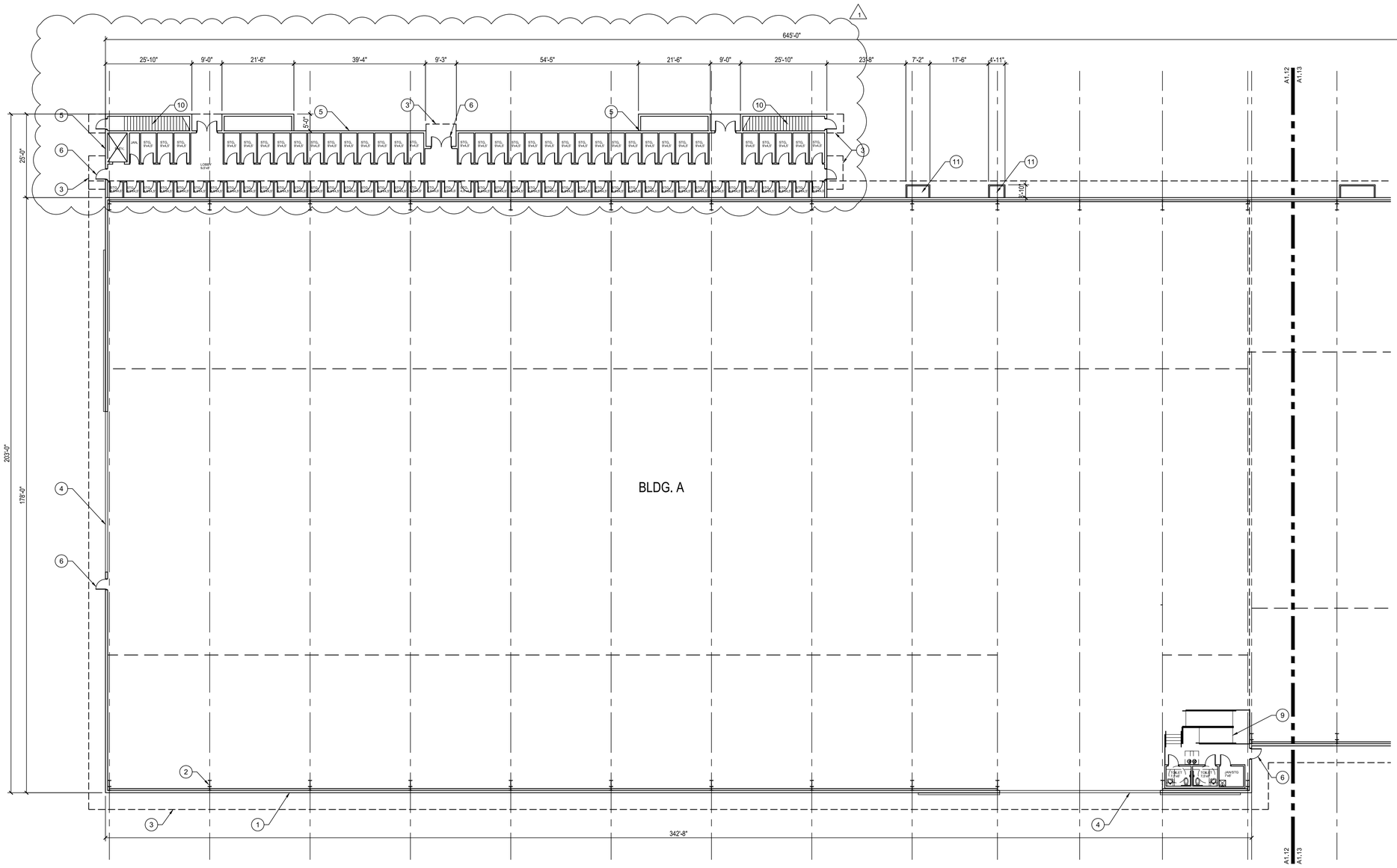
SUBMITTAL DATE 09/13/2021

SITE PLAN APPROVAL

BOAT BARN

OVERALL FLOOR PLAN

A1.11



1 FIRST FLOOR PLAN - BOAT BARN
1/16" = 1'-0"

key notes

1	CONCRETE TILT-WALL, TYP	10	METAL STAIRS
2	STEEL COLUMN, TYP	11	CMU PLANTER
3	EDGE OF ROOF ABOVE		
4	METAL BARN DOOR		
5	CMU WALL, TYP		
6	HOLLOW METAL DOOR, TYP		
7	CONCRETE SIDEWALK		
8	OVERHEAD ROLL-UP DOOR		
9	ACCESSIBILITY RAMP		

area analysis

GROSS BUILDING AREA	119,462 SF
BOAT BARN AREA	104,831 SF
STORAGE LOCKER AREA - GROUND FLOOR	4,877 SF
STORAGE LOCKER AREA - SECOND FLOOR	4,877 SF
STORAGE LOCKER AREA - THIRD FLOOR	4,877 SF

sheet notes

1. THE DRAWING SET IS FOR DESIGN INTENT AND ALL CONDITIONS MUST BE FIELD VERIFIED.
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legend

- COLUMN GRID REFERENCE NUMBER
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ATLANTIC POINT MARINA

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STUART, FL

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PROJECT NUMBER 21-330

REVISIONS
1 ADDENDUM NO. 1 02/28/2022
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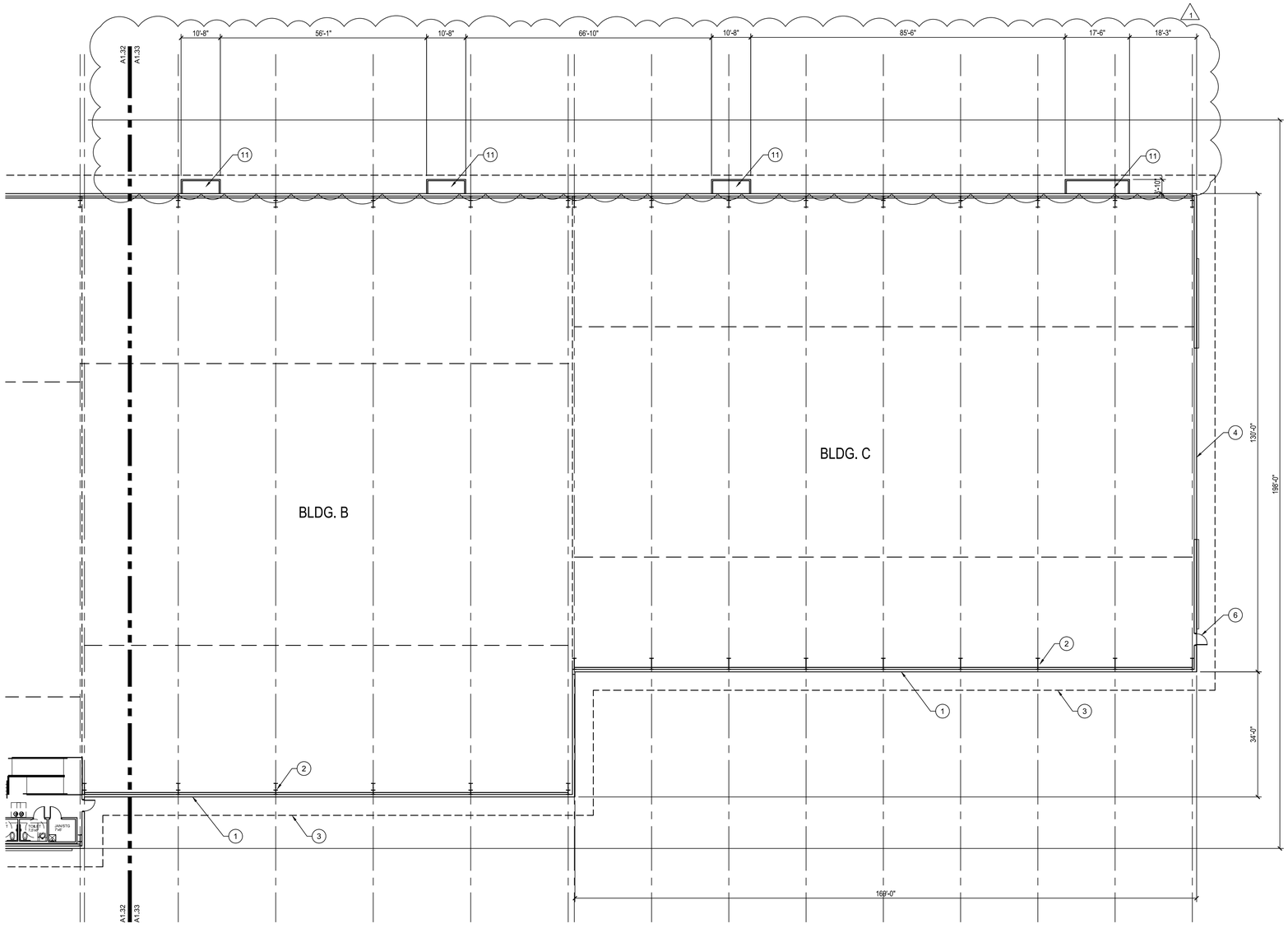
SUBMITTAL DATE 09/13/2021
SITE PLAN APPROVAL

BOAT BARN
FIRST FLOOR CONSTRUCTION PLAN

A1.12



1 FIRST FLOOR PLAN - BOAT BARN
1/16" = 1'-0"

key notes

1	CONCRETE TILT-WALL, TYP	10	METAL STAIRS
2	STEEL COLUMN, TYP	11	CUM PLANTER
3	EDGE OF ROOF ABOVE		
4	METAL BARN DOOR		
5	CMU WALL, TYP		
6	HOLLOW METAL DOOR, TYP		
7	CONCRETE SIDEWALK		
8	OVERHEAD ROLL-UP DOOR		
9	ACCESSIBILITY RAMP		

area analysis

	1
GROSS BUILDING AREA	119,462 SF
BOAT BARN AREA	104,831 SF
STORAGE LOCKER AREA - GROUND FLOOR	4,877 SF
STORAGE LOCKER AREA - SECOND FLOOR	4,877 SF
STORAGE LOCKER AREA - THIRD FLOOR	4,877 SF

sheet notes

1. THE DRAWING SET IS FOR DESIGN INTENT AND ALL CONDITIONS MUST BE FIELD VERIFIED.
2. CLEAR DIMENSIONS DICTATE OVER ALL OTHER DIMENSIONS.

legend

- 1 — COLUMN GRID REFERENCE NUMBER
- COLUMN GRID LINES
- NEW CONCRETE BLOCK WALL
- NEW PARTITION WALL
- E — WALL TYPE REFERENCE
- EXISTING WALL TO REMAIN
- AREA NOT IN CONTRACT
- OFFICE / 1A25 / XXXX — ROOM NAME, ROOM NUMBER, ROOM AREA
- DOOR REFERENCE NUMBER (REFER TO DOOR SCHEDULE)
- NEW DOOR & FRAME
- 1 / A1.XX — ELEVATION ON SHEET, SHEET NUMBER
- 1 — WINDOW TAG
- MILLWORK
- MILLWORK ABOVE

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ATLANTIC POINT MARINA

75 NW FLAGLER DRIVE
STUART, FL

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Atlantic Point Yacht Club & Marina of Stuart

PROJECT NUMBER 21-330

REVISIONS

1	ADDENDUM NO. 1	02/28/2022
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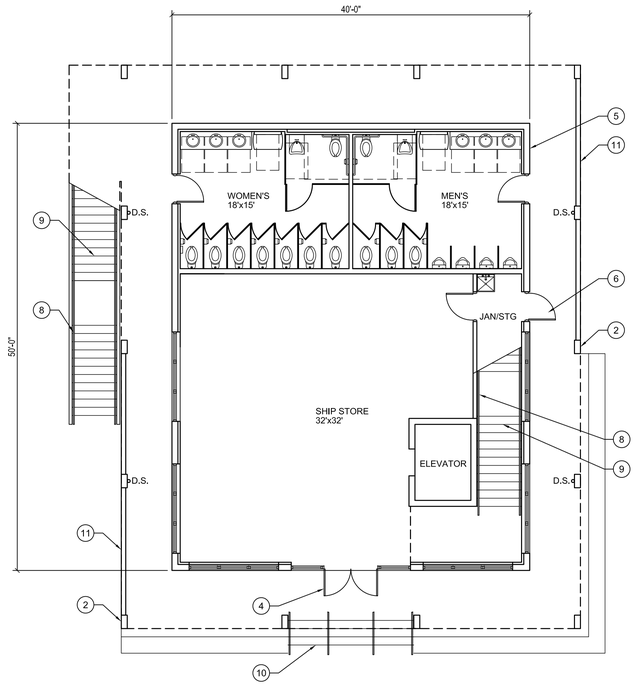
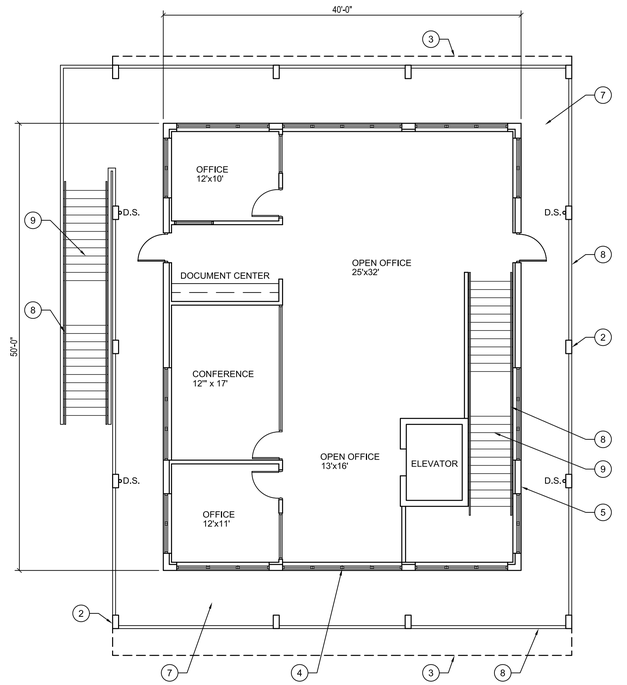
SUBMITTAL DATE 09/13/2021
SITE PLAN APPROVAL

BOAT BARN
FIRST FLOOR CONSTRUCTION PLAN

A1.13



1 FIRST FLOOR PLAN - SHIP STORE/DOCKMASTER
1/8" = 1'-0"



2 MEZZANINE FLOOR PLAN - SHIP STORE/DOCKMASTER
1/8" = 1'-0"

key notes

1	CONCRETE TILT-WALL, TYP	10	CONCRETE STAIRS
2	CONCRETE COLUMN, TYP	11	RETAINING WALL
3	EDGE OF ROOF ABOVE		
4	ALUMINUM STORE FRONT , TYP		
5	CMU WALL, TYP		
6	HOLLOW METAL DOOR, TYP		
7	EXTERIOR CIRCULATION		
8	METAL GUARD RAIL		
9	METAL STAIRS		

area analysis

GROSS BUILDING AREA	4,000 SF
FIRST FLOOR AREA	2,000 SF
SECOND FLOOR AREA	2,000 SF

sheet notes

1. THE DRAWING SET IS FOR DESIGN INTENT AND ALL CONDITIONS MUST BE FIELD VERIFIED.
2. CLEAR DIMENSIONS DICTATE OVER ALL OTHER DIMENSIONS.

legend

- 1 — COLUMN GRID REFERENCE NUMBER
- COLUMN GRID LINES
- NEW CONCRETE BLOCK WALL
- NEW PARTITION WALL
- E — WALL TYPE REFERENCE
- EXISTING WALL TO REMAIN
- AREA NOT IN CONTRACT
- OFFICE — ROOM NAME
- 1A25 — ROOM NUMBER
- XXXX — ROOM AREA
- XX — DOOR REFERENCE NUMBER (REFER TO DOOR SCHEDULE)
- NEW DOOR & FRAME
- 1 / A1.XX — ELEVATION ON SHEET / SHEET NUMBER
- 1 — WINDOW TAG
- MILLWORK
- MILLWORK ABOVE

birse/thomas

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Joseph Thomas, AIA
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ATLANTIC POINT MARINA

75 NW FLAGLER DRIVE
STUART, FL

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Atlantic Point
Yacht Club & Marina of Stuart

PROJECT NUMBER 21-330

REVISIONS
1
2
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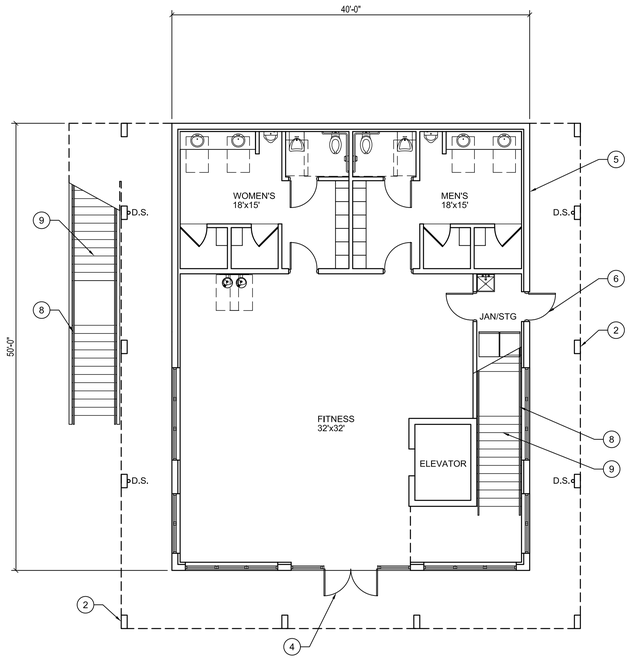
SUBMITTAL DATE 09/13/2021
SITE PLAN APPROVAL

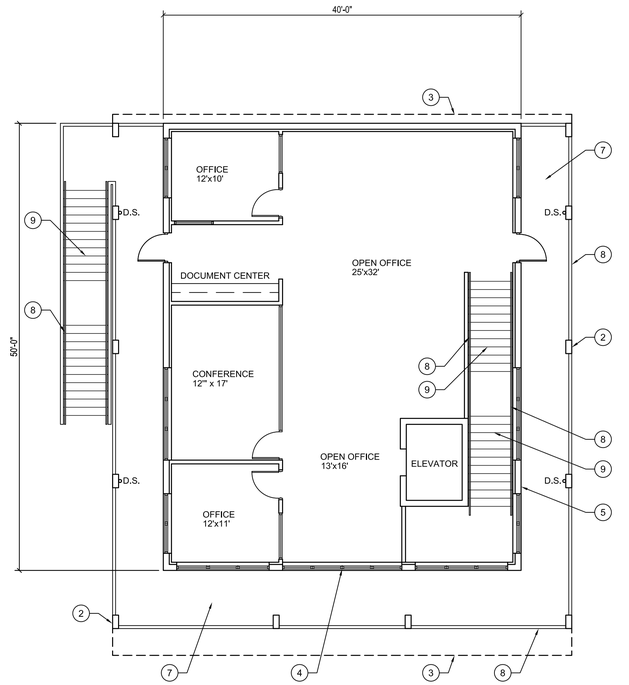
SHIP STORE/DOCKMASTER

FIRST FLOOR CONSTRUCTION PLAN

A1.14



1 FIRST FLOOR PLAN - YACHT SALES/FITNESS
1/8" = 1'-0"



2 MEZZANINE FLOOR PLAN - YACHT SALES/FITNESS
1/8" = 1'-0"

key notes

1	CONCRETE TILT-WALL, TYP
2	CONCRETE COLUMN, TYP
3	EDGE OF ROOF ABOVE
4	ALUMINUM STORE FRONT , TYP
5	CMU WALL, TYP
6	HOLLOW METAL DOOR, TYP
7	EXTERIOR CIRCULATION
8	METAL GUARD RAIL
9	METAL STAIRS

area analysis

GROSS BUILDING AREA	4,000 SF
FIRST FLOOR AREA	2,000 SF
SECOND FLOOR AREA	2,000 SF

sheet notes

1. THE DRAWING SET IS FOR DESIGN INTENT AND ALL CONDITIONS MUST BE FIELD VERIFIED.
2. CLEAR DIMENSIONS DICTATE OVER ALL OTHER DIMENSIONS.

legend

- 1 — COLUMN GRID REFERENCE NUMBER
- COLUMN GRID LINES
- NEW CONCRETE BLOCK WALL
- NEW PARTITION WALL
- E — WALL TYPE REFERENCE
- EXISTING WALL TO REMAIN
- AREA NOT IN CONTRACT
- OFFICE / 1A25 / XXXX — ROOM NAME / ROOM NUMBER / ROOM AREA
- XX — DOOR REFERENCE NUMBER (REFER TO DOOR SCHEDULE)
- NEW DOOR & FRAME
- 1 / A1.XX — ELEVATION ON SHEET / SHEET NUMBER
- 1 — WINDOW TAG
- MILLWORK
- MILLWORK ABOVE

birse/thomas

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ATLANTIC POINT MARINA

75 NW FLAGLER DRIVE
STUART, FL

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Atlantic Point
Yacht Club & Marina of Stuart

PROJECT NUMBER 21-330

REVISIONS
1
2
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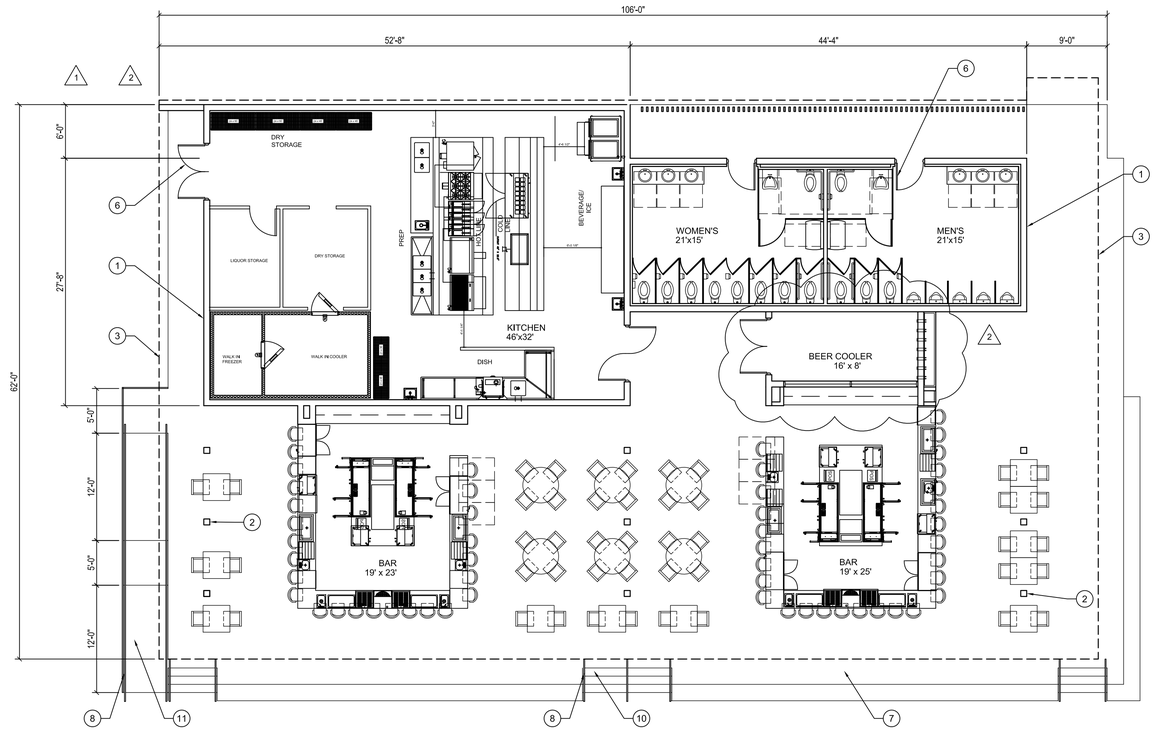
SUBMITTAL DATE 09/13/2021
SITE PLAN APPROVAL

YACHT SALES/FITNESS

FIRST FLOOR CONSTRUCTION PLAN

A1.15



1 FIRST FLOOR PLAN - BAR/KITCHEN/BOH
1/8" = 1'-0"

key notes

1	CONCRETE TILT-WALL, TYP	10	CONCRETE STAIRS, TYP.
2	CONCRETE COLUMN, TYP	11	CONCRETE ACCESSIBILITY RAMP
3	EDGE OF ROOF ABOVE		
4	ALUMINUM STORE FRONT , TYP		
5	CMU WALL, TYP		
6	HOLLOW METAL DOOR, TYP		
7	CONCRETE SIDEWALK		
8	METAL GUARD RAIL, TYP.		
9	METAL STAIRS, TYP.		

area analysis

GROSS BUILDING AREA	2,514 SF
COVERED DINING AREA	2,923 SF
GROSS CIRCULATION AREA	570 SF

sheet notes

1. THE DRAWING SET IS FOR DESIGN INTENT AND ALL CONDITIONS MUST BE FIELD VERIFIED.
2. CLEAR DIMENSIONS DICTATE OVER ALL OTHER DIMENSIONS.

legend

- COLUMN GRID REFERENCE NUMBER
- COLUMN GRID LINES
- NEW CONCRETE BLOCK WALL
- NEW PARTITION WALL
- WALL TYPE REFERENCE
- EXISTING WALL TO REMAIN
- AREA NOT IN CONTRACT
- ROOM NAME
- ROOM NUMBER
- ROOM AREA
- DOOR REFERENCE NUMBER (REFER TO DOOR SCHEDULE)
- NEW DOOR & FRAME
- ELEVATION ON SHEET
- SHEET NUMBER
- WINDOW TAG
- MILLWORK

birse/thomas
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ATLANTIC POINT MARINA

75 NW FLAGLER DRIVE
STUART, FL

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Atlantic Point
Yacht Club & Marina of Stuart

PROJECT NUMBER 21-330

REVISIONS

1	ADDENDUM NO.1	10/22/2021
2	ADDENDUM NO.2	11/19/2021
3		
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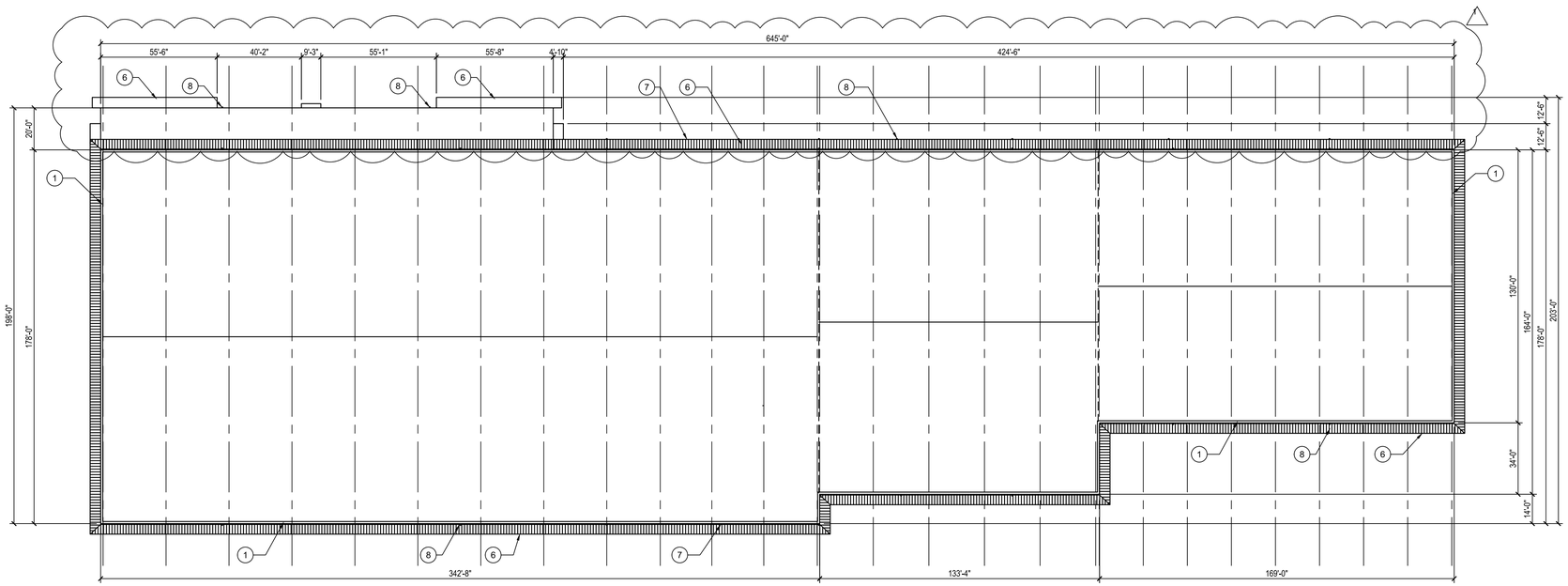
SUBMITTAL DATE 09/13/2021
SITE PLAN APPROVAL

BAR/KITCHEN/BOH
FIRST FLOOR CONSTRUCTION PLAN

A1.16



1 OVERALL FLOOR PLAN - BOAT BARN
1/32" = 1'-0"

key notes

1. CONCRETE TILT-WALL, TYP
2. CMU WALL, TYP
3. EDGE OF ROOF OVERHANG TYP
4. VENTILATOR, TYP
5. SINGLE-PLY TPO ROOFING MEMBRANE, TYP
6. STANDING SEAM METAL ROOF, TYP
7. METAL GUTTER, TYP
8. METAL DOWNSPOUT PAINTED TO MATCH ADJACENT WALL

roof drainage calculations

FBC 1106.3 VERTICAL LEADER SIZING.
VERTICAL LEADERS SHALL BE SIZED BASED ON THE FLOW RATE FROM HORIZONTAL GUTTERS OR THE MAXIMUM FLOW RATE THROUGH ROOF DRAINS. THE FLOW RATE THROUGH VERTICAL LEADERS SHALL NOT EXCEED THAT SPECIFIED IN TABLE 1106.3

4-1/2"x6" HORIZONTAL GUTTER WITH 1/4" PER FOOT = 348 GPM ALLOWABLE = 325 GPM PROVIDED

FBC 1106.6SIZE OF ROOF GUTTERS.
HORIZONTAL GUTTERS SHALL BE SIZED BASED ON THE FLOW RATE FROM THE ROOF SURFACE. THE FLOW RATE IN HORIZONTAL GUTTERS SHALL NOT EXCEED THAT SPECIFIED IN TABLE 1106.

6" DIAMETER VERTICAL LEADER = 563 GPM ALLOWABLE = 552 GPM PROVIDED

sheet notes

1. ROOFING SYSTEM IS NEW EXISTING ANY NEW PENETRATIONS SHALL BE REPAIRED AS REQUIRED.
2. COORDINATE ALL NEW ROOFTOP MECHANICAL UNITS, EXHAUST FANS AND VENTS WITH THE MECHANICAL DRAWINGS FOR SPECIFICATIONS AND INSTALLATION.
3. ALL NEW ROOFTOP UNITS ARE TO BE LOCATED OVER EXISTING OPENINGS.
4. EXISTING OPENINGS TO BE MODIFIED AS REQUIRED TO ACCEPT NEW ROOFTOP UNITS. SEE STRUCTURAL SHEETS.
5. IF CURBS AND ROOF STANDS ARE TO BE NEW. CONTRACTOR TO PROVIDE SHOP DRAWINGS AND NOA'S FOR ALL CURBS AND ROOF STANDS FOR APPROVAL.
6. PROVIDE NEW SCREEN WALL AS REQUIRED TO SCREEN NEW ROOFTOP UNITS. SEE STRUCTURAL SHEETS. CONTRACTOR TO PROVIDE SHOP DRAWINGS AND NOA'S FOR APPROVAL.
7. THE DRAWING SET IS FOR DESIGN INTENT AND ALL CONDITIONS MUST BE FIELD VERIFIED.
8. CONTRACTOR SHALL REVIEW FINAL CONDITIONS REQUIRED AND PROVIDE ALL DEMOLITION WORK, PATCHING AND REPAIRING NECESSARY.
9. LOCATE EXISTING INFRASTRUCTURE COMPONENTS IN THE AREA OF WORK. IF COMPONENTS ARE TO REMAIN IN PLACE, PROVIDE ADEQUATE MEANS OF PROTECTION DURING DEMOLITION. IF ANY INFRASTRUCTURE COMPONENTS SHOULD BECOME DAMAGED DURING DEMOLITION, CONSULT THE ARCHITECT IMMEDIATELY FOR DIRECTION AS TO PROCEDURE. THE CONTRACTOR SHALL BEAR ALL EXPENSES OF REPAIR OR REPLACEMENT OF INFRASTRUCTURE COMPONENTS OR OTHER PROPERTY DAMAGED BY OPERATIONS IN CONJUNCTION WITH THE EXECUTION OF WORK.
10. CONTRACTOR TO VERIFY ALL REQUIRED CLEARANCES AROUND ROOFTOP MECHANICAL UNITS PRIOR TO FABRICATING SCREEN WALLS. SCREEN WALLS MUST BE AS TALL AS THE EQUIPMENT

legend

- CRICKETS
- STANDING SEAM METAL ROOF
- MAXIMUM ROOF DRAINAGE AREA

birse/thomas

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ATLANTIC POINT MARINA

75 NW FLAGLER DRIVE
STUART, FL

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Atlantic Point
Yacht Club & Marina of Stuart

PROJECT NUMBER 21-330

REVISIONS
1 ADDENDUM NO. 1 02/28/2022
2
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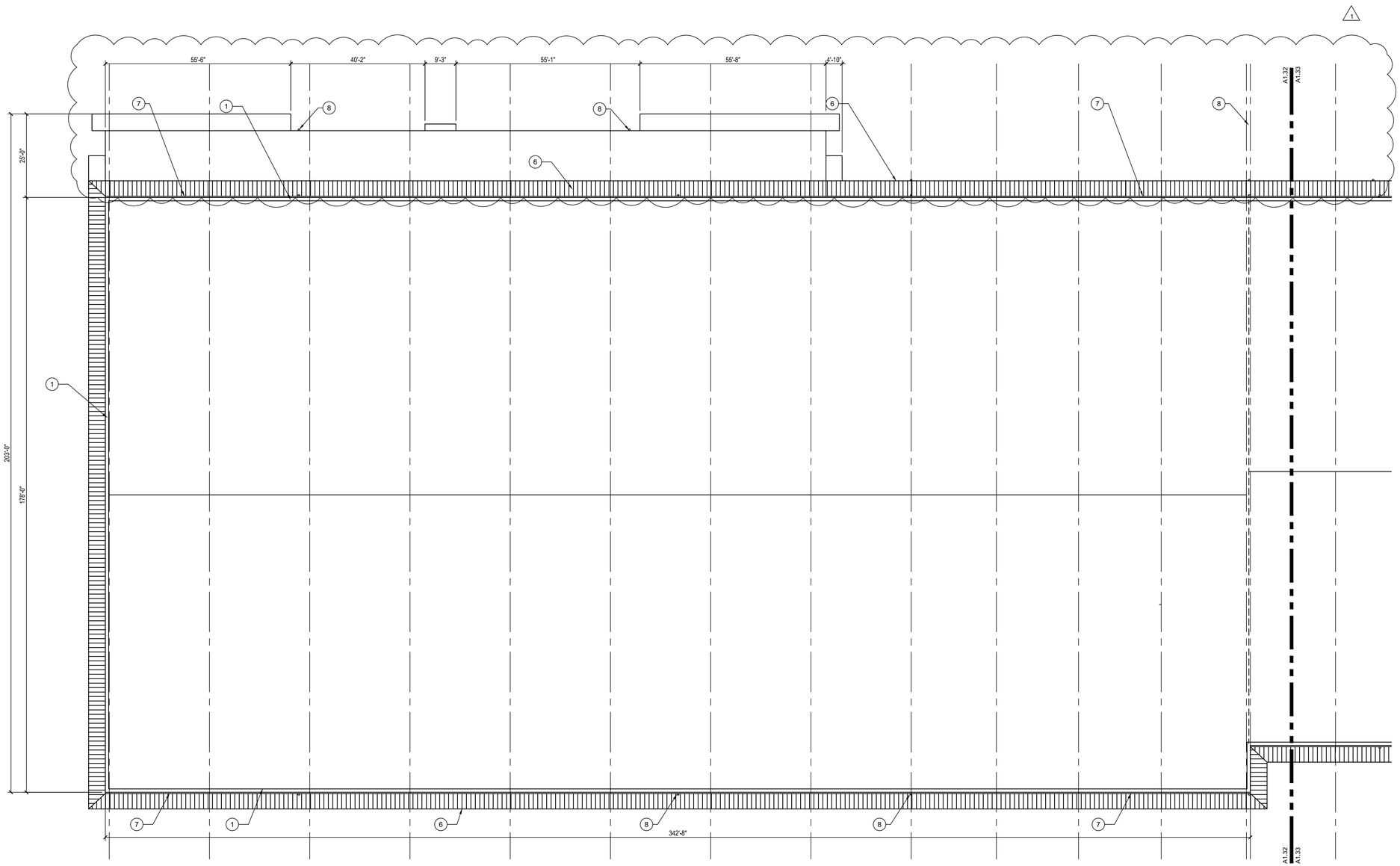
SUBMITTAL DATE 09/13/2021
SITE PLAN APPROVAL

BOAT BARN
OVERALL ROOF PLAN

A1.31



1 FIRST FLOOR PLAN - BOAT BARN
1/16" = 1'-0"

key notes

1	CONCRETE TILT-WALL, TYP
2	CMU WALL, TYP
3	EDGE OF ROOF OVERHANG TYP
4	VENTILATOR, TYP
5	SINGLE-PLY TPO ROOFING MEMBRANE, TYP
6	STANDING SEAM METAL ROOF, TYP
7	METAL GUTTER, TYP
8	METAL DOWNSPOUT PAINTED TO MATCH ADJACENT WALL
9	–

roof drainage calculations

FBC 1106.3 VERTICAL LEADER SIZING.
VERTICAL LEADERS SHALL BE SIZED BASED ON THE FLOW RATE FROM HORIZONTAL GUTTERS OR THE MAXIMUM FLOW RATE THROUGH ROOF DRAINS, THE FLOW RATE THROUGH VERTICAL LEADERS SHALL NOT EXCEED THAT SPECIFIED IN TABLE 1106.3

4-1/2"x6" HORIZONTAL GUTTER WITH 1/4" PER FOOT = 348 GPM ALLOWABLE = 325 GPM PROVIDED

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6" DIAMETER VERTICAL LEADER = 563 GPM ALLOWABLE = 552 GPM PROVIDED

sheet notes

1. ROOFING SYSTEM IS NEW EXISTING ANY NEW PENETRATIONS SHALL BE REPAIRED AS REQUIRED.
2. COORDINATE ALL NEW ROOFTOP MECHANICAL UNITS, EXHAUST FANS AND VENTS WITH THE MECHANICAL DRAWINGS FOR SPECIFICATIONS AND INSTALLATION.
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legend

- CRICKETS
- STANDING SEAM METAL ROOF
- MAXIMUM ROOF DRAINAGE AREA

birse/thomas

5510 PGA boulevard, suite #201
palm beach gardens, fl 33418

phone 561.249.4001
AA26002397

Joseph Thomas, AIA
AR94276

ATLANTIC POINT MARINA

75 NW FLAGLER DRIVE
STUART, FL

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PROJECT NUMBER 21-330

REVISIONS
1 ADDENDUM NO. 1 02-28-22
2
3
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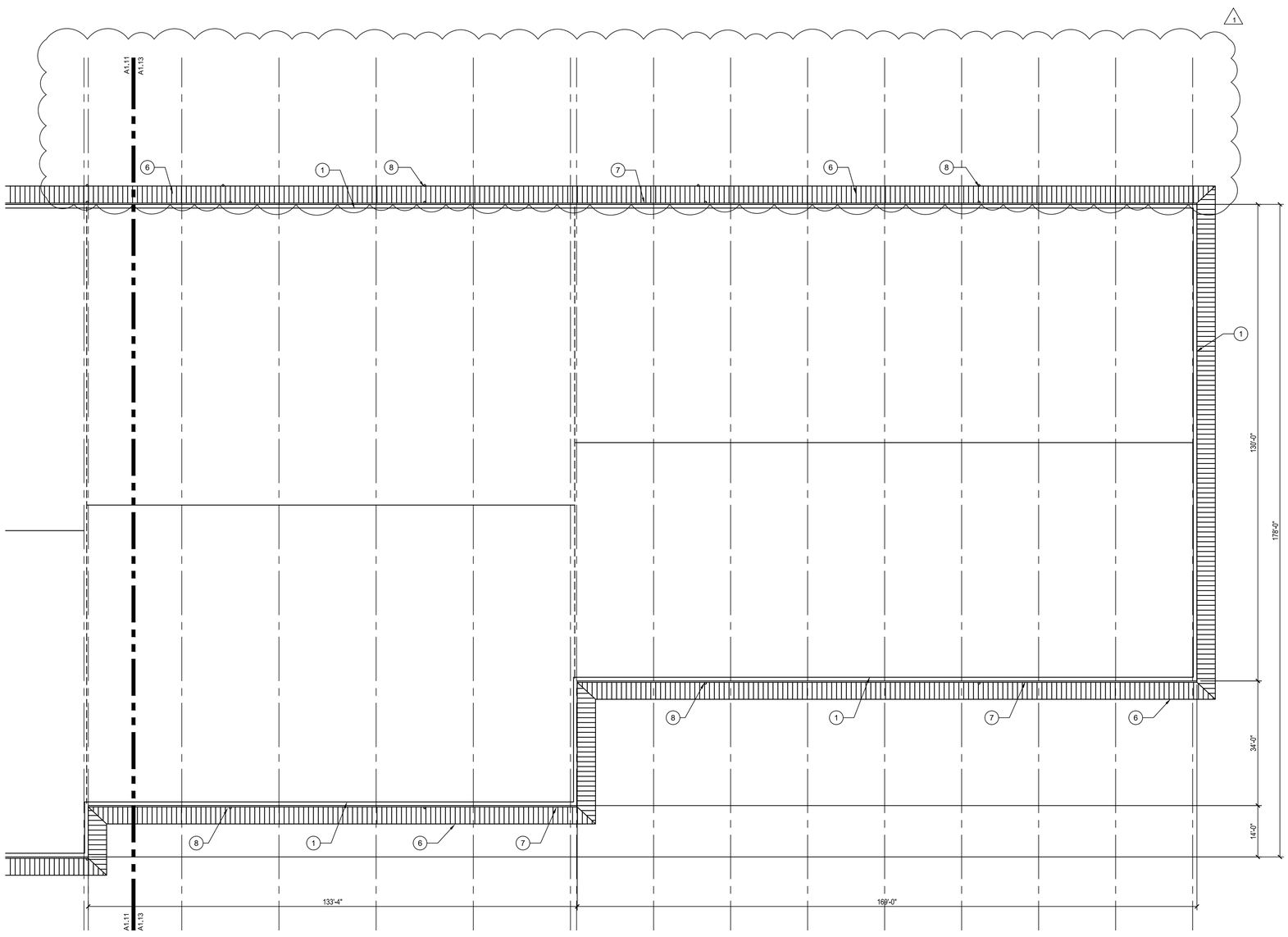
SUBMITTAL DATE 09/13/2021
SITE PLAN APPROVAL

BOAT BARN
ROOF PLAN

A1.32



1 FIRST FLOOR PLAN - BOAT BARN
1/16" = 1'-0"

key notes

1	CONCRETE TILT-WALL, TYP
2	CMU WALL, TYP
3	EDGE OF ROOF OVERHANG TYP
4	VENTILATOR, TYP
5	SINGLE-PLY TPO ROOFING MEMBRANE, TYP
6	STANDING SEAM METAL ROOF, TYP
7	METAL GUTTER, TYP
8	METAL DOWNSPOUT PAINTED TO MATCH ADJACENT WALL
9	–

roof drainage calculations

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Atlantic Point Yacht Club & Marina of Stuart

PROJECT NUMBER 21-330

REVISIONS
1 ADDENDUM NO. 1 02/28/2022
2
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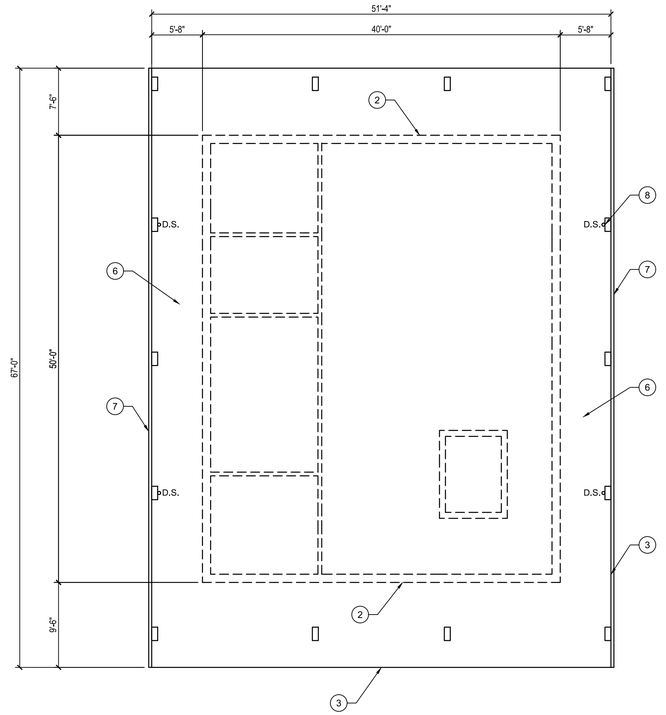
SUBMITTAL DATE 09/13/2021
SITE PLAN APPROVAL

BOAT BARN
ROOF PLAN

A1.33



1 SHIP STORE/DOCKMASTER - ROOF PLAN
1/8" = 1'-0"

key notes

1	CONCRETE TILT-WALL, TYP
2	CMU WALL, TYP
3	EDGE OF ROOF OVERHANG TYP
4	VENTILATOR, TYP
5	SINGLE-PLY TPO ROOFING MEMBRANE, TYP
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roof drainage calculations

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Atlantic Point
Yacht Club & Marina of Stuart

PROJECT NUMBER 21-330

REVISIONS
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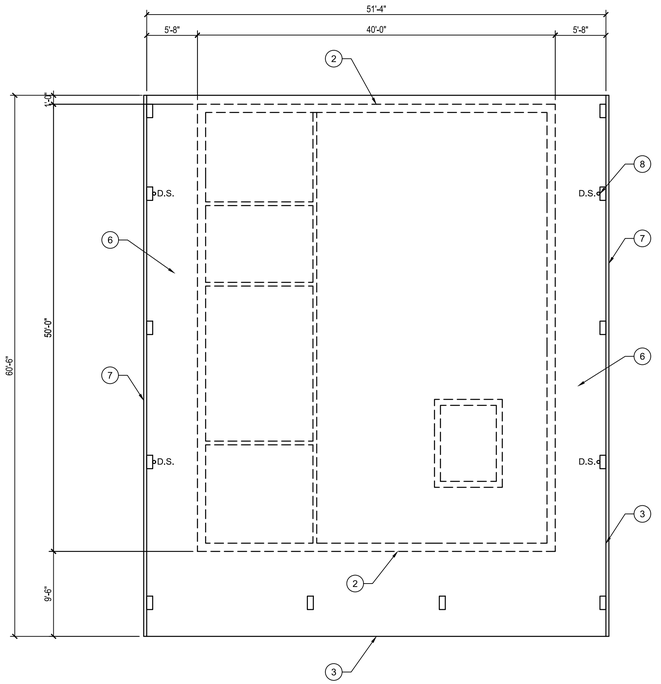
SUBMITTAL DATE 08/30/2021
SITE PLAN REVIEW

SHIP STORE/DOCKMASTER
ROOF PLAN

A1.34



1 YACHT SALES/FITNESS - ROOF PLAN
1/8" = 1'-0"

key notes

1	CONCRETE TILT-WALL, TYP
2	CMU WALL, TYP
3	EDGE OF ROOF OVERHANG TYP
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Atlantic Point
Yacht Club & Marina of Stuart

PROJECT NUMBER 21-330

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1
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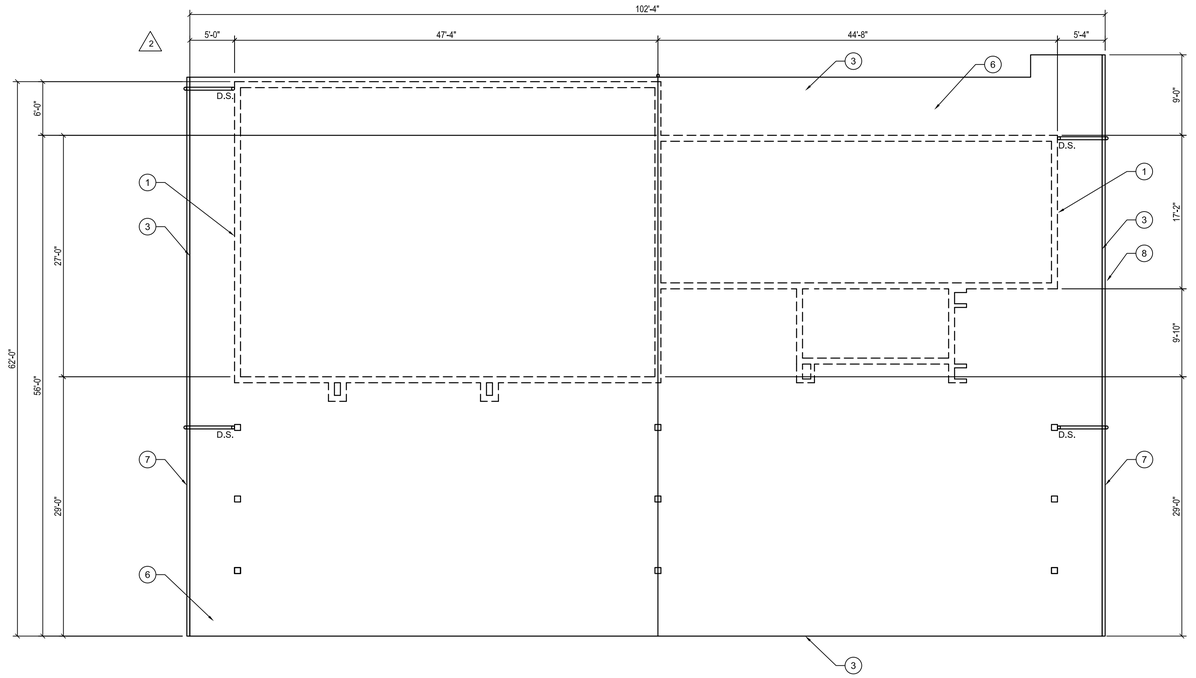
SUBMITTAL DATE 08/30/2021
SITE PLAN REVIEW

YACHT SALES/FITNESS
ROOF PLAN

A1.35



1 BAR/KITCHEN/BOH - ROOF PLAN
1/8" = 1'-0"

key notes

1	CONCRETE TILT-WALL, TYP
2	CMU WALL, TYP
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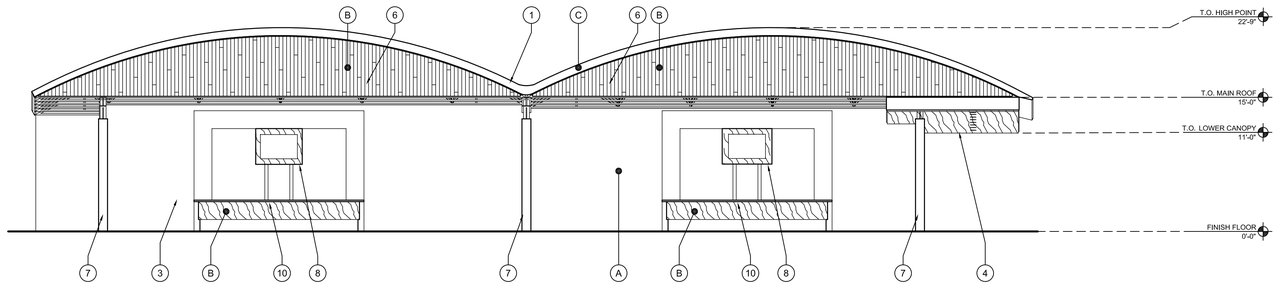
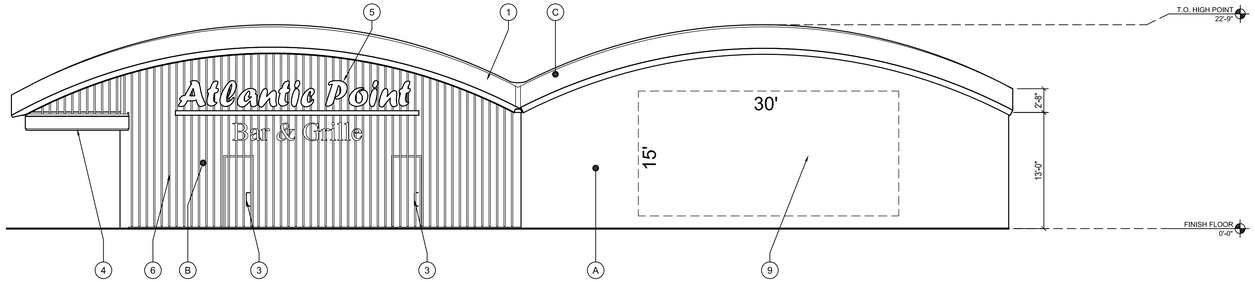
SUBMITTAL DATE 09/13/2021
SITE PLAN APPROVAL

BAR/KITCHEN/BOH
ROOF PLAN

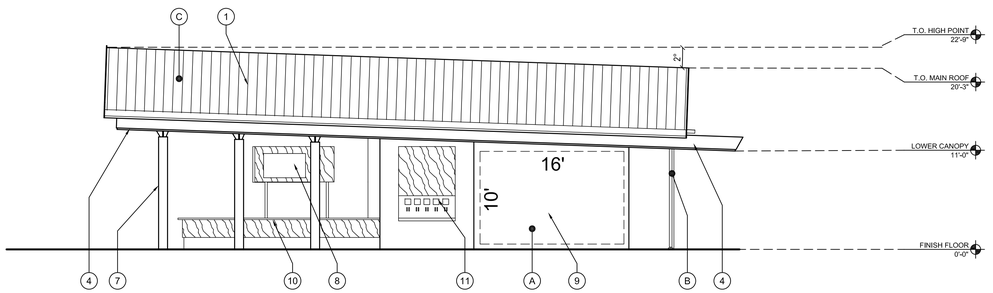
A1.36



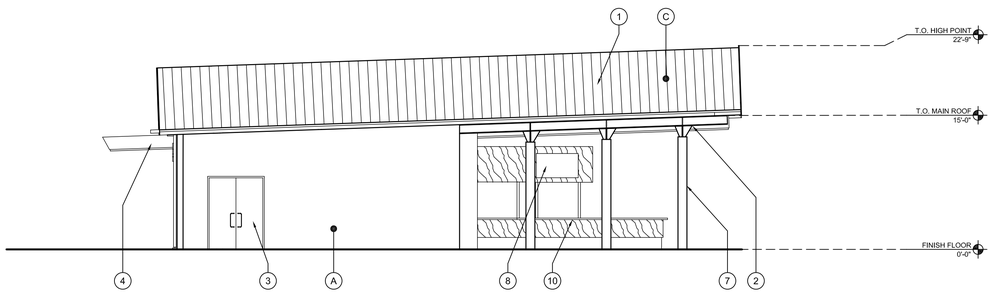
1 SOUTHEAST ELEVATION
1/8" = 1'-0"



2 NORTHWEST ELEVATION
1/8" = 1'-0"



4 NORTHEAST ELEVATION
1/8" = 1'-0"



3 SOUTHWEST ELEVATION
1/8" = 1'-0"

key notes

1	STANDING SEAM METAL ROOF	10	BAR / COUNTERTOP
2	PAINTED STEEL STRUCTURE	11	WALL TAP
3	PAINTED HOLLOW METAL DOOR & FRAME		
4	SOFFIT / CANOPY		
5	BUILDING SIGNAGE		
6	WOOD LOUVERS		
7	CONCRETE COLUMNS		
8	ENTERTAINMENT CENTER		
9	MURAL WALL ART		

color schedule

A	FIELD COLOR - BENJAMIN MOORE BRIGHT WHITE PAINTED STUCCO FINISH
B	ACCENT MATERIAL - WOOD LOUVERS
C	SLATE GRAY - KYNAR FINISH .PAC-CLAD. STANDING SEAM METAL ROOF

sheet notes

1. ALL STOREFRONT DOORS AND WINDOWS SHALL HAVE CLEAR ANODIZED FINISH.
2. HOLLOW METAL DOORS AND FRAMES SHALL BE PAINTED TO MATCH ADJACENT WALL COLOR.
3. ALL CMU WALLS SHALL HAVE PAINTED STUCCO FINISH.

legend

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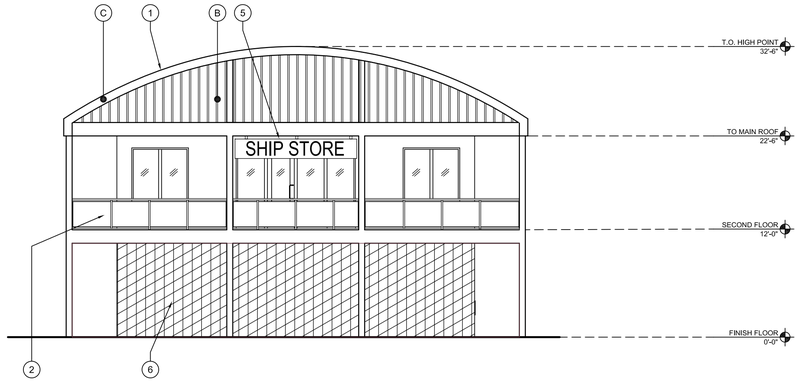
BAR/KITCHEN/BOH

EXTERIOR ELEVATIONS

A2.01



2 WEST ELEVATION
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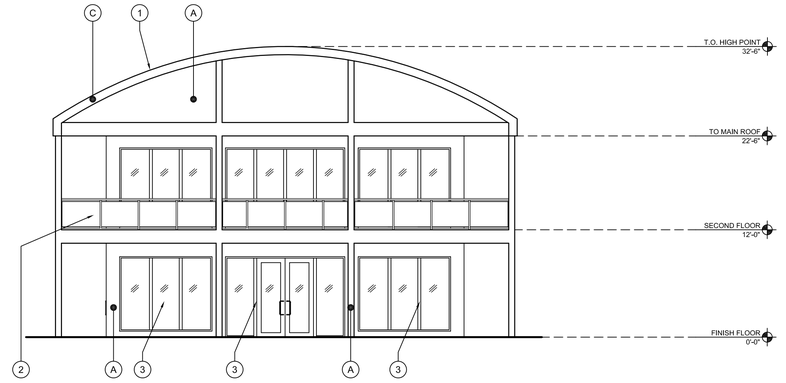
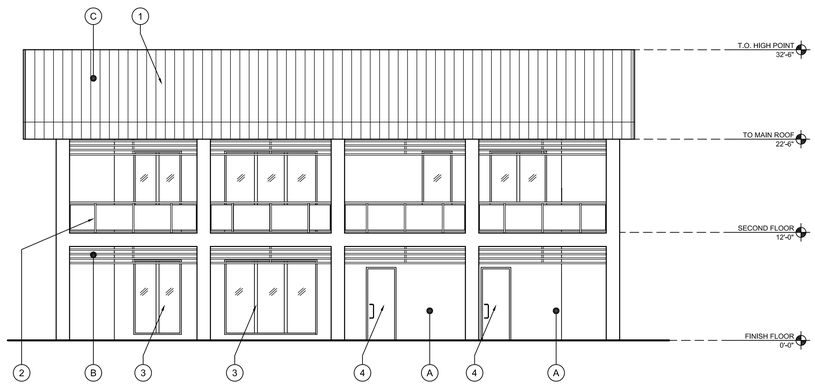
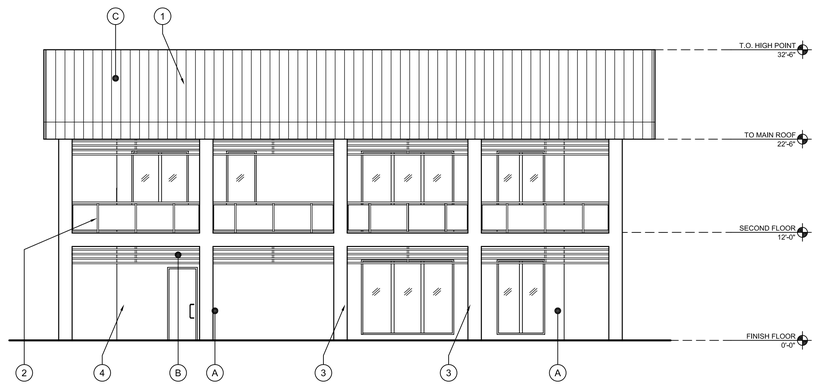


1 EAST ELEVATION
1/8" = 1'-0"



4 NORTH ELEVATION
1/8" = 1'-0"



3 SOUTH ELEVATION
1/8" = 1'-0"

key notes

1	STANDING SEAM METAL ROOF
2	STAINLESS STEEL MESH GUARDRAIL
3	ALUMINUM STOREFRONT DOOR/WINDOW
4	PAINTED HOLLOW METAL DOOR & FRAME
5	BUILDING SIGNAGE
6	GREEN WALL

color schedule

A	FIELD COLOR - BENJAMIN MOORE BRIGHT WHITE PAINTED STUCCO FINISH
B	ACCENT MATERIAL - WOOD LOUVERS
C	SLATE GRAY - KYNAR FINISH .PAC-CLAD. STANDING SEAM METAL ROOF

sheet notes

1. ALL STOREFRONT DOORS AND WINDOWS SHALL HAVE CLEAR ANODIZED FINISH.
2. HOLLOW METAL DOORS AND FRAMES SHALL BE PAINTED TO MATCH ADJACENT WALL COLOR.
3. ALL CMU WALLS SHALL HAVE PAINTED STUCCO FINISH.

legend

birse/thomas

5510 PGA boulevard, suite #201
palm beach gardens, fl 33418

phone 561.249.4001
AA26002397

Joseph Thomas, AIA
AR94276

ATLANTIC POINT MARINA

75 NW FLAGLER DRIVE
STUART, FL

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Atlantic Point
Yacht Club & Marina of Stuart

PROJECT NUMBER 21-330

REVISIONS
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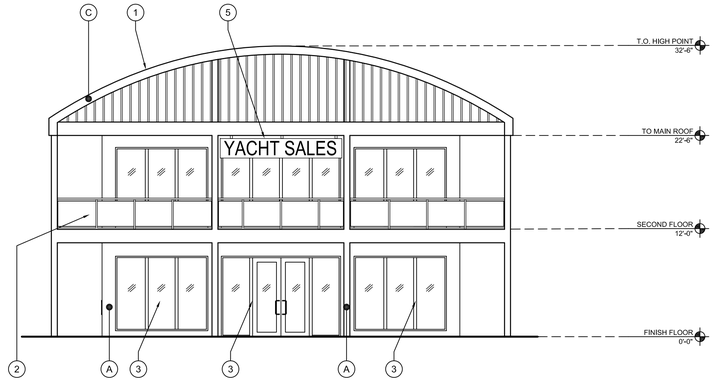
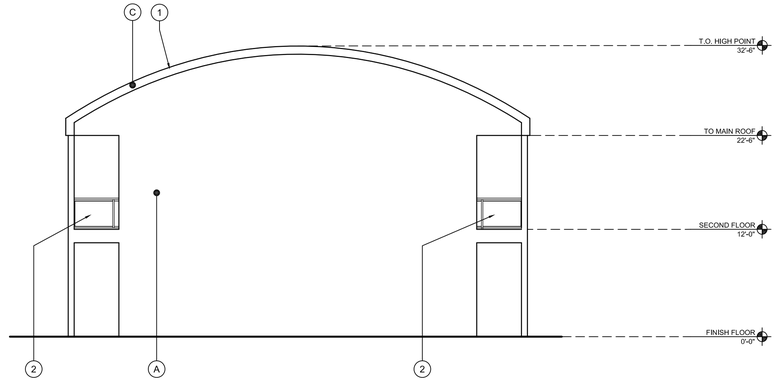
SUBMITTAL DATE 09/13/2021
SITE PLAN APPROVAL

SHIP STORE/DOCKMASTER
EXTERIOR ELEVATIONS

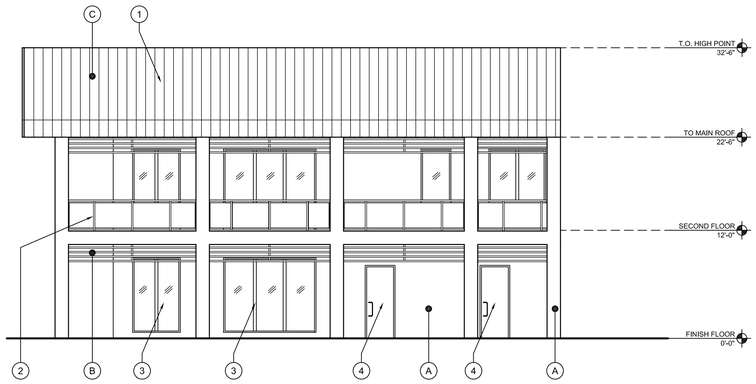
A2.02



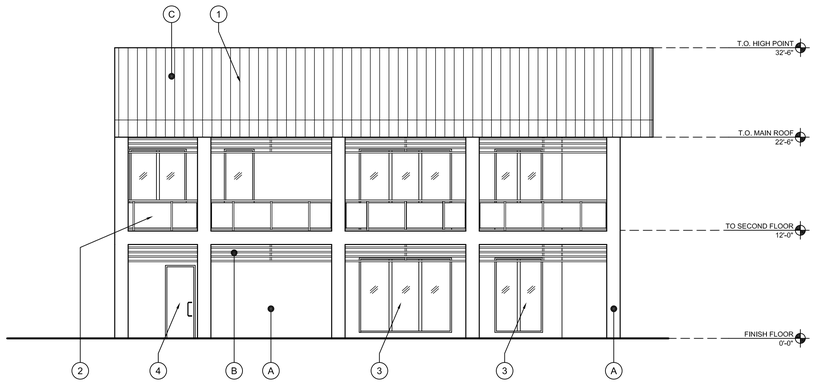
2 EAST ELEVATION
1/8" = 1'-0"



1 WEST ELEVATION (ABUTTED AGAINST BOAT BARN)
1/8" = 1'-0"



4 NORTH ELEVATION
1/8" = 1'-0"



3 SOUTH ELEVATION
1/8" = 1'-0"

key notes

1	STANDING SEAM METAL ROOF
2	STAINLESS STEEL MESH GUARDRAIL
3	ALUMINUM STOREFRONT DOOR/WINDOW
4	PAINTED HOLLOW METAL DOOR & FRAME
5	BUILDING SIGNAGE
6	
7	
8	
9	

color schedule

A	FIELD COLOR - BENJAMIN MOORE BRIGHT WHITE PAINTED STUCCO FINISH
B	ACCENT MATERIAL - WOOD LOUVERS
C	SLATE GRAY - KYNAR FINISH .PAC-CLAD. STANDING SEAM METAL ROOF

sheet notes

1. ALL STOREFRONT DOORS AND WINDOWS SHALL HAVE CLEAR ANODIZED FINISH.
2. HOLLOW METAL DOORS AND FRAMES SHALL BE PAINTED TO MATCH ADJACENT WALL COLOR.
3. ALL CMU WALLS SHALL HAVE PAINTED STUCCO FINISH.

legend

birse/thomas

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ATLANTIC POINT MARINA

75 NW FLAGLER DRIVE
STUART, FL

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Atlantic Point
Yacht Club & Marina of Stuart

PROJECT NUMBER 21-330

REVISIONS
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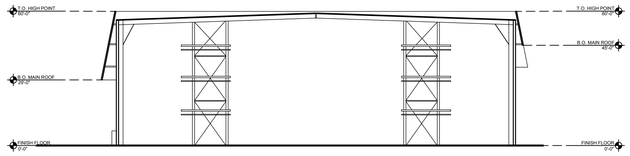
SUBMITTAL DATE 09/13/2021
SITE PLAN APPROVAL

YACHT SALES/FITNESS

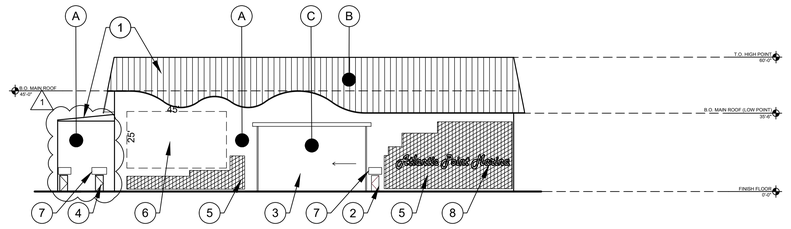
EXTERIOR ELEVATIONS

A2.03

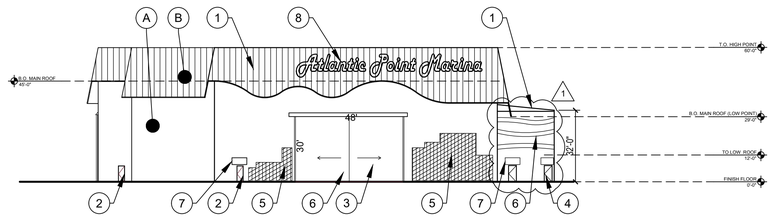
2



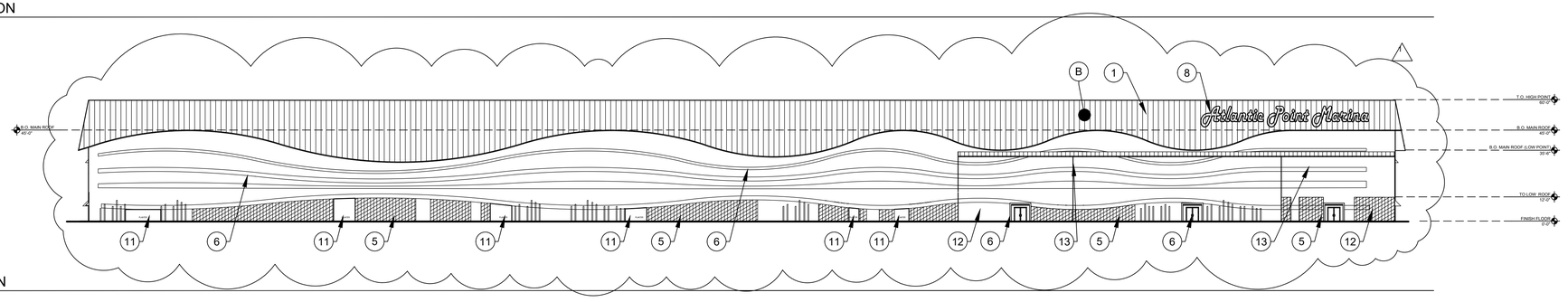
5 BUILDING SECTION, TYP. @ LARGEST BAY
1/32" = 1'-0"



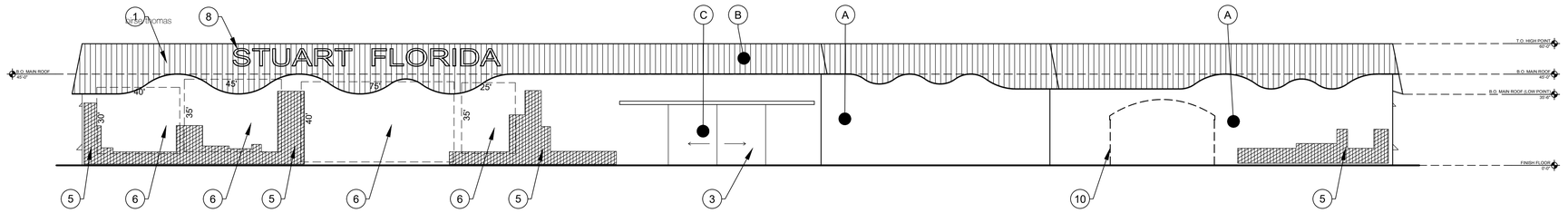
1 SOUTH ELEVATION
1/32" = 1'-0"



2 NORTH ELEVATION
1/32" = 1'-0"



3 WEST ELEVATION
1/32" = 1'-0"



4 EAST ELEVATION
1/32" = 1'-0"

key notes

1	STANDING SEAM ROOF
2	HOLLOW METAL DOOR AND FRAME
3	BOAT BARN METAL DOOR AND CANOPY
4	ALUMINUM STOREFRONT DOOR
5	GREEN WALL
6	WALL MURAL/PUBLIC ART
7	PROPOSED AWNING CANOPY
8	PROPOSED BUILDING SIGNAGE
9	NOT USED
10	YACHT SALES BLDG OUTLINE. SEE SITE PLAN
11	CONCRETE PLANTER

color schedule

A	WHITE - TEX COAT FINISH ON CONCRETE TILT WALL PANELS
B	SLATE GRAY - KYNAR FINISH .PAC-CLAD. STANDING SEAM METAL ROOF
C	CARDINAL RED - KYNAR FINISH .PAC-CLAD. STANDING SEAM METAL (AWNING CANOPIES & BOAT BARN DOORS (EAST & SOUTH) CLADDING)

sheet notes

1. PANEL JOINTS SHALL BE PAINTED TO MATCH ADJACENT WALL COLOR.
2. ALL STOREFRONT DOORS AND WINDOWS SHALL HAVE CLEAR ANODIZED FINISH.
3. HOLLOW METAL DOORS AND FRAMES SHALL BE PAINTED TO MATCH ADJACENT WALL COLOR.
4.

legend

birse/thomas

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palm beach gardens, fl 33418

phone 561.249.4001
AA26002397

Joseph Thomas, AIA
AR94276

ATLANTIC POINT MARINA

75 NW FLAGLER DRIVE
STUART, FL

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Atlantic Point Yacht Club & Marina of Stuart

PROJECT NUMBER 21-330

REVISIONS
1 ADDENDUM NO. 1 02/28/2022
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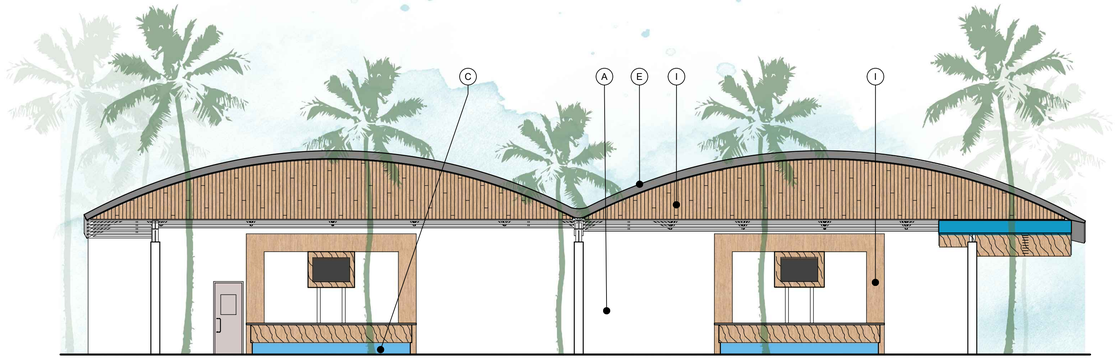
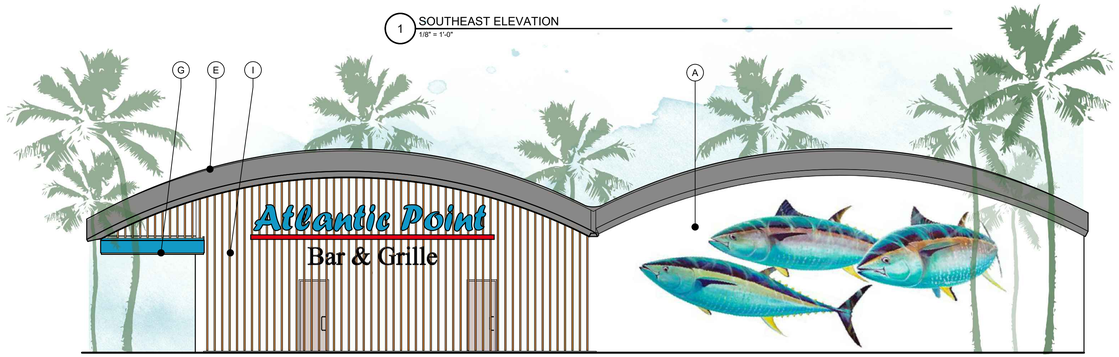
SUBMITTAL DATE 09/13/2021
SITE PLAN APPROVAL

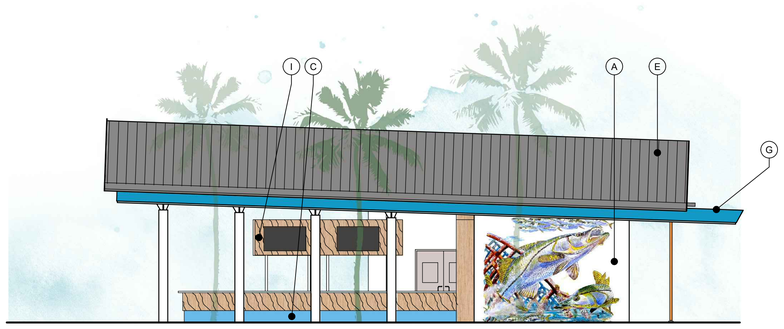
BOAT BARN
EXTERIOR ELEVATIONS

A2.04



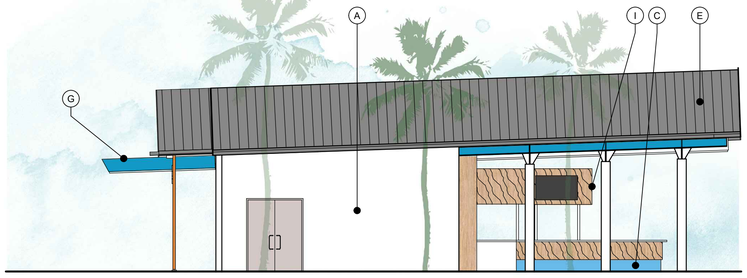
1 SOUTHEAST ELEVATION
1/8" = 1'-0"





4 NORTHEAST ELEVATION
1/8" = 1'-0"

2 NORTHWEST ELEVATION
1/8" = 1'-0"



3 SOUTHWEST ELEVATION
1/8" = 1'-0"

B
PRIMARY COLOR
BENJAMIN MOORE-
SUPER WHITE PM-1
(TEX COAT ON CONC.
PANELS)

B
ACCENT COLOR
BENJAMIN MOORE-
WATER DROPS 659

C
ACCENT COLOR
BENJAMIN MOORE-
CAYMAN BLUE 2060-50

D
ACCENT COLOR
BENJAMIN MOORE-
CLEAREST OCEAN BLUE 2064-40

E
SLATE GRAY -
(KYNAR FINISH)
PAC-CLAD:
(MAIN ROOF)
STANDING SEAM
METAL

F
CARDINAL RED -
(KYNAR FINISH)
PAC-CLAD: STANDING
SEAM METAL CLADDING
(AWNING CANOPIES &
BOAT BARN DOORS (EAST
& SOUTH) CLADDING)

G
BERKSHIRE BLUE-
(KYNAR FINISH)
PAC-CLAD:
(LOW ROOF BOAT
BARN)
STANDING SEAM
METAL ROOF

H

GUARD RAILS-
JACOB ROPE SYSTEMS
STAINLESS STEEL WIRE
MESH W/ FAUX WOOD
TOP-RAIL

I

FAUX WOOD LOUVERS-
WOODN VERSATILIS:
COLOR: CUBA 99
(OUTDOOR)

J

GREEN WALLS-
JACOB ROPE SYSTEMS
STAINLESS STEEL VERTICAL
WIRE SYSTEM

birse/thomas

5510 PGA boulevard, suite #201
palm beach gardens, fl 33418

phone 561.249.4001
AA26002397

Joseph Thomas, AIA
AR94276

ATLANTIC POINT MARINA

75 NW FLAGLER DRIVE
STUART, FL

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Atlantic Point
Yacht Club & Marina of Stuart

PROJECT NUMBER 21-330

REVISIONS
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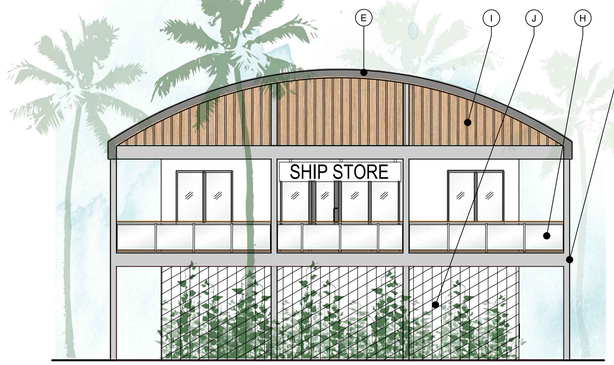
SUBMITTAL DATE 09/13/2021
DEMOLITION PERMIT

BAR/KITCHEN/BOH
COLOR ELEVATIONS

A2.05



2 WEST ELEVATION
1/8" = 1'-0"

1 EAST ELEVATION
1/8" = 1'-0"

4 NORTH ELEVATION
1/8" = 1'-0"

3 SOUTH ELEVATION
1/8" = 1'-0"

A

PRIMARY COLOR
BENJAMIN MOORE-
SUPER WHITE PM-1
(TEX COAT ON CONC.
PANELS)

B

ACCENT COLOR
BENJAMIN MOORE-
WATER DROPS 659

C

ACCENT COLOR
BENJAMIN MOORE-
CAYMAN BLUE 2060-50

D

ACCENT COLOR
BENJAMIN MOORE-
CLEAREST OCEAN BLUE 2064-40

E

SLATE GRAY -
(KYNAR FINISH)
PAC-CLAD:
(MAIN ROOF)
STANDING SEAM
METAL

F

CARDINAL RED -
(KYNAR FINISH)
PAC-CLAD: STANDING
SEAM METAL CLADDING
(AWNING CANOPIES &
BOAT BARN DOORS (EAST
& SOUTH) CLADDING)

G

BERKSHIRE BLUE-
(KYNAR FINISH)
PAC-CLAD:
(LOW ROOF BOAT
BARN)
STANDING SEAM
METAL ROOF

H

GUARD RAILS-
JACOB ROPE SYSTEMS
STAINLESS STEEL WIRE
MESH W/ FAUX WOOD
TOP-RAIL

I

FAUX WOOD LOUVERS-
WOODN VERSATILIS:
COLOR: CUBA 99
(OUTDOOR)

J

GREEN WALLS-
JACOB ROPE SYSTEMS
STAINLESS STEEL VERTICAL
WIRE SYSTEM

K

EXPOSED CONCRETE

birse/thomas

5510 PGA boulevard, suite #201
palm beach gardens, fl 33418

phone 561.249.4001
AA26002397

Joseph Thomas, AIA
AR94276

ATLANTIC POINT MARINA

75 NW FLAGLER DRIVE
STUART, FL

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Atlantic Point
Yacht Club & Marina of Stuart

PROJECT NUMBER 21-330

REVISIONS
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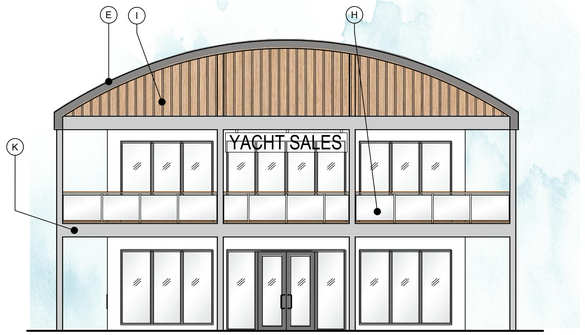
SUBMITTAL DATE 09/13/2021

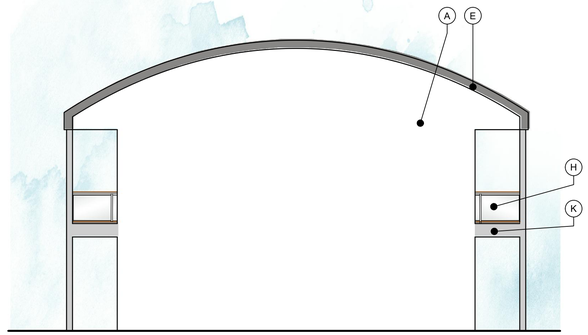
DEMOLITION PERMIT

SHIP
STORE/DOCKMASTER
COLOR ELEVATIONS

A2.06



2 EAST ELEVATION
1/8" = 1'-0"



1 WEST ELEVATION (ABUTTED AGAINST BOAT BARN)
1/8" = 1'-0"

4 NORTH ELEVATION
1/8" = 1'-0"

3 SOUTH ELEVATION
1/8" = 1'-0"

A

PRIMARY COLOR
BENJAMIN MOORE-
SUPER WHITE PM-1
(TEX COAT ON CONC.
PANELS)

B

ACCENT COLOR
BENJAMIN MOORE-
WATER DROPS 659

C

ACCENT COLOR
BENJAMIN MOORE-
CAYMAN BLUE 2060-50

D

ACCENT COLOR
BENJAMIN MOORE-
CLEAREST OCEAN BLUE 2064-40

E

SLATE GRAY -
(KYNAR FINISH)
PAC-CLAD:
(MAIN ROOF)
STANDING SEAM
METAL

F

CARDINAL RED -
(KYNAR FINISH)
PAC-CLAD: STANDING
SEAM METAL CLADDING
(AWNING CANOPIES &
BOAT BARN DOORS (EAST
& SOUTH) CLADDING)

G

BERKSHIRE BLUE-
(KYNAR FINISH)
PAC-CLAD:
(LOW ROOF BOAT
BARN)
STANDING SEAM
METAL ROOF

H

GUARD RAILS-
JACOB ROPE SYSTEMS
STAINLESS STEEL WIRE
MESH W/ FAUX WOOD
TOP-RAIL

I

FAUX WOOD LOUVERS-
WOODN VERSATILIS:
COLOR: CUBA 99
(OUTDOOR)

J

GREEN WALLS-
JACOB ROPE SYSTEMS
STAINLESS STEEL VERTICAL
WIRE SYSTEM

K

EXPOSED CONCRETE

birse/thomas

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palm beach gardens, fl 33418

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AR94276

ATLANTIC POINT MARINA

75 NW FLAGLER DRIVE
STUART, FL

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Atlantic Point
Yacht Club & Marina of Stuart

PROJECT NUMBER 21-330

REVISIONS
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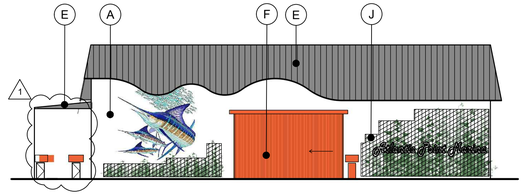
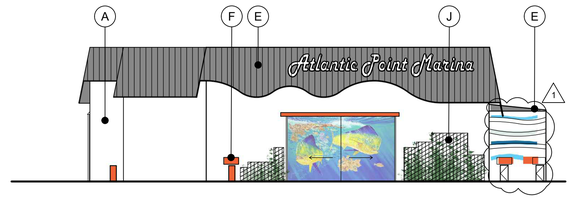
SUBMITTAL DATE 09/13/2021
SITE PLAN APPROVAL

YACHT SALES/FITNESS
COLOR ELEVATIONS

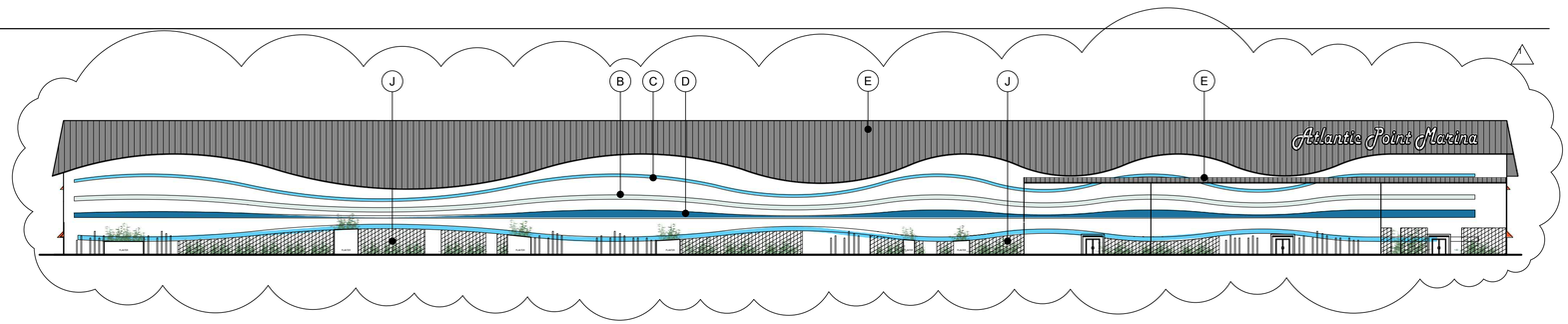
A2.07



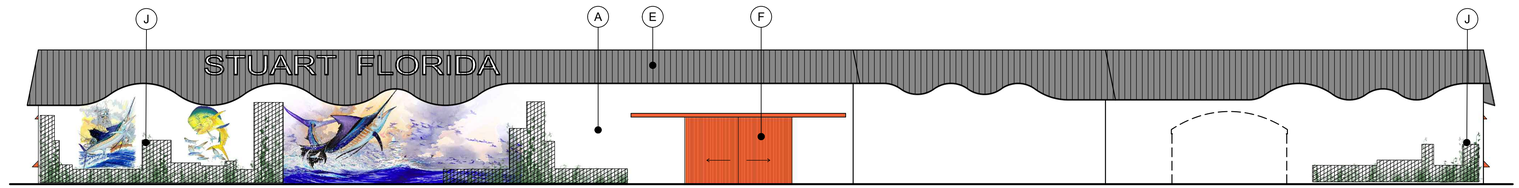
1 SOUTH ELEVATION
1/32" = 1'-0"



2 NORTH ELEVATION
1/32" = 1'-0"



3 WEST ELEVATION
1/32" = 1'-0"



4 EAST ELEVATION
1/32" = 1'-0"

A

PRIMARY COLOR
BENJAMIN MOORE-
SUPER WHITE PM-1
(TEX COAT ON CONC.
PANELS)

B

ACCENT COLOR
BENJAMIN MOORE-
WATER DROPS 659

C

ACCENT COLOR
BENJAMIN MOORE-
CAYMAN BLUE 2060-50

D

ACCENT COLOR
BENJAMIN MOORE-
CLEAREST OCEAN BLUE 2064-40

E

SLATE GRAY -
(KYNAR FINISH)
PAC-CLAD:
(MAIN ROOF)
STANDING SEAM
METAL

F

CARDINAL RED -
(KYNAR FINISH)
PAC-CLAD: STANDING
SEAM METAL CLADDING
(AWNING CANOPIES &
BOAT BARN DOORS (EAST
& SOUTH) CLADDING)

G

BERKSHIRE BLUE-
(KYNAR FINISH)
PAC-CLAD:
(LOW ROOF BOAT
BARN)
STANDING SEAM
METAL ROOF

H

GUARD RAILS-
JACOB ROPE SYSTEMS
STAINLESS STEEL WIRE
MESH W/ FAUX WOOD
TOP-RAIL

I

FAUX WOOD LOUVERS-
WOODN VERSATILIS:
COLOR: CUBA 99
(OUTDOOR)

J

GREEN WALLS-
JACOB ROPE SYSTEMS
STAINLESS STEEL VERTICAL
WIRE SYSTEM

birse/thomas

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palm beach gardens, fl 33418

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AR94276

ATLANTIC POINT MARINA

75 NW FLAGLER DRIVE
STUART, FL

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Atlantic Point Yacht Club & Marina of Stuart

PROJECT NUMBER 21-330

REVISIONS
1 ADDENDUM NO. 1 02/28/2022
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SUBMITTAL DATE 09/13/2021
SITE PLAN APPROVAL

BOAT BARN
COLOR ELEVATIONS

A2.08

birse/thomas

5510 PGA boulevard, suite #201
palm beach gardens, fl 33418

phone 561.249.4001
AA26002397

Joseph Thomas, AIA
AR94276

ATLANTIC POINT MARINA

75 NW FLAGLER DRIVE
STUART, FL

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Atlantic Point
Yacht Club & Marina of Stuart

PROJECT NUMBER 21-330

REVISIONS
1
2
3
4
5
6
7
8
9

SUBMITTAL DATE 09/13/2021
SITE PLAN APPROVAL

CONCEPTUAL RENDERINGS

A2.09

birse/thomas

5510 PGA boulevard, suite #201
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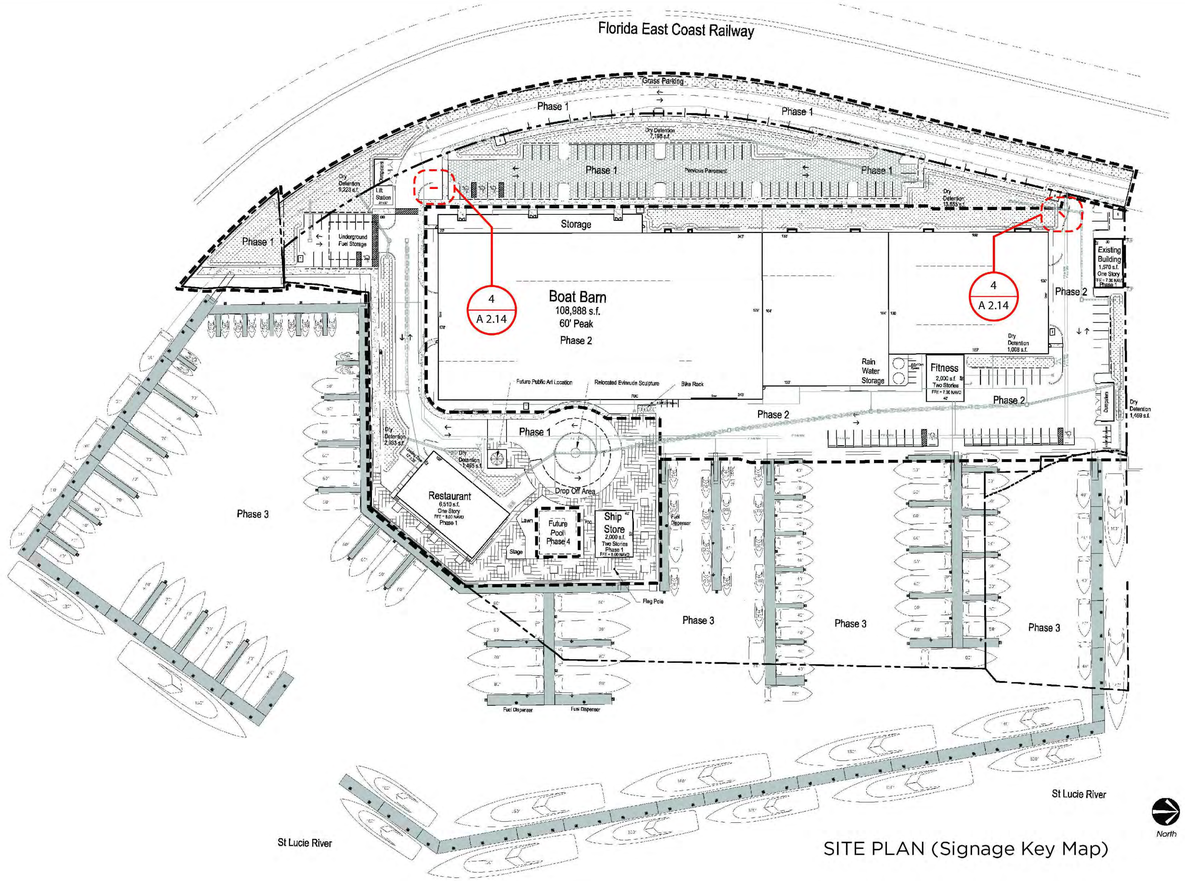
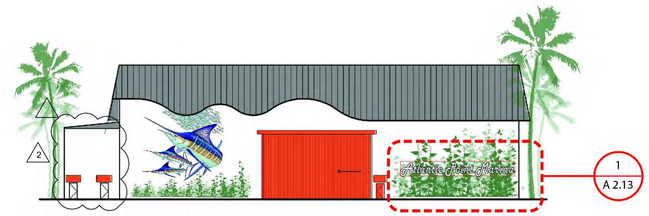
SUBMITTAL DATE 09/13/2021

SITE PLAN APPROVAL

CONCEPTUAL RENDERINGS

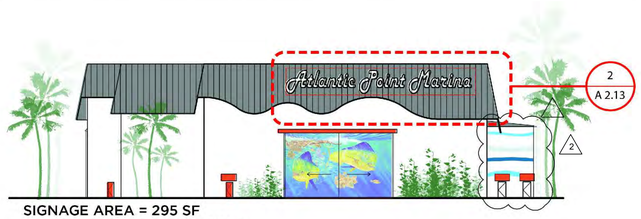
A2.10





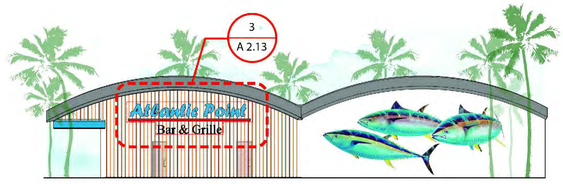
SIGNAGE AREA = 328 SF
(3.0 % OF TOTAL WALL AREA)

1 / A 2.12 NORTH FACADE (BOAT BARN): **TOTAL SF = 10,970 SF**



SIGNAGE AREA = 295 SF
(2.7 % OF TOTAL WALL AREA)

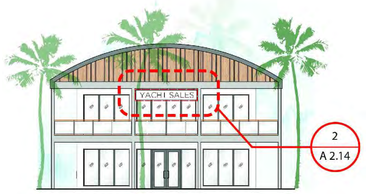
2 / A 2.12 SOUTH FACADE (BOAT BARN): **TOTAL SF = 10,970 SF**



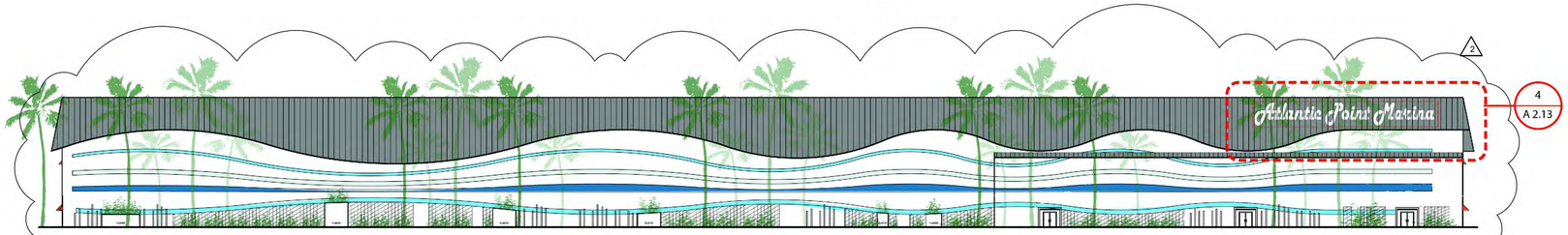
SIGNAGE AREA = 102 SF
(4.8 % OF TOTAL WALL AREA)

3 / A 2.12 NORTH WEST FACADE (RESTAURANT): **TOTAL SF = 2,115 SF**

6 / A 2.12

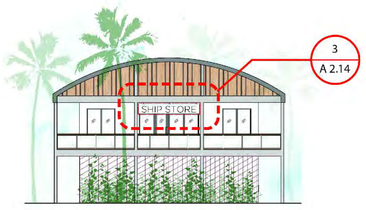


7 / A 2.12 EAST FACADE: **TOTAL SF = 1,536 SF**

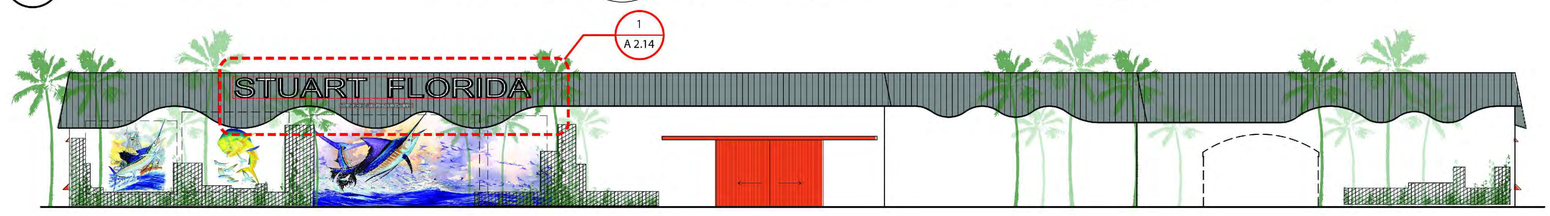


4 / A 2.12 WEST FACADE (BOAT BARN): **TOTAL SF = 38,625 SF**

SIGNAGE AREA = 480 SF
(1.2 % OF TOTAL WALL AREA)



8 / A 2.12 WEST FACADE: **TOTAL SF = 1,536 SF**



5 / A 2.12 EAST FACADE (BOAT BARN): **TOTAL SF = 38,625 SF**

SIGNAGE AREA = 1,167 SF
(2.9 % OF TOTAL WALL AREA)

birse/thomas

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Atlantic Point Yacht Club & Marina of Stuart

PROJECT NUMBER 21-330

REVISIONS

1	REVISION NO. 1	09/21/21
2	ADDENDUM NO. 1	02/28/2022
3		
4		
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8		
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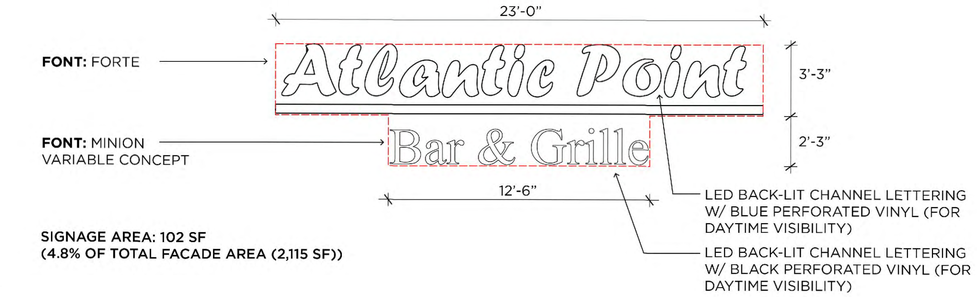
SUBMITTAL DATE 09/13/2021
SITE PLAN APPROVAL

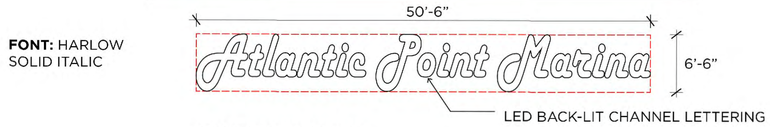
CONCEPTUAL SIGNAGE PACKAGE

A2.12



SIGNAGE AREA: 102 SF
(4.8% OF TOTAL FACADE AREA (2,115 SF))

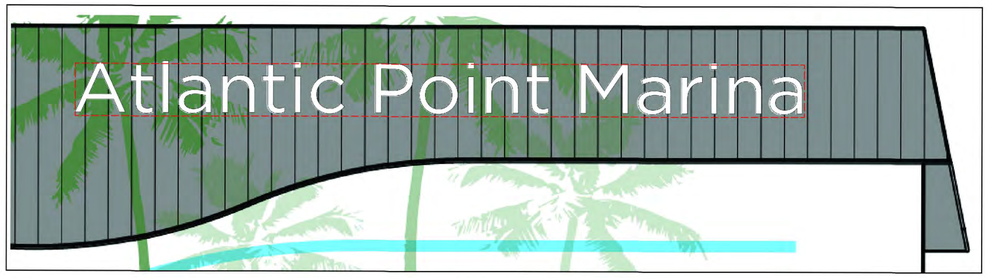
3
A 2.13

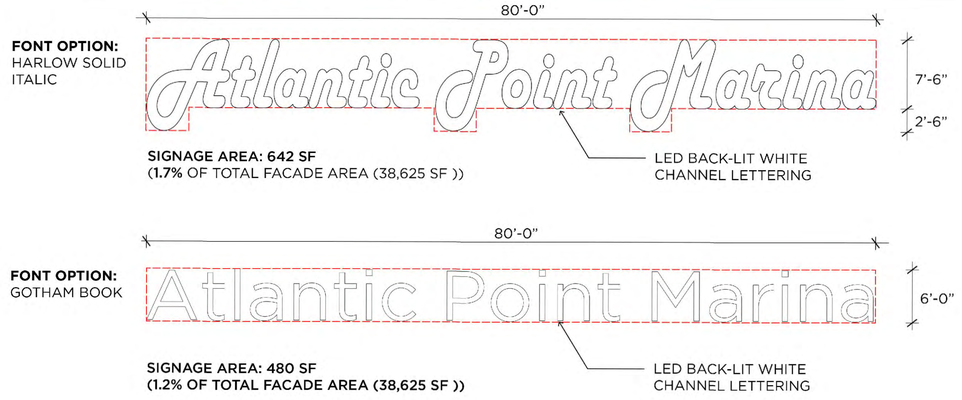


SIGNAGE AREA: 328 SF
(3.0% OF TOTAL FACADE AREA (10,970 SF))

1
A 2.13

NOTE: SIGN TO BE OFFSET 12" FROM WALL FACE TO ALLOW GREENWALL BEHIND

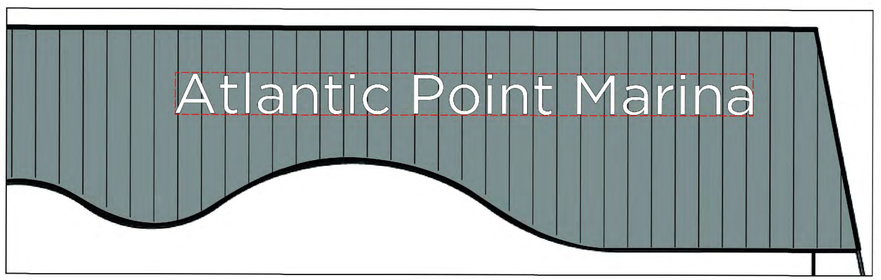


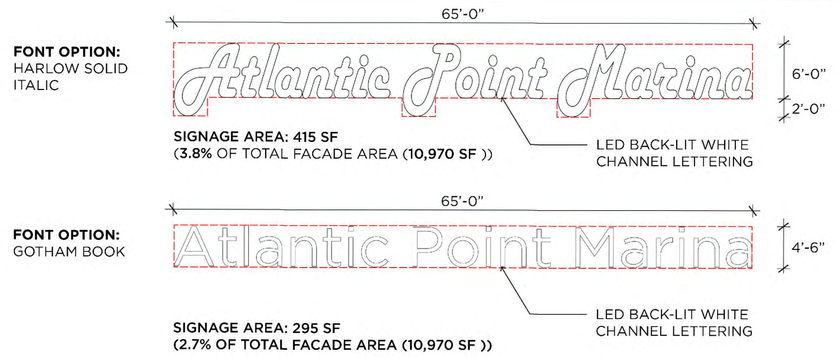


SIGNAGE AREA: 642 SF
(1.7% OF TOTAL FACADE AREA (38,625 SF))

SIGNAGE AREA: 480 SF
(1.2% OF TOTAL FACADE AREA (38,625 SF))

4
A 2.13





SIGNAGE AREA: 415 SF
(3.8% OF TOTAL FACADE AREA (**10,970 SF**))

SIGNAGE AREA: 295 SF
(2.7% OF TOTAL FACADE AREA (10,970 SF))

2
A 2.13

birse/thomas

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Atlantic Point
Yacht Club & Marina of Stuart

PROJECT NUMBER 21-330

REVISIONS
1 REVISION NO. 1 09/21/21
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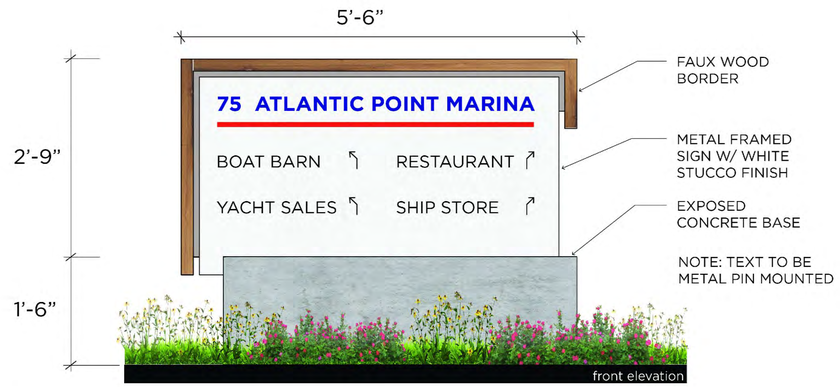
9

SUBMITTAL DATE 09/13/2021
SITE PLAN APPROVAL

CONCEPTUAL SIGNAGE PACKAGE

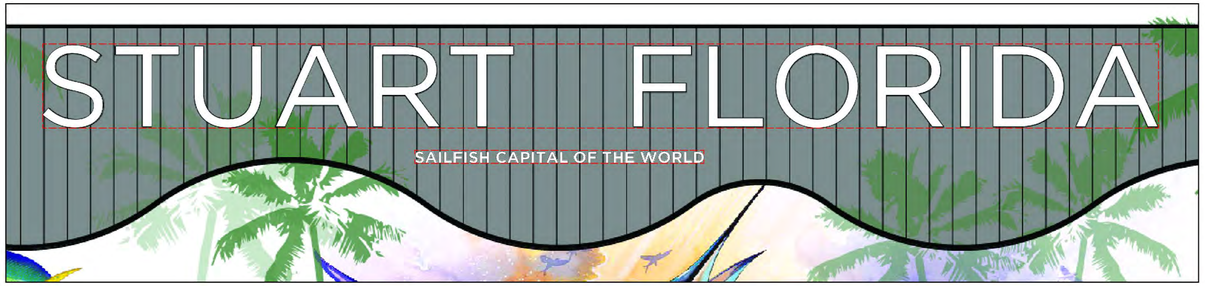
A2.13

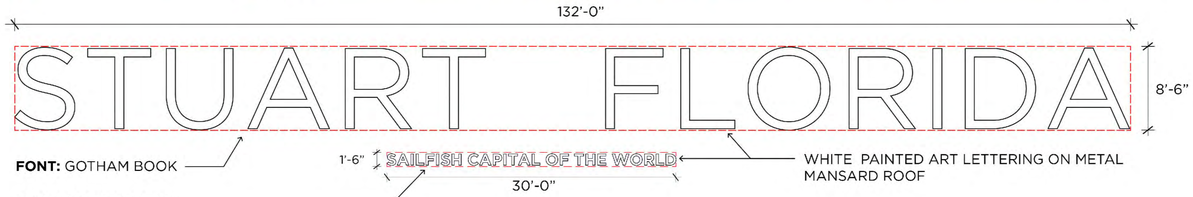
SIGNAGE AREA: 12.5 SF



MONUMENT/DIRECTIONAL SIGN

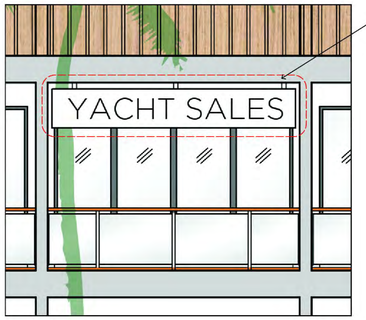
4
A 2.14





SIGNAGE AREA: 1,167 SF
(2.9% OF TOTAL FACADE AREA (38,625 SF))

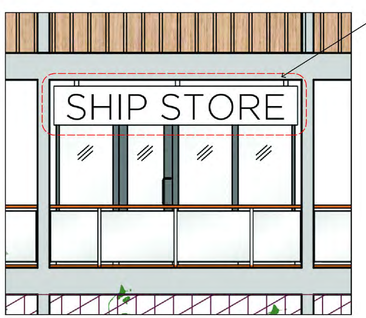
1
A 2.14



FONT: GOTHAM BOOK

SIGNAGE AREA: 29 SF
(1.9% OF TOTAL FACADE AREA (1,536 SF))

2
A 2.14



FONT: GOTHAM BOOK

SIGNAGE AREA: 29 SF
(1.9% OF TOTAL FACADE AREA (1,536 SF))

3
A 2.14

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Atlantic Point
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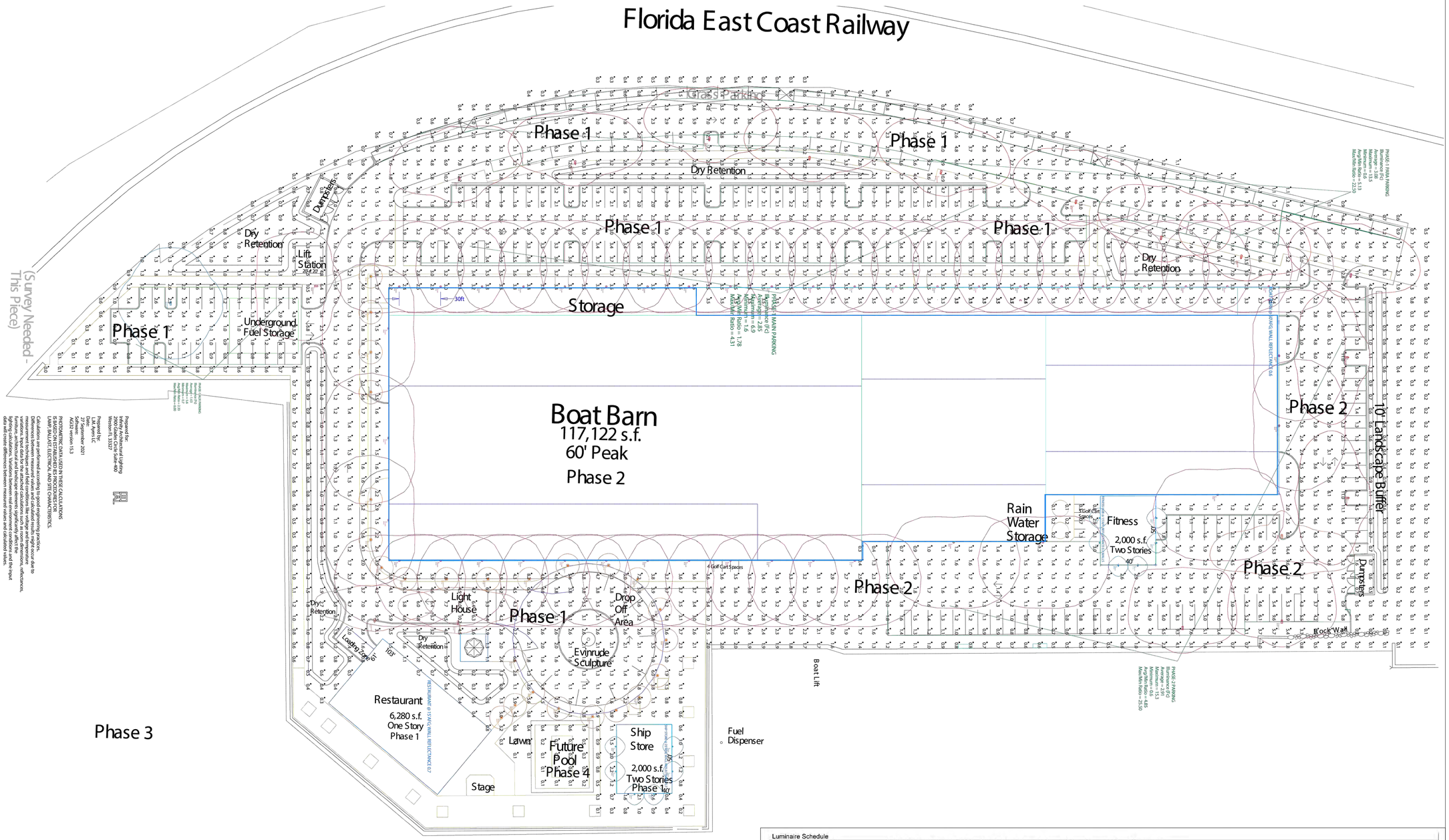
CONCEPTUAL SIGNAGE PACKAGE

A2.14



Luminaire Schedule

Symbol	Qty	Label	Arrangement	Lum. Watts	Lum. Lumens	LLD	LDD	BF	LLF	Description
	3	ALV -Typ4_150W	SINGLE	150	21072	1.000	1.000	1.000	0.760	ALS_ALV-Typ4_LED AREA LIGHT-TYPE-4_150W_L80=100K Hrs
	1	ALV-Typ2_150W	SINGLE	150	21075	0.800	0.950	1.000	0.760	ALS_ALV-Typ2_LED AREA LIGHT-TYPE-2_150W_L80=100K Hrs
	11	ALV-Typ3_150W	SINGLE	150	21119	0.760	1.000	1.000	0.760	ALS_ALV-Typ3_LED AREA LIGHT-TYPE-3_150W_L80=100K Hrs
	1	ALV-Typ5_150W	SINGLE	150	20000	0.800	0.950	1.000	0.760	ALS_ALV-Typ5_LED AREA LIGHT-TYPE-5_150W_L80=100K Hrs
	25	BO-360 .3K_27W	SINGLE	27	1197	0.800	0.950	1.000	0.760	TARGETTI BOLLARD MB84136L330FE_100_1xLED-WW-24W_3.2FI HEIGHT_L80=RATED LIFE
	12	MXW11-15	SINGLE	17.25	1430	0.800	0.950	1.000	0.760	TMS_MAXXIMUS WALL_ 11inDIA REFLECTOR_GLASS JAR_L80
	42	WP-13540FC	SINGLE	134.28	18017	0.700	0.950	1.000	0.665	ALS_WP-13540FC_LED WALLMOUNT_135WATTS_190513_L70=54K Hrs
	2	ALV -Typ2_75W	SINGLE	75	21075	0.800	0.950	0.500	0.380	ALS_ALV-Typ2_LED AREA LIGHT-TYPE-2_75W_L80=100K Hrs_BF PRORATE TO 75WATTS

Calculation Summary

Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
ALL POINTS	Illuminance	Fc	2.60	15.1	0.0	N.A.	N.A.
PHASE-1 AUX PARKING	Illuminance	Fc	1.80	6.3	0.7	2.57	9.00
PHASE-1 MAIN PARKING	Illuminance	Fc	2.85	6.9	1.6	1.78	4.31
PHASE-1 PARA PARKING	Illuminance	Fc	3.08	13.5	0.6	5.13	22.50
PHASE-2 PARKING	Illuminance	Fc	2.85	15.1	0.6	4.75	25.17

PHOTOMETRIC DATA USED IN THESE CALCULATIONS IS BASED ON ESTABLISHED IES PROCEDURES FOR LAMP, BALLAST, ELECTRICAL AND SITE CHARACTERISTICS.

Differences between measured values and calculated results might occur due to measurement techniques and field conditions like voltage and temperature variations, instrumentation tolerances, reflectances, luminaire surface depreciation, obstructions, reflectances, furniture, architectural and landscape elements significantly affect the calculations. Actual performance of any manufacturer's luminaire may vary due to variation in electrical voltage, tolerance in lamps and other variable factors. Calculations do not guarantee against dark areas. Calculations are based on data provided for the input data will create differences between measured values and calculated values.

Prepared for:
Infinity Architectural Lighting
2300 Glades Road, Suite 410
Weston FL 33327

Prepared by:
Dan Ayers
Dan Ayers LLC
27 September 2021
Software version 15.3
AGI32 version 15.3

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Atlantic Point Yacht Club & Marina of Stuart

PROJECT NUMBER 21-330

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2	ADDENDUM NO. 1	02/28/22
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7		
8		
9		

SUBMITTAL DATE 09/13/2021
SITE PLAN APPROVAL

SITE PHOTOMETRICS

A2.15

CONTEXTUAL HEIGHT ANALYSIS

SCALE (FEET):

0 100 300 600

N

birse/thomas

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6		
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8		
9		

SUBMITTAL DATE 09/13/2021
SITE PLAN APPROVAL

CONTEXTUAL HEIGHT ANALYSIS

A2.16

City of Stuart

Atlantic Point Marina

Staff Report

A. Application

Applicant	Jeffrey Hardin, Middle Island Management & Development LLC
Property Owner	Middle Island Management & Development LLC
Agent for Applicant	Donald J. Cuozzo Planning Solutions, Inc.
Project Manager	Don Cuozzo
Date of Report	April 4, 2022

B. Project Description

The intent of this application is to propose a Major Urban Code Conditional Use and a Small-Scale Future Land Use Amendment for a mixed-use marina, dry boat storage, restaurant, retail including a public plaza and a public art component.

The property is located east of N Dixie Highway and NW Flagler Avenue, west of St. Lucie River and NW Federal Highway and east of the FEC railway line, in Stuart, Florida. The parcel site is approximately 10.81 +/- acres with dry land area consisting of 7.86 +/- acres, the proposal site including 7.0-acres, and a right of way donation of 0.86-+/- acres, located west of SE Federal Highway.

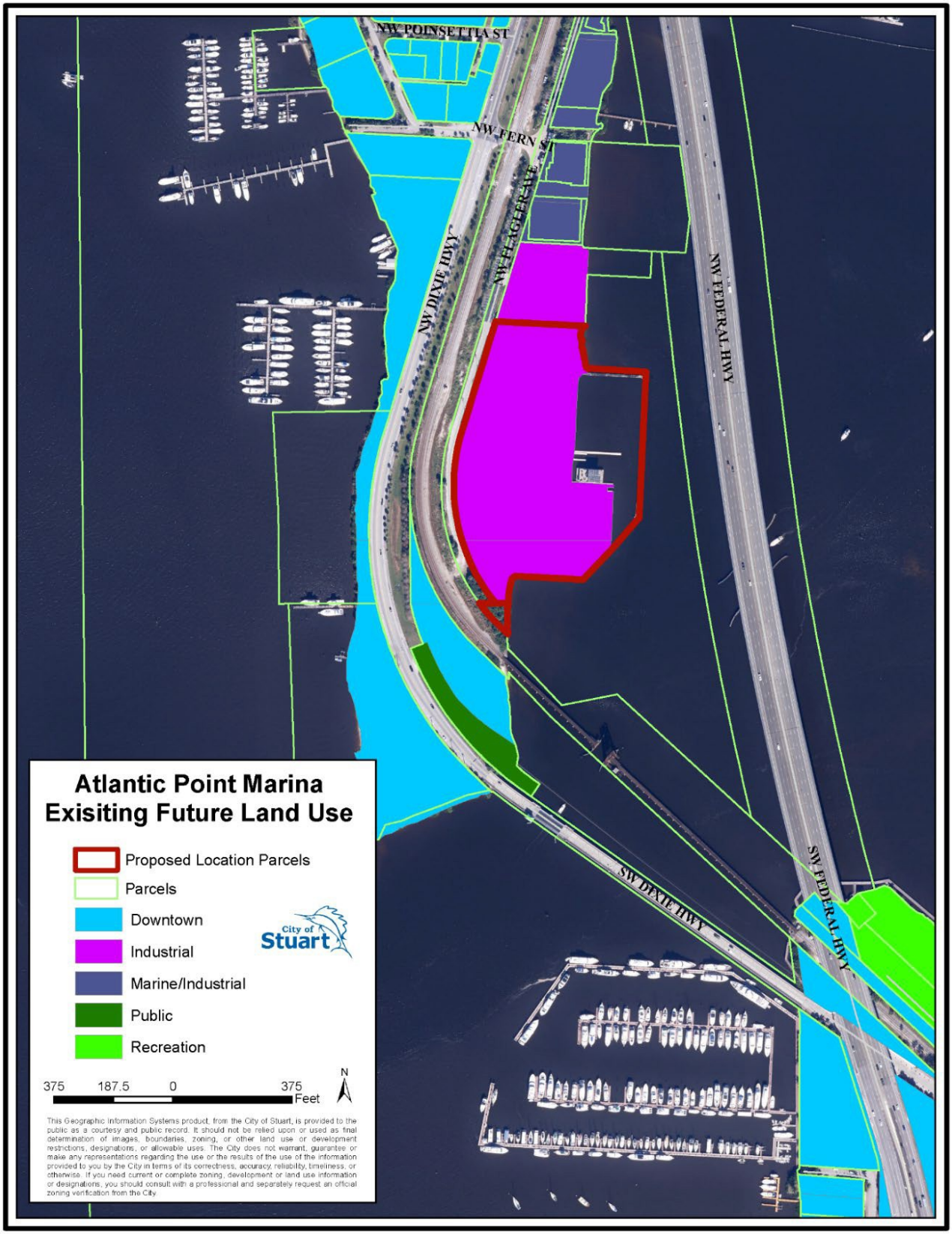
The property is zoned Industrial and has a Land Use of Industrial and is located within the Community Redevelopment Area. The Land use amendment proposes to change the Industrial land use to a Marine/Industrial land use.

Currently the property accommodates a large boat storage warehouse facility and a covered commercial canopy building built dating back to the 1930's and 1960's. Middle Island Management & Development, LLC recently purchased the property with the intent of introducing an effective and economically viable reuse as an industrial/marine boat barn, wet and dry boat slips, a ship store, and restaurant facilities on property abutting the St. Lucie River in the heart of the city. Demo may commence ahead of development approval providing all permits are secured.

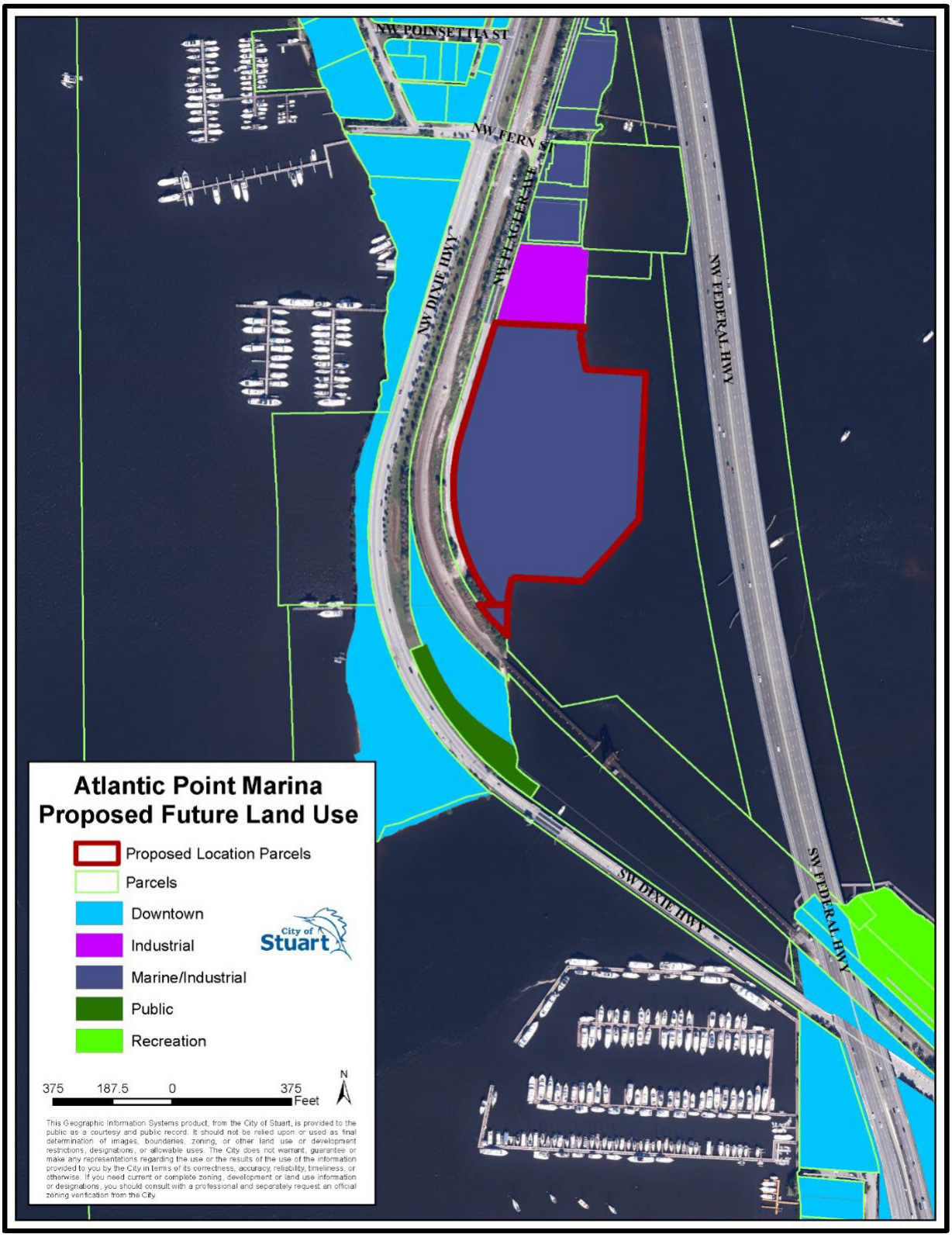
Land Use & Zoning Analysis

Existing Land Use Site	Industrial
Existing Land Use Adjacent Properties	
North	FEC Rail & Downtown FLU
South	FEC Rail & Downtown
East	St. Lucie River & NW Federal Highway
West	NW Flagler Highway, FEC Rail N Dixie Highway & Downtown FLU
Existing Zoning Site	Industrial
Existing Zoning Adjacent Properties	
North	FEC Rail & Industrial Further north Urban Waterfront
South	FEC Rail & Urban Waterfront
East	St. Lucie River & NW Federal Highway
West	Urban Waterfront
Site and surroundings within City of Stuart CRA	
Existing Uses Site	
	Storage Warehouse, Commercial Canopy Ancillary buildings & Outboard test center/boatyard
Proposed Uses Site	Restaurant, Ship store, boat barn/marina with wet and dry slips, and associated facilities.
Existing Uses Adjacent	
North	151 NW FLAGLER, LLC Marina with 3 buildings.
	Harborage Yacht – – 4 stories (approx. 60' tall) residential condos Mixed use office/residential/commercial buildings – 4 stories (approx. 60' tall)
South	City of Stuart vacant land FEC Rail
East	St. Lucie River NW Federal Highway
West	NW Flagler Avenue FEC Rail NW Dixie Highway Marina
City Approvals	BUILDING– No comments. FIRE – See comments - Staff Review SANITATION- See comments -Staff Review POLICE – No comments.
Staff Recommendation	The proposal will be reviewed against the City's Comprehensive Plan and Land Development Code. Review comments will require a resubmittal with response to each comment including revised drawings and reports as necessary.

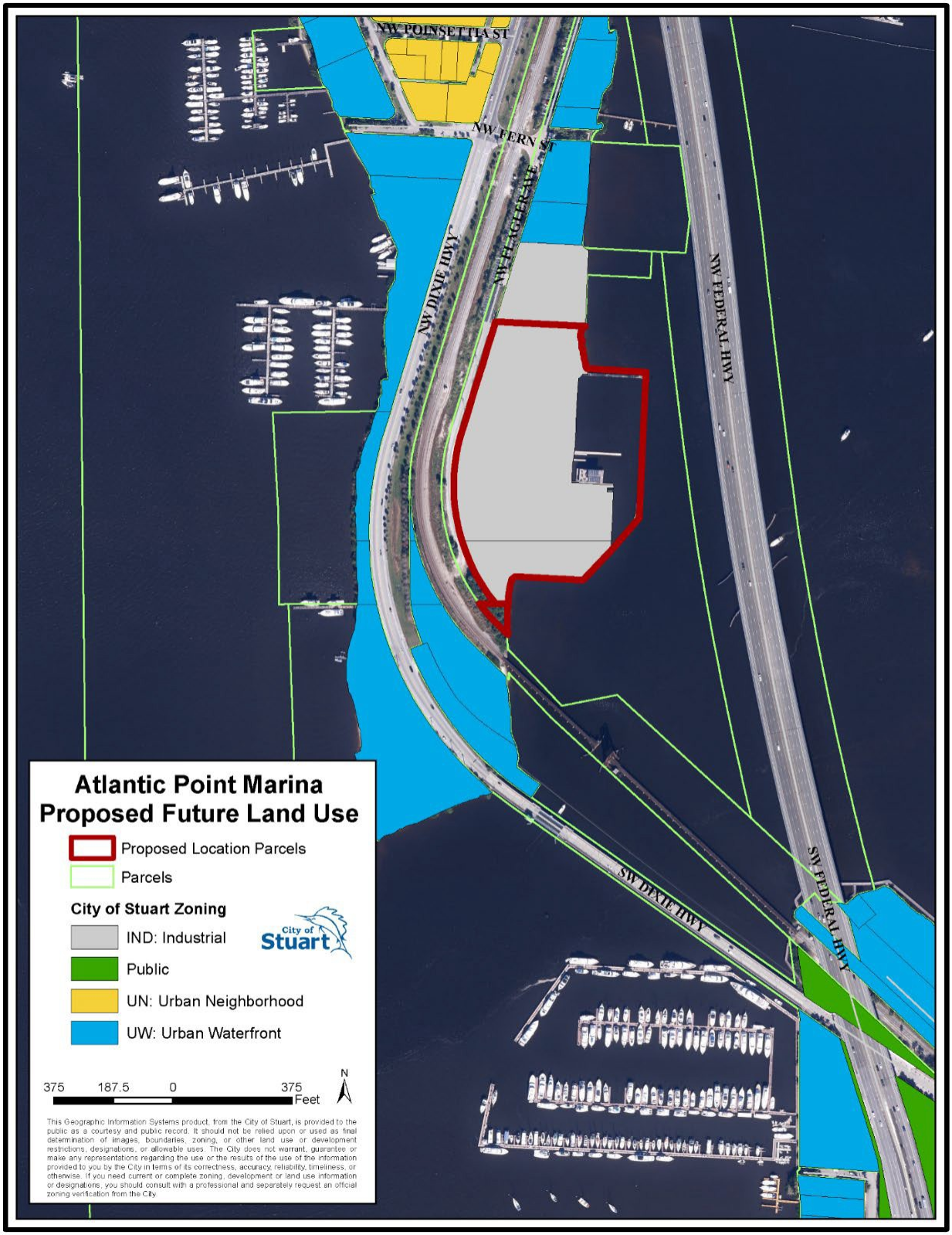
Existing Land Use



Proposed Land Use



Existing Zoning



D. Determination of compliance with Comp Plan

Future Land Use
The subject property is located within the City of Stuart Community Redevelopment Area. The existing Industrial zoning designation on the property and Industrial future land use designation are consistent with the comprehensive plan and land development code provisions. The existing buildings and previous uses currently on the subject property are considered permitted based on the structures and activities pre-dating the code.

The Industrial future land use category includes provision for land uses and activities predominantly connected with manufacturing, assembly, processing, packaging, research, or storage of products. Additional permitted uses in such areas include warehousing, wholesale activity, machine repair, and limited indoor retail sales and professional and other offices. The Industrial land use designation does not specifically reference restaurant or marina use within the Comp Plan policy language. To address this matter a request for consideration of a small-scale comp plan amendment to change the land use to Marine/Industrial Waterfront District will accommodate the proposal.

Marine/Industrial: Waterfront district which permits continuation of industrial/marine uses while encouraging mixed use development including multi-family residential; commercial; office; lodging; marinas; and civic uses. Also, public facilities and electric distribution substations are allowed.

A long-range future land use analysis including a maximum buildout for Marine Industrial land use compared to the existing Industrial land use designation.
A maximum build out analysis has been completed in accordance with Comp Plan Table Element 1.A7.2. The gross site area of 471,182 sf was multiplied by 3, the applicable FAR number from Comp Plan for property with an Industrial future land use designation. Based on this calculation a total maximum square footage of 1,413,546 sf represents the maximum build out for a property with an Industrial future land use.

The same calculation applies to the property if it was designated Marine Industrial future land use as the Comp Plan table applies the same FAR of 3 in CRA for both land use designations. Providing the same maximum build out for Industrial/Manufacturing/warehouse facilities. Residential analysis was applied to the Marine/Industrial land use designation with a maximum threshold of up to 25% residential based on 15 dwelling units per acre. Residential density for a property with a Marine Industrial flu – is calculated applying the maximum density allowed at 15 du/acre. Based on the 10.81 gross acreage that would be 237 units as a maximum. This calculation is made at the land use level to show maximums based on the table in the comp plan and does not factor in LDC code requirements.

A more reasonable approach was taken by the applicant's Traffic engineer and is as follows:

The current future land use is Marine Industrial use. The code allows for an FAR of 3.0. However, based on the buildable land area of 7.0 acres, the other restrictions in the code and standard development patterns result in an FAR of 0.5. There are many uses allowed within this land use but the worst case is High Cube Warehouse - Sort. Retail is not permitted as a primary use. Therefore, ITE Land Use Code 155 was used as a worst-case trip generation for the existing future land use.
The proposed future land use is Marine Industrial. The highest allowable use is LU 820 - Commercial Retail. The trip generation for the proposed future land use was retail shopping center. Retail use could not achieve an FAR of 3.0 based on typical uses and the code requirements. An FAR of 0.25 was used, resulting in 76,230 of retail. Residential use is also allowed in Marine Industrial, but that does not represent worst case. Table 1 provides the comparison of the trip generation for the existing future land use as retail versus the proposed future land use as industrial. As shown, the AM peak hour would have fewer trips in the proposed condition and the PM peak hour would have 76 more peak hour trips. See table 1 in Land use traffic report attached to the agenda.

Consistency with the Comprehensive Plan
Chapter 1, CGMP Policy GOAL STATEMENT C establishes the future land use goal for the Community Redevelopment Area (CRA) [is] to maintain and strengthen the beauty, economic viability, cultural resources and social importance of the area. This shall be accomplished through mixed-use zoning, preservation of historic buildings, innovative zoning and land use regulations, demolition, reconstruction or substantial renovation of existing buildings and infrastructure, enhancement of marine resources, and other measures to promote urban redevelopment.

The proposal offers enhanced marine resources and includes a restaurant and ship store facility to promote effective and attractive urban redevelopment

Chapter 1, Policy C1.2. The City of Stuart shall continue to implement the Stuart Architectural Regulations which have been adopted based on the Stuart Urban Code for the CRA to regulate materials, colors, and landscaping for buildings. These regulations shall encourage traditional, durable construction with materials that age well and fit with the existing architectural heritage of Stuart.

The project has been designed to incorporate a site layout and building designs sympathetic to the property's location with the CRA and adjacent to St. Lucie River. With the approval of an urban code conditional use approval, the proposal has been designed to meet the requirements of Policy C1.2.

Chapter 1, Objective C3. - Urban redevelopment.

Revitalize the designated Urban Redevelopment Area (URA), including the CRA, by:

A. Maintaining or increasing the amount of development and redevelopment.
B. Maintaining or increasing the percentage of County-wide employment located in the URA and CRA and the City of Stuart as a whole.
C. Reducing blight conditions as defined by F.S. § 163.340(8)(a) and (b).
D. Achieving and maintaining a 90 percent occupancy rate of commercial and office spaces.
E. Enhancing the City's marine resources.
F. Promote pedestrian mobility throughout the CRA.

The reuse of the existing property by replacing all but one of the existing older buildings, with a modern and more practical mix of uses and appropriately marina scaled units, is consistent with the objectives of policy C3. As the site has been purchased by the applicant, approval of the proposal would achieve the retention and expansion of a marine based use, generating City-wide employment while being located within the City of Stuart CRA. Specifically enhancing the City's marine resources and promoting pedestrian mobility offering enjoyment of the water-based facilities at the Atlantic Point Marina.

Chapter 1, Policy C3.3. The City shall promote waterfront access through FLUE Objective A2 and its associated policies in order to increase the attractiveness and desirability of the CRA for new development and redevelopment.

The proposal, when completed, will achieve waterfront access in pedestrian, boat, and access to water within the heart of the CRA.

Chapter 1, Policy C3.5. The City shall promote compact urban form and discourage urban sprawl consistent with FLUE Objective B1 and Policy B1.1.

The property is a brownfield, infill project, replacing most of the older buildings and bringing the entire site up to date while introducing additional use and accessibility within an established urban area.

Chapter 1, Policy C3.12. The City of Stuart shall promote land use patterns which complement multiple modes of transportation, including transit, pedestrian and bicycle amenities, and marine transit such as ferries, water taxis and upland support facilities (e.g., designated anchorages, marinas, dinghy accommodations, canoe/kayak launches and the City's "blueways" program).

The proposed marina type facility is consistent with the objective, offering proposed uses very much water based, within half a mile of downtown Stuart.

Chapter 1, Objective A2. - [St. Lucie River access and views.] Enhance public access to and public views of the St. Lucie River waterfront through implementation of the following policies.

The proposed design, layout, and balance of uses included on the site plan provide opportunity to enhance and increase public access to the property.

Chapter 1, Objective B3. - Desirable pattern of land uses.

Promote and enhance a pattern of land uses that are compatible; that are convenient to City residents, businesses, and visitors; that avoid inappropriate or wasteful use of land; and that encourage efficient use of land, resources and facilities. Future land uses shall be designated to support the existing or planned community character, thereby prohibiting the development or expansion of uses which are inconsistent with the community's character. Reduce blighted areas through redevelopment. Land development and use regulations shall include provisions to ensure consistency with this Comprehensive Plan.

Chapter 1, Policy B3.2. All development shall be compatible with and complementary to surrounding land uses and shall not unduly affect existing approved activities.

The proposed land use is consistent with the existing pattern of development, compatible with surrounding established Marine/Industrial Waterfront District land use patterns to the north. Re-use of a property with a more effective site layout and mix of uses will add significant improvement in terms of design consistent with the Comprehensive Plan policies and objectives.

Chapter 9, ECONOMIC DEVELOPMENT ELEMENT GOAL STATEMENT - A The City will develop and maintain an economic environment that will encourage the creation, expansion and retention of business within city limits while maintaining a high quality of life for its residents.
Objective A1. - Retain existing businesses and attracting new businesses. Provide supporting services for the retention of existing businesses and attracting new businesses.

Effective retention of a marine related use and proposed reuse of the existing marine industrial site in the form of a new water based marina type facility, and

introduction of a restaurant and ancillary uses, fosters marine industry related business expansion and retention in a central location of the City of Stuart CRA.

Policy A1.1. The city will seek to ensure the allocation of an appropriate quantity of lands that are desirable for commercial and industrial purposes to serve future growth needs of the City.

A proposal to amend the land use from Industrial to Marine/Industrial Waterfront District provides an opportunity for additional uses, not limiting a waterfront property to only industrial uses. The concurrent request to consider a major urban code conditional use request to accept restaurant and marina use on the property is consistent with the land use change to Marine Industrial and the Urban Code. Retaining employment based use opportunities on the existing property and opening up opportunity for uses accessible for public enjoyment.

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

The proposed mix of uses will be well-served and accommodated with access to St. Lucie River, easy access to Okeechobee Waterway, the Intracoastal Waterway, and the Atlantic Ocean. Flagler Avenue is parallel to the subject property and easy access exists to Dixie Highway.

Policy A1.4. The city will encourage the designation and preservation of industrial land for industrial uses.

The request to amend the land use from Industrial to Marine/Industrial Marine/Industrial Waterfront District is consistent with the property location and the pattern of land use designations to the north. Rather than removing the Industrial land use designation, the comprehensive plan amendment provides the opportunity for the property to have a Marine/Industrial Waterfront District land use designation for additional commercial uses conducive with water-based activities.

The proposal is consistent with **Comprehensive Plan Objective B1 – Compact Urban Form,** in that the project discourages urban sprawl by facilitating urban redevelopment an infill development of properties. The proposed marina/boat barn and restaurant facilities are considered suitable modern replacements for the existing uses on the subject property, while retaining a dependence as a water-based boat industry use in the heart of the CRA.

The development of a marina facility with boat barn and a restaurant in this part of the City of Stuart plans well for urban infill and redevelopment of lands and achieves a compact urban form of development. The project is also consistent with Comprehensive Plan Objective B3. Desirable pattern of land uses. The proposal will enhance the pattern of development in a way that is compatible and convenient to City residents, businesses and visitors and avoids inappropriate or wasteful use of land.

Sec. 11.01.07. "Small scale" comprehensive plan map amendment application.

B. *Pre-application conference:* ***DATE*****: July 23, 2021**

C. *Application submittal:* **DATE: August 2, 202**

D. *Compliance Complete:* **DATE: September 22, 2021**

E. *Report to the local planning agency.* **DATE: April 14, 2022**

F. *Local planning agency public hearing notice and posting.* **DATE: March 30, 2022**

G. *Local planning agency public hearing.*

a. The existing land use pattern; **INDUSTRIAL & MARINE/INDUSTRIAL. REFER TO STAFF REPORT.**

b. The possible creation of an isolated land use classification unrelated to adjacent and nearby classifications; **ADJACENT TO INDUSTRIAL WHICH IS PROPOSED TO BE MARINE/INDUSTRIAL FUTURE LAND USE. THE REQUEST IS CONSISTENT WITH THESE ESTABLISHED LAND USE PATTERNS AND WATER-BASED DEVELOPMENTS WITHIN THE CRA AND A MIX OF USES INCLUDING COMMERCIAL, INDUSTRIAL, AND RESIDENTIAL USES.**

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; **THE PROPOSED USE WILL NOT ADD TO THE POPULATION DENSITY PATTERN. IN ADDITION, A DEVELOPMENT PLAN WILL BE REQUIRED TO DEMONSTRATE THE IMPACT OF THE PROPOSED AMENDMENT ON THE DENSITY PATTERN AND IMPACT UPON PUBLIC FACILITIES.**

d. The possible overloading of the city's sewage collection, treatment, and disposal facilities; **THE PROPOSED FUTURE LAND USE OF MARINE/INDUSTRIAL DOES NOT INCREASE THE MAXIMUM DEVELOPMENT POTENTAL OVER THE PRESENT FUTURE LAND USE OF INDUSTRIAL FUTURE LAND USE. ALSO, REFER TO THE CONFIRMATION OF CAPACITY LETTER FROM CITY's UTILITIES DEPARTMENT. IN ADDITION, A DEVELOPMENT PLAN WILL BE REQUIRED TO DEMONSTRATE THE IMPACT OF THE PROPOSED AMENDMENT ON THE CITY's SEWAGE COLLECTION, TREATMENT, AND DISPOSAL FACILITIES.**

e. The possible overloading of the city's drainage system; **THE PROPOSED FUTURE LAND USE OF MARINE/INDUSTRIAL DOES NOT INCREASE THE MAXIMUM DEVELOPMENT POTENTAL OVER THE PRESENT FUTURE LAND USE OF INDUSTRIAL FUTURE LAND USE. IN ADDITION, A DEVELOPMENT PLAN WILL BE REQUIRED TO DEMONSTRATE THE IMPACT OF THE PROPOSED AMENDMENT ON THE CITY's DRAINAGE SYSTEM.**

f. The existing classification boundaries in relation to existing conditions on the subject property; **THE EXISTING CONDITIONS OF A VACANT/DEMOLISHED MARINE WAREHOUSE ARE IN COMPLIANCE WITH THE EXISTING INDUSTRIAL FUTURE LAND USE.**

g. The existence of changed or changing conditions which make the passage of the proposed amendment necessary or appropriate; **THE ORIGINAL BUILDINGS CURRENTLY ON SITE WERE CONSTRUCTED IN THE 1930'S AND 1960'S. THE OPPORTUNITY TO DEMOLISH EXISTING BUILDINGS AND INTRODUCE MODERN, BOAT BARN, RESTAURANT, SHIP STORE, AND ANCILLARY USES AND OFFER WET AND DRY BOAT STORAGE AND OTHER AMENITIES, WILL OFFER AN EFFECTIVE REUSE OF THE PROPERTY. TO ACCOMMODATE SUCH A CHANGE A LAND USE AMENDMENT TO MARINE/INDUSTRIAL WATERFRONT DISTRICT AND A MAJOR URBAN CODE CONDITIONAL USE APPROVAL TO ALLOW THE MARINA AND RESTAURANT USE, IS REQUIRED. SUCH USES ARE ALLOWED WITHIN THE PROVISIONS OF THE CRA URBAN CODE.**

h. The impact of the proposed amendment upon living conditions in the adjacent neighborhood**; A THE PROPOSED FUTURE LAND USE OF MARINE/INDUSTRIAL DOES NOT INCREASE THE MAXIMUM DEVELOPMENT POTENTAL OVER THE PRESENT FUTURE LAND USE OF INDUSTRIAL FUTURE LAND USE. IN ADDITION, A DEVELOPMENT PLAN WILL BE REQUIRED TO DEMONSTRATE THE IMPACT OF THE PROPOSED AMENDMENT ON THE LIVING CONDITIONS.**

i. The impact of the amendment upon the flow of light and air to adjacent areas; **A THE PROPOSED FUTURE LAND USE OF MARINE/INDUSTRIAL DOES NOT INCREASE THE MAXIMUM DEVELOPMENT POTENTAL OVER THE PRESENT FUTURE LAND USE OF INDUSTRIAL FUTURE LAND USE. IN ADDITION, A DEVELOPMENT PLAN WILL BE REQUIRED TO DEMONSTRATE THE IMPACT OF THE PROPOSED AMENDMENT ON THE LIGHT AND AIR ON ADJACENT AREAS.**

j. The impact of the proposed amendment upon property values in the adjacent area; **THE PROPOSED FUTURE LAND USE OF MARINE/INDUSTRIAL DOES NOT INCREASE THE MAXIMUM DEVELOPMENT POTENTAL OVER THE PRESENT FUTURE LAND USE OF INDUSTRIAL FUTURE LAND USE. IN ADDITION, THE LOCATION IS IDENTIFIELD AS A PEFERRED LOCATION FOR A MARINA UNDER THE MARTIN COUNTY BOAT FACILITIES SITING PLAN AND IS NOT CONSIDERED AS HAVING A DETRIMENTAL IMPACT UPON PROPERTY VALUES IN THE AREA.**

k. The impact of the proposed amendment upon improvement or development of adjacent property in accordance with existing regulations; **THE PROPOSED FUTURE LAND USE OF MARINE/INDUSTRIAL ENHANCES THE LOCATION IS IDENTIFIELD AS A PEFERRED LOCATION FOR A MARINA UNDER THE MARTIN COUNTY BOAT FACILITIES SITING PLAN AND WILL PROMOTE SIMILAR USES WITHIN THE LOCALITY. THE PROPOSED AMENDMENT IS CONSISTENT WITH PROPERTY FURTHER NORTH WHICH SHARES THE REQUESTED MARINE/INDUSTRIAL WATERFRONT DISTRICT FUTURE LAND USE. THE USE IS ALSO CONSISTENT WITH THE GOALS, OBJECTIVES, AND POLICIES OF THE COMP PLAN PERTAINING TO RETENTION AND EXPANSION OF MARINE BASED USES, ENCOURAGING ACCESS TO WATER, AND EMPLOYMENT GENERATING USE.**

l. The existence of other adequate sites in the city for the proposed land use classifications already permitting such use. **THE LOCATION IS IDENTIFIELD AS A PEFERRED LOCATION FOR A MARINA UNDER THE MARTIN COUNTY BOAT FACILITIES SITING PLAN. THERE ARE LIMITED LOCATIONS IDENTIFIED WITHIN THE CITY LIMITS, ONLY 12.6 ACRES EXIST IN THE CITY AT THE PRESENT TIME IN THE MARINE/INDUSTRIAL FUTURE LAND USECATEGORY. THERE ARE APPROXIMATELY 109 ACRES AT PRESENT WITHIN THE INDUSTRIAL FUTURE LAND USE.**

FLU Checklist

Item	Criteria	Note
Topography	Condition/Sloping?	Refer to EDC submission 0 to 2 percent slopes
Wetlands	National Wetlands Inventory https://www.fws.gov/wetlands/data/mapper.html	As per Environmental Assessment Report by Drew Gatewood confirms this. "There are no State or Federally jurisdictional wetlands on the site as the site's characteristics do not meet the minimum thresholds required for wetland classification"
Strategic Habitat Conservation Area	Florida Fish and Wildlife Conservation Commission's Strategic Habitat Conservation Area Map (layer on City GIS)	Gatewood confirms this in the EA. " Gopher Tortoise burrows were not observed on site, neither were any other State or Federally listed species observed on the property during the site visit. "
Wellfield Protection	Layer on City GIS	Refer to EDC submission No wells within 300 ft from to site.
Soils	Layer on City GIS (SSURGO)	Gatewood confirms this in the EA. "The soil consists of fill material that were excavated and spread over the surface of wet mineral soils."

FEMA Flood Plain	FEMA's National Flood Hazard Layer https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd	EDC to follow up with staff AE Combined riverine and coastal floodplain.

Water/Sewer Availability	See Letter from City of Stuart Public Works Director	Refer to EDC submission City of Stuart.
Traffic LOS	https://www.martin.fl.us/resources/2019-roadway-los-inventory-report	Refer to Traffic Report
Job Creation	Estimate for number of marina employees is 27, working various shifts with 9 to 12 staff per shift. An additional 27 employees for the restaurant & bar, working similar shifts with 9 to 12 staff per shift and bringing the total number of employees to 54.	As per submission
Urban Sprawl	See – attachment B.5 - FLU amendment - Urban Sprawl FS 163.3177	The proposal will not lead to urban sprawl. The property is located within the heart of CRA and downtown area. Existing infrastructure including utilities, roads, emergency services, communications, and proximity to an established mix of uses, within an urban area, addresses the question of urban sprawl. In addition, the effective reuse of an existing brownfield Property.

Maximum Buildout	Comp Plan Density comparison ***A long-range future land use analysis including a maximum buildout for Marine Industrial land use compared to the existing Industrial land use designation is as follows.*** *Response:* ***A maximum build out analysis has been completed in accordance with Comp Plan Table Element 1.A7.2. The gross site area of 471,182 sf was multiplied by 3, the applicable FAR number from Comp Plan for property with an Industrial future land use designation. Based on this calculation a total maximum square footage of 1,413,546 sf represents the maximum build out for a property with an Industrial future land use. The same calculation applies to the property if it was designated Marine Industrial future land use as the Comp Plan table applies the same FAR of 3 in CRA for both land use designations. Providing the same maximum build out for Industrial/Manufacturing/warehouse facilities. Residential analysis was applied to the Marine/Industrial land use designation with a maximum threshold of up to 25% residential based on 15 dwelling units per acre. Residential density for a property with a Marine Industrial flu – is calculated applying the maximum density allowed at 15 du/acre. Based on the 10.81 gross acreage that would be 237 units as a maximum. This calculation is made at the land use level to show maximums based on the table in the comp plan and does not factor in LDC code requirements.*** *All of these calculations and analysis have been based on the Comp Plan and FAR. It is understood and acknowledged that further zoning constraints in the LDC will reduce maximum floor space through such factors as stormwater, parking requirements, landscaping, etc.*	Also addressed in cover letter in response to Planning review comments. In accordance with Comp Plan Table Element 1.A7.2. the gross site area of 471,182 sf multiplied by an FAR of 3 determines the maximum buildout for property with an Industrial or Marine Industrial FLU in the CRA to be 1,413,546 sf. This calculation would further change when factoring LDC requirements for site design.

Maximum Building Height	**Objective A5. - Residential development.** 1. Comprehensive Plan 2. Element I - FUTURE LAND USE ELEMENT Goals, Objectives, and Policies City of Stuart, Florida Adopted December 2001 (effective April 2002) and October 14, 2002 3. GOAL STATEMENT A 4. Policy A5.6. The City shall maintain a height limitation of the greater of 45 feet or *four stories* of occupiable space for all buildings.	
Maximum Building Height (LDR)	*Land Development Code Chapter 12 Definitions* *Building height* means the vertical distance from grade to the highest finished roof surface of a flat roof or to the mean level between eaves and ridge for gable, hip, or gambrel roofs. (Ord. No. 1841-02, § 2, 6-10-02; Ord. No. 1979-04, § 1, 6-28-04; Ord. No. 2145-07, § 4, 11-26-07) *Building height* means the vertical distance measured from the lowest permissible finished first-floor elevation to the surface of a flat roof and to the eave of a pitched roof. The peak of a pitched roof may not exceed 15 feet above the maximum building height. A parapet wall shall not be counted in the calculation of building height (as referenced in chapter 3).	The boat barn for dry storage is 45 feet from finish floor to the bottom of Mansard Roof. The total height of the building will not exceed 60 feet N.A.V.D.

FLU Map Change	Atlantic Point Marina
F.S.163. YES/NO/NA	9. The future land use element and any amendment to the future land use element shall discourage the proliferation of urban sprawl. a. The primary indicators that a plan or plan amendment does not discourage the proliferation of urban sprawl are listed below. The evaluation of the presence of these indicators shall consist of an analysis of the plan or plan amendment within the context of features and characteristics unique to each locality in order to determine whether the plan or plan amendment:
NO	(I) Promotes, allows, or designates for development substantial areas of the jurisdiction to develop as low-intensity, low-density, or single-use development or uses.
NO	(II) Promotes, allows, or designates significant amounts of urban development to occur in rural areas at substantial distances from existing urban areas while not using undeveloped lands that are available and suitable for development.
NO	(III) Promotes, allows, or designates urban development in radial, strip, isolated, or ribbon patterns generally emanating from existing urban developments.
NO	(IV) Fails to adequately protect and conserve natural resources, such as wetlands, floodplains, native vegetation, environmentally sensitive areas, natural groundwater aquifer recharge areas, lakes, rivers, shorelines, beaches, bays, estuarine systems, and other significant natural systems.
NA	(V) Fails to adequately protect adjacent agricultural areas and activities, including silviculture, active agricultural and silvicultural activities, passive agricultural activities, and dormant, unique, and prime farmlands and soils.
NO	(VI) Fails to maximize use of existing public facilities and services.
NO	(VII) Fails to maximize use of future public facilities and services.
NO	(VIII) Allows for land use patterns or timing which disproportionately increase the cost in time, money, and energy of providing and maintaining facilities and services, including roads, potable water, sanitary sewer, stormwater management, law enforcement, education, health care, fire and emergency response, and general government.
NO	(IX) Fails to provide a clear separation between rural and urban uses.
NO	(X) Discourages or inhibits infill development or the redevelopment of existing neighborhoods and communities.
NO	(XI) Fails to encourage a functional mix of uses.
NO	(XII) Results in poor accessibility among linked or related land uses.
NO	(XIII) Results in the loss of significant amounts of functional open space.
	b. The future land use element or plan amendment shall be determined to discourage the proliferation of urban sprawl if it incorporates a development pattern or urban form that achieves four or more of the following:
YES	(I) Directs or locates economic growth and associated land development to geographic areas of the community in a manner that does not have an adverse impact on and protects natural resources and ecosystems.
YES	(II) Promotes the efficient and cost-effective provision or extension of public infrastructure and services.
YES	(III) Promotes walkable and connected communities and provides for compact development and a mix of uses at densities and intensities that will support a range of housing choices and a multimodal transportation system, including pedestrian, bicycle, and transit, if available.
YES	(IV) Promotes conservation of water and energy.
NO	(V) Preserves agricultural areas and activities, including silviculture, and dormant, unique, and prime farmlands and soils.
YES	(VI) Preserves open space and natural lands and provides for public open space and recreation needs.
YES	(VII) Creates a balance of land uses based upon demands of the residential population for the nonresidential needs of an area.
NO	(VIII) Provides uses, densities, and intensities of use and urban form that would remediate an existing or planned development pattern in the vicinity that constitutes sprawl or if it provides for an innovative development pattern such as transit-oriented developments or new towns as defined in s. 163.3164.

Zoning & Site Design Review Comments

Acknowledged. Stormwater treatment design and low impact development approaches have been achieved in project design and detailed as follows:

Stormwater Treatment & Low Impact Development Options:	***Provided in Atlantic Point Marina project:***
a. Tree box filters	*Thirteen tree boxes are proposed* a. *around the restaurant and pool area.* Recognized
b. Littoral planting	*Littoral plantings are not proposed.*
c. Rain gardens	*A rain garden is proposed in dry detention area 3. Please see post development drainage plan.* Recognized
d. Bio-retention swales	*Bio-retention swales are proposed in dry detention areas 2, 4, and 5. Please see post development drainage plan* Recognized*.*
e. Green roof	*A green roof is not proposed.*
f. Green wall	*A green wall is not proposed. On elevations?*
g. Filter strips in parking lots	*Filter strips are not proposed.*
h. Underground storage	*Approximately 572 linear feet of exfiltration trench is proposed. Please see post development drainage plan.*
i. Pervious concrete/pavement	*All proposed sidewalks are pervious concrete. Approximately 0.56 acres of proposed parking is pervious pavement.* Recognized
j. Baffle Box	*A nutrient separating baffle box is proposed in dry detention area 6. Please see post development drainage plan.* Recognized

Staff Review Comments 1. Documents & Plans Reviewed - Details of documents and plans reviewed with dates to be inserted by staff. Staff will use the dates from the last revision prior to meeting with the Community Redevelopment Board.

Response: ***Acknowledged and understood.***

Response II: Dates will be utilized as discussed in the 3/8/2022 meeting with the project team, Development Director and Staff members present.

Staff Review Comments 2. Zoning & Site Design

1. Please provide Site and Building descriptions such as building materials and type of construction if the boat storage is metal, what is the cladding? Are the illustrations applied to the building or are they painted or perhaps applied decals? How are they seen at night?

Response: ***The Boat Barn is proposed to be a hybrid structure utilizing prefabricated steel structure to accommodate the large spans and the exterior walls will be constructed of concrete tilt-wall. The concrete tIlt-walls will have a textured tex-coat finish that resembles stucco. The planned artwork will be printed on vinyl and applied at the indicated locations. The boat barn will have wall mounted downlights to illuminate the walls of the boat barn and artwork at night. These will be located behind the mansard to roof to help conceal the lighting source from some angles.*** ***Recognized***

The other buildings will be constructed of tradition concrete masonry units (CMU) and steel framing which includes steel beams, joists, and columns. The exterior walls and columns will be finished with a smooth painted stucco. **Recognized**

2. Revise the Site Plan (Conceptual Design Group) to match data in legend on plan by EDC as they differ. Please remove Legend from EDC civil site plan so the site data legend lives on one plan only. (reduce scale if necessary, on Conceptual Design's site to fit legend on sht.1. e.g. EDC plan pervious 229,799; compared with CDG 226,132s.f.; etc.

Response: ***The land use data has been removed from the Preliminary Utility & Drainage Plan provided by EDC. Please see the updated plan. The site areas have been coordinated to match as requested and the site plan reduced to one sheet.*** ***Recognized***

3. Please describe the lighting for each building and lighting at theplaza.

Response: ***The boat barn will have wall mounted downlights to illuminate the walls of the boat barn and artwork at night. These will be located behind the mansard to roof to help conceal the lighting source from some angles. The two-story buildings will have wall mounted 'nautical' style down lights at the front of the building while surface mounted down lights applied to the underside of the soffits will illuminate the perimeter at the first and second levels. The bar/restaurant/BOH building is proposed to hove surface mounted down lights applied to the underside of the soffits and suspended decorative light fixtures in the seating area.*** ***Recognized***

Plaza lighting is provided with a combination of bollards and pole mounted light fixtures. Lighting along the waterfront and bar/restaurant will have propane fueled lanterns to provide walkway illumination. **Recognized**

4. Parking – Provide 1 space per 4 slips + 1 per employee

Response: ***Please see revised site plan with parking shown at 1 space per 4 slips for the marina and the employee calculations are also included on the site plan.*** ***Recognized***

5. Provide bike racks per Sec. 6.01.20.G for non-residential development.

Response: ***Bike racks for ten (10) bicycles have been provided as requested.*** ***Recognized***

6. Clarify if existing Evinrude sculpture remains in place or is relocated to a new location.

Response: ***The Evinrude sculpture has been relocated to a new location on the subject property. Refer to site plan.*** ***Recognized***

7. Please provide an operational statement as to what the boat storagerequires.

Response: ***An operational statement is attached for staff's review.*** ***Recognized***

8. The City's noise ordinance will be strictly enforced, provide measures that will mitigate sound from live entertainment from the stage such as sound barriers that will provide sound from carrying across open water.

Response: ***Any project existing, or proposed, is required to adhere to the City's noise ordinance. The noise ordinance is acknowledged and understood.*** ***Recognized***

9. Please provide a floor plan and a section drawing of the boat barn that includes elevation markers at the building eve and overall total height.

Response: ***Exterior Elevations have been revised to clearly mark the bottom of main roof elevation of the mansard roof which is at an elevation of 45'-0". See detail 5/A2.04 for the requested Building Section of the proposed Boat Barn. The lowest point of the mansard roof wave is 29'-0" and the highest point of the mansard is 45'-0".*** ***See Future Land Use table provided***

Response II: Exterior Elevations have been revised to clearly mark the bottom of main roof elevation of the mansard roof which is at an elevation of 45'-0" at the highest point (top) of the wave roof section. See detail 5/A2.04 for the requested Building Section of the proposed Boat Barn. The lowest point of the mansard roof wave is 29'-0". The highest point of the mansard is 60'-0" continuous, and the inside of that space is for equipment to operate, mechanical, racks, etc., and is non-habitable space. Please also see the response to item #35 for additional details.

10. Please provide a Section dwg that shows comparison of bldg. Ht. with surrounding buildings, bridge and Harborage Bldgs.

Response: ***See drawing A2.16 for a contextual height analysis that includes an aerial site plan and two cross sections through the site and neighboring areas.*** ***Received***

11. Provide details of the rock wall (rip rap?) at the north end of the site.

Response: ***The rock wall at the north end of the site will be constructed with rip rap rubble.*** ***Recognized***

12. Remove reference to light house – reference as future public artlocation.

Response: ***Acknowledged. Site plan changed to reference as per staff's request.*** ***Recognized***

13. Define entrance to boat barn with different hatching and lineweights.

Response: ***Please refer to revised plans.*** ***Still don't see any hatching and or designations for surface paint or otherwise at the entrance to the boat barn.***

Response II: The boat barn doors are shown as walk in doors and doors accessible by vehicles. The walk in doors are shown as standard architectural doors in plan view, and the boat barn vehicle doors have a graphic hatch with the label "Door" within the hatch to show the locations of those doors. There are three locations of the vehicle doors, and they are on the north and south ends of the building and the third is on the water side.

14. Provide pedestrian connection with pavers, textured concrete, landscaping, etc. (paint at the fork-lift area) from retail/restaurant to fitness building/area.

Response: ***Due to safety issues the texture pavement cannot be included where the forklift operates.*** ***Then take the opportunity to designate this area as active with Fork-Lifts and not accessible by the public.***

Response II: Other marinas in this regional area are set up with this same boat launch/retrieval system. There will be signage explaining that this is the area where the boats are placed into and removed from the water from the boat barn and the owners/users will be on the docks to receive / return their boat. There is also a decorative pavement on the opposite side of the fork lift area that matches the plaza/drop off circle pavement type.

15. Provide 1 parking space per 4 boat slips +1 parking space peremployee.

*Response****: Same comment as per 'staff comment 4.*** ***Thank you***

16. Provide 1 parking space for every boat slip that is equipped with utility hook up.

Response: ***There will be no overnight live aboard provision, so this requirement is not applicable for this project.*** ***However, utilities are being provided for all boat slips due to the type of vessels that will be accommodated. Staff will provide condition for development that will prohibit boat slips being used for overnight stays or liveaboard.***

Response II:

Utilities will provided to all vessels to maintain them when not in use. Most all vessels today require utilities to maintain onboard systems while moored. For larger yachts and transients, in the event of an overnight stay, they will be responsible for their own transportation and the marina plans to provide transportation for crew. The Marina Permit with FDEP will have a condition that will not allow "live a boards", as provided for in FL Statutes Chapter 327 (Chapter 327 Section 02 - 2021 Florida Statutes - The Florida Senate (flsenate.gov) however it does allow for "overnight stays" on vessels and that is the permit that provides jurisdiction and should be adhered too for the project.

.

17. Provide an operational statement for the boat storage building including a section drawing **See attached operational statement section showing the racking system.**

18. Describe the type of stabilized parking surface at the Right of Way.

Response: ***The stabilized parking surface in the right-of-way will be comprised of turf block pavers that provide a permeable surface.*** ***Recognized***

19. Please complete an application to petition the city for abandonment of Right-of-Way at Flagler Avenue.

Response: ***The project team and applicant are in communication with staff regarding whether a right of way abandonment application will be required.*** ***If the applicant is not going to petition the City for abandonment of its right-of-way at the end of NW Flagler Ave., the applicant is required to meet with the City's Public Works director (Milton Leggett) by contacting Public Works Streets & Stormwater Teams division assistant Miriam Marrero to set up a time for your legal representative to meet with Milton Leggett (Public Works Director) to discuss this necessary maintenance agreement. Miriam's contact number is 772.288.5398. Provide this perpetual maintenance agreement as part of the next resubmittal to be reviewed and acceptable to the City attorney. The PMA will be included as an exhibit to the approving Ordinance for the Major Urban Code Conditional Use approval.***

Response II: The team is currently working with the City and Staff on these items.

20. Please show elevations without Palm trees (unless they are actual)

Response: ***The trees have been removed from the COLORED ELEVATIONS as per staff's request as those shown on the original drawings are not actual.*** ***Recognized***

21. Provide a phasing plan separate from the site plan. (Remove dashed phasing lines from the site plan).

Response: ***Attached is a separate phasing plan and modified site plan as per staff's request.*** ***Recognized***

22. Please define the area between the sidewalk and the dock on Sht. L-3 (water?)

Response: ***The area in question will be a new seawall.*** ***Recognized***

23. Architectural Elevations – 45' to the eave with up to 15' for sloped roof. Provide detailed section of the dry boat storage.

Response: Attached is a detailed section of the dry boat storage demonstrating compliance with the height requirements. ***The Boat Barn had 3.5' x 9.25' recesses in the façade but they were 120' apart which exceeds the 100' length permitted in the code. The locker storage layout has been revised to meet this requirement. In addition, the southwest storage room has been reduced 3' x 35' from the last door to corner of the building which provides a varied length of 40% the total recessed wall length. However, due to the nature of this building being a boat storage building is not feasible to make these changes on the other sides. Instead, green walls are used on each side of the boat barn building to help bring in an element of nature and soften the scale of the building.*** ***It appears from the response above that the applicant may have been reviewing the urban highway code criteria. Please adjust response using 'Urban Waterfront' ("UW") urban subdistrict including E.1.d.vista, e. max cum. Façade 160, f. additional vista, etc.***

Response II: The property is not zoned or proposed to be zoned UW or UH. Neither code cited by staff is applicable. .

The primary façade along the street (West Elevation) includes flat metal canopies/awnings over each of the six entry doors. In addition, vertical foam applied formwork and green walls have been added to the ground floor which account for over 50% of the ground floor. Recognized

Other design treatments used on the primary façade are overhangs at each door, sculptural waves, peaked (wave-style) mansard roof form, decorative light fixtures to illuminate the walls, and ornamental details such as the vertical foam elements and green wall. Recognized

Landscaping

24. Plant List Legend – Show icons to more clearly describe the plant species, sizeand
25. Substitute a higher quality palm tree e.g. Canary Date, Sylvester palm at the Restaurant/Retail Pool area.

Response: ***The plant list attached includes all quantities, sizes, and species. Due to the ambiance the client is aiming to create, the atmosphere calls for Coconut Palms as provided on the landscape plan.***

Response II: The response above is still accurate, with addition information about the landscaping being provided proved listed below.

The project is providing 19% open space with many areas of that open space being planted to reduce the use of sod on the project. By reducing sod, less water is utilized during the irrigation process, thus aiding in water conservation. There are many bioswales and detention areas that will also be planted in lieu of being sodded. There are multiple tree planters being provided with the plaza space within the restaurant, marina and ship store area that will provide shade for the patrons and make that an inviting space.

There are palms being provided adjacent to the boat barn that are more than twice the City's minimum palm installation height to enhance and add interest to the City's required plants adjacent to the building and those are also native palms, and they also utilize less water.

There is a specimen palm that will be relocated on site that will add interest to the project, and many planting areas that utilize water conservation that will also add interest. The planting proposed is harmonious to the surrounding area and will be aesthetically pleasing and create a wonderful ambiance to the site that has been hidden from the public for so many years.

26. Describe the flooring material at the hardscaped areas including turnaround, docks, restaurant ship store and fitness areas.

Response: ***Flooring material around the restaurant, ship store and pool will be comprised of paver bricks. Call out in Site Data legend as 'pervious brick paver'.***

Response II: The site data legend has been revised to call out pervious pavements. The actual material types, color, and design/patterns will be provided during the construction drawing process.

27. Describe the golf cart parking area.

Response: ***The golf cart parking area is provided adjacent to the fitness center and rain-water storage tanks. A total of 5 golf cart parking spaces are provided. Recognized***

28. Is the pool area part of phase 2 or phase 4?

Response: ***The pool area is part of phase 4, refer to the phasing plan.*** ***Recognized***

29. Plant list to include size, spacing spread

Response: ***The plant list is included on the landscape plans attached.*** ***Recognized***

30. Provide signatures of all owners (partners) for the application. Mike and Lenny?

Response: ***To be provided as a separate cover and submitted as a follow up.*** ***Please confirm that the Middle Island Management & Development LLC is the sole owner of the property. If other entities or owners exist, then please amend the City's general information of the Urban Code Conditional Use Application and include in your resubmittal.***

Response II: Middle Island Management & Development LLC is the sole owner of the property.

31. Provide detailed stormwater treatment plans with a mix of dry and wet and underground storage

Response: ***Please see submitted drainage report which outlines the stormwater treatment plans.*** ***Recognized***

32. Provide a long-range future land use analysis including a maximum buildout for Marine Industrial land use compared with the existing Industrial land use designation.

Response: ***A maximum build out analysis has been completed in accordance with Comp Plan Table Element 1.A7.2. The gross site area of 471,182 sf was multiplied by 3, the applicable FAR number from Comp Plan for property with an Industrial future land use designation. Based on this calculation a total maximum square footage of 1,413,546 sf represents the maximum build out for a property with an Industrial future land use. The same calculation applies to the property if it was designated Marine Industrial future land use as the Comp Plan table applies the same FAR of 3 in CRA for both land use designations. Providing the same maximum build out for Industrial/Manufacturing/warehouse facilities. Residential analysis was applied to the Marine/Industrial land use designation with a maximum threshold of up to 25% residential based on 15 dwelling units per acre. Residential density for a property with a Marine Industrial flu – is calculated applying the maximum density allowed at 15 du/acre. Based on the 10.81 gross acreage that would be 237 units as a maximum. This calculation is made at the land use level to show maximums based on the table in the comp plan and does not factor in LDC code requirements.*** ***Recognized***

The Urban District code provides in 3.01.08 that public art (or contribution) will be required to be approved by the Community Redevelopment Board prior to issuance of building permit

33. Provide work of art on the development site provided the work is an original and must be created individually by a professional artist or team of artists. Bronze sculptures in limited editions of not more than 50 in all sizes and materials by a single artist are allowed. The value of the work of art shall not be less than one percent of the vertical construction cost of the development. The nature of the work of art shall be proposed by the developer and shall be submitted to the city's community redevelopment board which shall review the proposal for conformity with the public art standards set forth below. An approved work of art shall be incorporated into the site plan, public lobby floor plan or the landscape plan for the development as part thereof.

34. Contribute an amount equal to or greater than one percent of the vertical construction cost in lieu of providing a work of art, a developer may pay the sum of one percent of the vertical construction cost into the public art trust fund described below. Such payment shall be made prior to issuance of a building permit for any portion of the development.

Response: ***A separate application has been prepared and submitted requesting minor urbancode conditional use approval for art to the incorporated on the Atlantic Point Marina property.*** ***Please confirm that the Middle Island Management & Development LLC is the sole owner of the property. If other entities or owners exist, then please amend the City's general information of the Urban Code Conditional Use Application and include in your resubmittal. The' minor urban code conditional use application' will be considered by the board as such and have its own Resolution, separate from the 'Major Urban Code Conditional Use' Resolution and application.***

Response II: Middle Island Management & Development LLC is the sole owner of the property.

35. Provide analysis how the proposal meets the requirements of the City architectural/facade design standards as set out in LDC 6.05.02 (Commercial development Standards) and LDC 3.01.06 (Urban Code Conditional Use Requirements. See comment above for building materials, floor plan and section).

Response: ***The Boat Barn had 3.5' x 9.25' recesses in the façade but they were 120' apart which exceeds the 100' length permitted in the code. The locker storage layout has been revised to meet this requirement. In addition, the southwest storage room has been reduced 3' x 35' from the last door to corner of the building which provides a varied length of 40% the total recessed wall length. However, due to the nature of this building being a boat storage building is not feasible to make these changes on the other sides. Instead, green walls are used on each side of the boat barn building to help bring inan element of nature and soften the scale of the building.*** ***Green walls will count as an amenity provided that is over and above the LDC Ch. 6 commercial design standards, however similar to the response above, it appears from the response above that the applicant may have been reviewing the Urban Highway ("UH") code criteria. Please adjust response using 'Urban Waterfront' ("UW") urban subdistrict including E.1.d.vista, e. max cum. Façade 160, f. additional vista, etc.***

The primary façade along the street (West Elevation) includes flat metal canopies/awnings over each of the six entry doors. In addition, vertical foam applied formwork and green walls have been added

to the ground floor which account for over 50% of the ground floor. Recognized

Other design treatments used on the primary façade are overhangs at each door, sculptural waves, peaked (wave-style) mansard roof form, decorative light fixtures to illuminate the walls, and ornamental details such as the vertical foam elements and green wall. Recognized

the ship store/ dock master and yacht sales/fitness have wrap around balconies and colonnades on all facades. in addition to nautical style lighting, the design incorporates green walls, wood louvers, and arched metal roofs. these buildings are 50'x40' with 40' of green wall at the ground level on front elevations. both ends of the building have 100% wood louver coverage at the second level. Recognized

The Bar/kitchen/boh Utilizes dual-arched metal roof structure, wood louvers, and columns to break up the scale. The wood louvers are incorporated into over 40% of the front façade and provide a 6' deep transition to the main wall of the building. Recognized

Response II: The proposed buildings are proportional to the existing buildings that will be removed from the site and proportional and complimentary the adjacent surrounding buildings in the area. The boat barn has recess door alcoves and extended canopies to define the main entrances to the storage units portion of the building. The main boat barn has colored sliding doors and small canopy overhead. The main entrances for the Ship Store and Yacht Sales buildings are defined with columns that support the overhanging balcony above. In addition, the primary entrances have glass doors and side-lites. The Bar/Kitchen has a colored canopy that extends past the walls and edge of the roof which define the entrance. Benches, potted plants, flower boxes, green walls, murals, outdoor patio areas, walkaround balconies and covered porches and other amenities are included in this project.

The Boat Barn has a wave-like design that creates a natural change in the roof elevation and the other buildings have barrel-vault roof structures. The Boat Barn/Storage building includes a wavering roofline that is translated onto the primary façade with raised and colored accent bands. The roof structures vary more than two feet.

The Boat Barn has a secondary façade that projects 25' from the primary façade and is 33% of the building length (215'-8" of 645'). The Yacht Sales and Ship Store buildings are 40'x50' and have a colonnade that wraps all four facades. The columns 12"x24" columns are located 5'-8" from the primary façade and provide 5% of the coverage on the 40' sides and 10% coverage on the 50' sides. The primary façade of the Bar/Restaurant building is offset 6'near the mid-point of the building so the primary and secondary facades are both less than 50'.

Due to the design of the architecture on the boat barn with horizontal lines such as wave action and the curving roof line, breaking up the facade with windows, faux windows or shutters would impede on the aesthetics of these lines. However, planters and green wall sections are provided in the lower portion of the building facade to assist with meeting this requirement.

The Ship Store and yacht Sales building have windows at each floor level in addition to colonnades and green walls that breakup the facades as required. The Bar/Kitchen has vertical wood louvers on the main façade to mimic louvered shutters. The waterfront side has vertical wood louvers that fill the arches of the barrel-vault roof trusses and is completely open-air space with no walls or windows.

There are many vistas being provided also, including on the north and south sides to pedestrians utilizing the waterside trail. They will also be able to walk into the site on the south side and utilize the restaurant and ship store facilities that will have dramatic views of the adjacent waterway.

Engineering – Drainage/Stormwater

36. The development will incorporate measures to reduce/eliminate sheet flow from the property into the St. Lucie Estuary. Full compliance with LDC 6.03.00 (Stormwater Management) will be required at building permit.

Response: ***Acknowledged and understood.*** ***Please describe how the stormwater plan reduces an eliminates sheet flow into the estuary.***

Response II: The development proposes the use of Low-Impact Development (LID) to reduce the amount of nutrient loading and an overall reduction in stormwater discharges to the St Lucie River. Discharges from the site are reduced in the post development conditions for the 3/1, 5/1, 10/3, and 25/3 storm events. Please see the updated drainage report for further details.

37. The Site Plan and conceptual engineering plans include development outside of the property shown on the survey. Improvements are included within the right of way which appear to be for private use such as the dumpster and interconnected dry detention facilities. Improvements also extended into a triangular property owned by the City of Stuart at the SW side of the development which includes an extension of an onsite parking lot. The applicant will need to discuss the use of these properties with the City.

Response: ***The applicant is communicating with staff to address this matter.*** ***Resubmittal shall include decisions and or agreements involving the triangular piece of property and ROW owned by the City.***

Response II: The team is currently working with the City and Staff on these items.

Justification Statement

38. Update the zoning section of the table on page 1 to reflect the zoning classifications. It currently references land use designations.

Response: ***The Justification has been updated to reference the correct zoning district designations.*** ***Recognized***

39. There are several refences to drainage report, however only a drainage statement was provided, found on the conceptual engineering plan. Due to the location of this project adjacent to the River, former contamination and floodplain issues, a detailed drainage report is required for review at this time.

Response: ***Please see submitted drainage report for details on the stormwater management system.*** ***Recognized***

40. Page 13 regarding the dumpster location is good for odor and noise, however it is located in the right of way and very far from the restaurant.

On 11.16 /2021 the applicant's team worked with Marc Rogolino to coordinate the quantity of dumpsters needed and the locations are provided in the two locations as shown with the enclosures per the coordination effort. The amount of dumpsters have been increased per the

coordination effort and the truck path was discussed and approved. The trucks will not be backing,they will go around the building and cross over the flush pavement adjacent to the drop off loop and access the dumpsters head on.

Comment 1/13/22: Please clarify how passenger cars and other vehicles will be prevented from crossing over the flush pavement as well. This is a pedestrian safety concern.

Response II: Concrete banding has been added to separate and also visually separate the two different pavement types in the drop-off area.

Site Plan

41. Show vehicle path for boat trailers for pick up and drop off at the storage facility.

Response: ***Please refer to the boat trailer plan from EDC, as per attached.***

Comment 1/13/22: It is not clear in the Autoturn Exhibit labeled "Prelim Eng R2 AUTOTURN-CAR BOAT" how vehicles towing boat trailers will circulate through the site and/or turn around. Please clarify. It is also not clear how vehicles towing boat trailers and other passenger vehicles will be prevented from crossing over theflush pavement. This is a pedestrian safety concern.

Response II: Please see the updated autoturn analysis for the boat trailer. The boat trailer path will commence at the southern entrance and enter the boat barn from the south. From there the boat trailer will travel through the boat barn exiting the boat barn to the north and then off property through the access at the north of the property. There will also be signage that states no boat trailers beyond the point of the southern and northern boat barn entrances.

42. Will the restaurant have its own dumpster? The dumpster shown in the right of way is very far from the restaurant building that would use the dumpster the most.

Response: No. Retain the dumpster in the location shown and no separate provision for the restaurant. ***Recognized***

43. What size trucks will be using the loading zone at the restaurant? Show an Autoturn exhibit for deliveries to this location.

Response: An Autoturn exhibit has been completed and attached.

Comment 1/13/22: It is not clear in the Autoturn exhibits provided what size vehicle will be using the loading zone at the restaurant or how the loading zone will be used. Please clarify.

Response II: Please see updated loading truck autoturn exhibit, which provides an approximate vehicle size.

44. Show a fence or railing and the material type on top of the seawall.

*Response: Not required or applicable. **Plaza is a gathering place with potential standing crowds for events, will a temporary barrier be provided for those events?***

Response II: A fence or railing is not required and will not be provided.

45. For the parking stalls located closest to the seawall, provide wheel stops or other protection.

*Response: **The site plan and civil plans have been updated to include wheel stops for parking stalls located closest to the seawall and also revised the handicap space locations. Recognized***

46. One of the stalls around the sculpture roundabout should be designated as an ADA space.

*Response: **Those were drop off spaces and were not counted towards the parking. They have been removed from the site plan. Recognized***

47. What are the 2 rectangular boxes near the seawall east of the rainwater storage tanks?

*Response: **The two rectangular boxes near the seawall east of the rainwater storage tanks have been removed from the plans. Recognized***

Conceptual Engineering Plans

48. Provide hydrant coverage circles around the proposed fire hydrant locations so that building coverage criteria can be verified.

*Response: **Please see the updated Preliminary Utility & Drainage Plan that shows the fire hydrant coverage circles. Recognized***

49. Demonstrate that there is a fire hydrant within 100' of each FDC.

*Response: **Please see the updated Preliminary Utility & Drainage Plan that shows the dimensions between the fire hydrants and FDC's. Recognized***

50. A conceptual drainage statement is shown on the plan; however, a full drainage report is needed to further evaluate stormwater, floodplain, and any impacts the environmental cleanup may have on dry detention and underground treatment.

*Response: **Please see submitted drainage report for details on the stormwater management system. Recognized***

51. In the box at the top of the page regarding flood zone, update to show AE-5, AE-6 etc. the stages shown after don't seem to correlate to the order of the zone shown.

*Response: **The flood zone legend has been updated to show the appropriate zones and stages. Recognized***

52. The plan currently shows the extension of the existing 8" water main is labeled as a 6". This should be an 8".

Response: ***The water main extension label has been updated to signify an 8-inch water main.*** ***Recognized***

53. At the southern end of the above referenced 6" pipe, a 12" is proposed to connect to it.

Response: ***The water main label has been updated to signify an 8-inch water main. Please see the updated Preliminary Utility & Drainage Plan.*** ***Recognized***

54. At the location shown in #6 above, a cap is sown in the middle of the pavement. This should be extended to the green area with a hydrant or blowoff.

Response: ***The cap has been removed from the plans. The 8-inch water main now extends to the green area terminating with a fire hydrant.*** ***Recognized***

55. There should be another DDCV at the southern connection to the public water main, so the public main is protected from the entire private water loop.

Response II: Please see updated preliminary engineering plan which shows an additional DDCV added to the water main at the southern end of the property.

56. The 12" pipe refenced in #6 above changes to an 8" pipe on the east side of the building.

Response: ***The water main label has been updated to signify an 8-inch water main. Please see the updated Preliminary Utility & Drainage Plan.***

Response: ***According to as-builts provided by the City of Stuart, the top of the forcemain is at a depth of -0.2 NAVD and the proposed dry detention bottom is at 4.00 NAVD. The forcemain will have at least 4-feet of cover.***

Response II: The water main label has been updated to signify an 8-inch water main. Please see the updated Preliminary Utility and Drainage Plan.

57. There is an existing 4" force main under the proposed dry detention area behind the dumpster at the south end of the site. Demonstrate this force main will have adequate cover reflect it to be relocated.

Response: ***According to as-builts provided by the City of Stuart, the top of the forcemain is at a depth of -0.2 NAVD and the proposed dry detention bottom is at 4.00 NAVD. The forcemain will have at least 4-feet of cover.*** ***Recognized***

58. Are the rainwater storage tanks going to be used for irrigation?

Response: ***No, the rainwater storage tanks are to be used for washing boats prior to placement in the dry racks.*** ***Recognized***

59. Coordinate the impervious areas in the data table versus those shown on the site plan so they are consistent.

Response: ***The land use data table has been removed from the Preliminary Utility & Drainage Plan. Please see the Site Plan for the land use table.*** ***Recognized***

60. There is a pervious concrete detail shown, however it is not labeled on the plan view. Please identify its location.

Response: ***Please see the updated Preliminary Utility & Drainage Plan for labelling of the pervious concrete.*** ***Recognized***

Environmental and Landscaping

61. The proposal will ensure that existing mangroves are retained and protected during construction activities. Any trimming of mangroves will be subject to permit approval from Florida DEP. Full compliance with LDC 5.06.00 (Mangrove & Shoreline) and LDC 5.07.00 (Floodplain Management) will be required at building permit.

Response: Acknowledged and understood.

Environmental Review Comments from Shelby Oenbrink, Environmental Scientist

We have reviewed the application materials for the referenced site and compared it to the requirements in Chapter V. Resource Protection Related to Development Standards. The following is a summary of our findings. *Response:* ***An environmental assessment is attached to address this issue.*** ***See KH Memo 1.11.2022***

Response II: Acknowledged – These comments (5.01.00 through 5.10.00) are duplicated below at the bottom of the letter and please see the responses in the section at the bottom.

62. Section 5.01.00 – Avoidance and Minimization and Other Environmental Impacts – Incomplete - An Environmental Statement prepared by Terragone Engineering, LLC, dated August 25, 2021, has beensubmitted. Based on a review of this assessment, no discussion on wetlands or environmentally sensitive lands were included. Please update the environmental assessment to include this.
Response: An environmental assessment is attached to address this issue.

63. ***Section 5.02.00*** – Incomplete. Environmental Assessment Report – Incomplete – The provided Environmental Statement does discuss on-site characteristics but does not provide a site description, FLCUCFS codes or acreage, vegetation found on-site, or an on-site wildlife evaluation.

64. ***Section 03.00*** – Wetlands – Incomplete – further discussion on wetlands or surface waters on-site need to be included within the environmental statement to clarify the limits of on-site wetlands.

Response: ***An environmental assessment is attached to address this issue****.*

65. ***Section 5.04.00*** – Environmentally Sensitive Lands - Incomplete – further discussion on environmentally sensitive lands on-site need to be included within the environmental statement to clarify the presence or absence of environmentally sensitive lands.

Response: ***An environmental assessment is attached to address this issue.***

66. ***Section 5.05.00*** – Trees – See comments from landscapereview.

Response: ***Acknowledged.***

67. ***Section 5.06.00*** – Mangrove and Shoreline Protection – Incomplete – mapping or survey data needs to be provided showing the shoreline protection zone and limits of on-site mangrove habitat.

Response: ***An environmental assessment is attached to address this issue.***

68. ***Section 5.07.00*** - Floodplains and Flood Damage Prevention – The survey shows the site is within flood zones AE-5, AE-6, and VE-8. The applicant will need to design in accordance to the requirements associated with these floodplains.

Response: ***Acknowledged and understood.***

69. ***Section 5.09.00*** – Historic Preservation – Incomplete – please provide documentation that the buildings on-site to be removed are not considered historic structures.

Response: ***Chapter XII, City of Stuart LDC states a historic structure means any building identified in the City of Stuart's update to the 1991 historic property survey dated April 2003 and any subsequent amendments thereof; or any other structure which has local architectural, historical, or cultural significance that is later identified and placed within such survey, using recognized criteria for designation as "historic," including, but not limited to, structure age of 50 years or more, cultural significance, notoriety of former occupants, and architecture.***

Although the buildings were constructed in 1932, the property is not included on the 1991 historic property survey and any subsequent amendments, thereof. The effective reuse of this existing vacant industrial property will offer cultural significance, while retention of a statue on site will payhomage to the former occupants. Although not on the 1991 historic structure survey, the applicant is keeping one existing building on the north propertyline.

Traffic and Transportation

See KH Memo dated 1.13.2022 - Kimley-Horn has reviewed the Traffic Impact Analysis (dated August 30, 2021) prepared by O'Rourke Engineering & Planning related to the above-mentioned project.

Please find below our review comments pertaining to the development's impacts to adjacent transportation facilities.

70. Based on the City of Stuart's Land Development Code, any structure which has been vacant or abandoned for more than two years shall not be considered an existing use. Please verify that

the existing development has not been vacant for more than two years. If so, please remove trip generation reductions due the existing development.

Response: ***The existing uses have been in use and have had business tax receipts (licenses) . There are no uses that are in the trip generation table that have been vacant more than 2 years. The justification statement has also been modified to detail the current status of the property.***

71. Please provide internal capture worksheets so that internalization trips can be confirmed within Table 1.

Response: ***The internal capture worksheets have been appended.***

72. Please justify why an internal capture reduction was not applied within Table 1B. It appears that both Table 1 and Table 1B provided land uses that are eligible for internal capture reductions.

Response: ***The values were so low that the pairings and balancing produced no internal capture.***

73. Please include the roadway segment of Fern Street from Dixie Highway to Flagler Avenue within the study area as this segment is considered significant based upon Table 2B.

Response: ***The segment has been added. However, the capacity of Fern Street in this location will be based on the intersection operation given the length and location of the segment.***

74. Please confirm roadway segment directionality is correct within Tables 3a and 3b.

Response: ***The table directionality has been updated.***

75. Please confirm Wright Boulevard roadway segment calculations are correct within Tables 3a and 3b.

Response: ***The Wright Boulevard calculations have been updated.***

76. Based on the City of Stuart's Land Development Code, an analysis of all driveways into the project shall be performed which includes, at a minimum, projected turning movements in and out of the project during both the AM and PM peak hours. A capacity analysis of the proposed driveways shall be performed to determine the need for separate turning lanes and/or any other necessary improvement.

Response: ***The project traffic is the only traffic on the segment of Flagler Drive. The evaluation by volume thresholds was conducted. There is little to no through traffic to justify a capacity analysis.*** ***The Harborage development shares Flagler drive with shared access including Fern Ave. Please provide capacity analysis of the proposed driveways as asked for by licenced traffic engineering consultant.***

Response II: The intersection of Fern Street and Flagler Avenue was analyzed representative of the Project Driveway. It will operate at LOS A for the AM and PM peak hours. NO additional improvements are recommended to the intersection.

77. Please analyze study area intersections during 2021 existing and 2024 future background AM& PM peak hour traffic conditions.

Response: ***The intersections were analyzed for the existing, and 2024 with and without project traffic.***

78. Please utilize peak hour factors (PHF) calculated from existing turning movement counts within the HCS 7 intersection analysis. AM and PM peak hours operate with a PHF of 0.88 and 0.90, respectively.

Response: ***The PHFs were revised.*** ***Recognized***

79. Please calculate an annual growth rate based upon FDOT Florida Traffic Online AADT reports for traffic count stations along Dixie Highway, north of SE 5th Street. Although it is acceptable to use growth rates from the latest Martin County Roadway Level of Service Inventory Report, the roadway segment of Dixie Highway terminates at SE 5th Street, south of the site. Please confirm if the calculated annual growth rate is less than 1.6%.

Response: ***The growth rate was calculated to be :1.35%; 2020 was 9600 and 2016 was 9,100. Therefore, we continued with the use of 1.61%. Recognized***

Public Works:

80. Sanitation- Proposed enclosure/capacity for garbage and recycling does not meet the City of Stuart Minimum Container Standards. Enclosures/capacity for garbage and recycling must meet the City of Stuart Solid Waste and Recycling Minimum Container Standards at a two services/pick-ups per week. Additional double dumpster enclosure(s) or Vert-i-Pak compactor(s) is required. At a minimum the proposed site requires three double dumpster enclosures. Also, Current dumpster enclosure locations called-out does not allow for safe access due to excessive backing as well as blindly backing into traffic.

    NOTE: Angle/skew all dumpster/Vert-i-Pak compactor enclosures allowing a straight-on approach by the full mechanically assisted pick-up by front end loading trucks. With minimal or no backing, please insure all turning radius are adequate for sanitation truck to service dumpsters. Sanitation trucks are approx. 42 ft. in length.

Response: ***On 11/16/2021 the applicant's team worked with Mark Rogolino to coordinate the quantity of dumpsters needed and the locations are provided in the two locations as shown with the enclosures per the coordination effort. The number of dumpsters have been increased per the coordination effort and the truck path was discussed and approved. The trucks will not be backing, they will go around the building and cross over the flush pavement adjacent to the drop off loop and access the dumpsters head on.***

81. Provide an AutoTurn exhibit for review & approval.

Response: ***Please see submitted autoturn exhibit.***

82. NW Flagler Ave. Improvements- all proposed parking spaces located within the Public Rights-of-way must be either pervious concrete or asphalt.

Response: ***Parking spaces in the right-of-way are comprised of asphalt and pervious turf block. Please see the updated Preliminary Utility & Drainage Plan for details.***

Water

83. The existing fire hydrant located on NW Flagler Ave. called-out to be removed must remain along NW Flagler Ave. Relocate north (120' +/-) behind sidewalk in grassedarea.

Response: ***Please see revised Preliminary Utility & Drainage Plan for relocated fire hydrant behind the sidewalk in the grassed area.***

Response II: The fire hydrant has been relocated approximately 150' north to a grassed area. Moving the fire hydrant 120' north from its current location, resulted in the fire hydrant be placed on a slope of the detention area.

84. The proposed 6" watermain extension must be a minimum 8" diameter & located within the NW Flagler Ave ROW w/ a fire hydrant and 2" flushing hydrant (per City of Stuart Specifications) located on the south side (dead-end) of the proposed tee.

Response: ***Please see revised Preliminary Utility & Drainage Plan for the 8-inch water main along with the added fire hydrant and 2" flushing hydrant.***

Response II: The 6" water main has been upgraded to an 8" main. The water main no longer dead ends at the southern end of the property. The proposed 8" main now loops the entire property, which negates the need for a flushing hydrant. Please see the updated preliminary engineering plan for further details.

85. The proposed water meter/backflow assembly to be constructed per City of Stuart Construction Detail #32.

Response: ***Acknowledged.***

Response II: The meter backflow preventer has been updated to the City of Stuart Detail #32. Please see the updated preliminary engineering plan for the blow-up detail of this connection.

86. The proposed fire line loop/connection at the southern P.O.S. must be protected with a backflow device (DDC).

Response: ***Please see revised Preliminary Utility & Drainage Plan for the proposed DDCV.***

Response II: A DDCV has been added to the southern loop of the proposed water main.

87. The proposed fire hydrants located within the proposed site will remain privately owned/maintained. Call-out on plan set.

Response: ***Acknowledged***

Response II: A note has been added to the plans explaining that all fire hydrants within the property will be privately maintained.

88. All existing water/fire hydrant service(s) not utilized must be properly cut & capped at the main/if needed grouted in-place.

Response: ***Acknowledged***

Response II: Acknowledged

89. A RPZ (reduced pressure zone) backflow device must be included on each potable water supply line to dockage, ship store, restaurant, etc.

Response: ***Please see revised Preliminary Utility & Drainage Plan for proposed RPZ and backflow preventer to each water supply line.***

Response II: A RPZ backflow device has been added to each water supply to the docks and each building.

Sanitary sewer

90. The proposed lift station will remain privately owned /maintained. Call-out on plan set. Remove sentence w/in the "Utility Statement" Sheet 1of 2.

Response: ***Acknowledged. Please see revised Preliminary Utility & Drainage Plan***

Response II: The Utility Statement has been updated to include a sentence that the lift station will be privately maintained.

91. The existing private lift station discharge/effluent piping must be properly cut & capped at the main. /if needed grouted in-place. The existing RWGV to have an MJ Plug installed.

Response: ***Acknowledged.***

Response II: Acknowledged.

92. Will the proposed site be designed to accommodate sanitary sewer pump-out for stored boats (wet or dry)?

Response: ***Provision will be only for wet marina spaces. Dry storage will need to pump out when in the water.***

Response II: Please see the updated preliminary engineering plan for the location of sanitary sewer facilities serving the wet docks.

93. Upon an approved site plan the Utility Avail. Fees will be based onERC's.

Response: Acknowledged and understood.

Response II: Acknowledged and understood.

Fire

94. NFPA 1, 18.2.3.5.3.1 The turning radius of a fire department access road shall be as approved by the AHJ. Submit Autoturn using Stuart Fire Rescue truck specifications only. Contact mcawley@ci.stuart.fl.us for truck specifications.

Response: ***Please see the submitted Autoturn analysis for the Stuart Fire Rescue truck.***

95. NFPA 1, 18.2.3.5.4 Dead Ends. Dead-end fire department access roads in excess of 150 ft (46 m) in length shall be provided with approved provisions for the fire apparatus to turn around.

Response: ***Please see the submitted autoturn analysis for the Stuart Fire Rescue truck.***

Engineering Analysis

To: Tom Reetz Senior
Planner
City of Stuart Development Department

From: Kevin Roberson, P.E.
Kimley-Horn and Associates, Inc.

Date: January 13, 2022

See KH Memo dated 1.13.2022 **Atlantic Point Marina – Stuart, Florida Small Scale CPA and Major Urban Code Conditional Use – 2nd Review**

Dear Mr. Reetz,

Kimley-Horn has reviewed the second submittal of the Small Scale CPA and Major Urban Code Conditional Use applications and associated documents, provided to Kimley-Horn on December 22,2021, prepared Cuozzo Planning Solutions, LLC. for the proposed Atlantic Point Marina developmentin Stuart, Florida. Please find below our review comments pertaining to the following items listed within the application:

Justification Statement

3. Page 13 regarding the dumpster location is good for odor and noise, however it is located in the right of way and very far from the restaurant.
   Response 12/3/21: On 11/16/2021 the applicant's team worked with Mark Rogolino to coordinate the quantity of dumpsters needed and the locations are provided in the two locations as shown with the enclosures per the coordination effort. The amount of dumpsters have been increased per the coordination effort and the truck path was discussed and

approved. The trucks will not be backing, they will go around the building and cross over the flush pavement adjacent to the drop off loop and access the dumpsters head on.

Comment 1/13/22: Please clarify how passenger cars and other vehicles will be prevented from crossing over the flush pavement as well. This is a pedestrian safety concern.

Response II: There will be two different pavement types with different textures to differentiate the area. Also, there will be signage stating that this is the drop off area and traffic is not to pass this point.

Site Plan

1. Show vehicle path for boat trailers for pick up and drop off at the storage facility.

Response 12/3/21: Please refer to the boat trailer plan from EDC, as per attached.

Comment 1/13/22: It is not clear in the Autoturn Exhibit labeled "Prelim Eng R2 AUTOTURN-CAR BOAT" how vehicles towing boat trailers will circulate through the site and/or turn around. Please clarify. It is also not clear how vehicles towing boat trailers and other passenger vehicles will be prevented from crossing over the flush pavement. This is a pedestrian safety concern.

Response II: Please see the updated autoturn analysis for the boat trailer. The boat trailer path will commence at the southern entrance and enter the boat barn from the south. From there the boat trailer will travel through the boat barn exiting the boat barn to the north and then off property through the access at the north of the property.

3. What size trucks will be using the loading zone at the restaurant? Show an Autoturn exhibit for deliveries to this location.

Response 12/3/21: An Autoturn exhibit has been completed and attached.

Comment 1/13/22: It is not clear in the Autoturn exhibits provided what size vehicle will be using the loading zone at the restaurant or how the loading zone will be used. Please clarify.

Response II: Please see updated loading truck autoturn exhibit, which provides an approximate vehicle size.

Drainage Report – 1st review 1/13/22

1. Executive summary page 4 of PDF – The City requires 4 storm events (Section 6.03.03.B) to be analyzed for pre vs post analysis. Update comment

Response II: Executive summary has been updated to include a note about using the 4 storm events.

2. Executive summary page 4 of PDF – update the comment regarding system recovers within 12 days. That does not apply to this project.

Response II: Executive summary has been updated to remove note about system recovery in 12 days.

3. Last paragraph under section 2 page 5 of PDF – Update the Pre-development conditions map to match these areas.

Response II: The pre development conditions map now reflects the areas in the tables from the drainage report

4. Tree Boxes on page 6 of PDF – thirteen tree boxes are stated, but only 12 are

found onthe engineering plan.

Response II: The report has been updated to signify 12 tree boxes.

5. Exfiltration trench on page 6 of PDF – 572 feet is listed but engineering plan only provides 567 feet.

Response II: Length of exfiltration trench has been updated to 572 linear feet on the Preliminary Engineering Plan.

6. Land Use tables page 8 of PDF - Update the Pre-development conditions map to match these areas, pervious and impervious areas.

Response II: The pre development conditions map has been updated to show the pervious/impervious areas for each basin.

7. Bottom of page 11 of PDF, SFWMD allows a 25% reduction for detention systems, which this project is. Please update the reference to 50% which is for retention systems.

Response II: Sentence has been corrected to show 25% for detention areas.

8. Section 3.8 Discharge rates - Update the Pre-development conditions map to match these pre-development discharge rates.

Response II: The pre development conditions map now has a section about discharges from the site for the 4 storm events.

9. Section 3.10, page 13 of PDF, add a column that Phase 2 of boat barn is FFE=7.0 perthe engineering plan. Verify if this building will also have vents and gravelfloor.

Response II: Section 3.10 of the drainage report has been updated to include the finished floor elevations. The boat barn is at a finished floor elevation of 6.00 NAVD. The boat barn will have a gravel floor and vents.

10. Section 3.11 Control Structure page 14 of PDF state weir is 2.5' by 0.5' high. The engineering plan does not provide the width – please add. Also, the engineering planshows a dimension of 1.75' high. Please update the detail or ICPR model to match.

Response II: Please see the drainage report and preliminary engineering plan for the details of the control structure. The control structure matches the ICPR inputs and plan sheet.

11. Section 3.12 Recovery Analysis page 14 of PDF – City code section 6.03.03.B requiresrecovery of the detention volume in 72 hours.

Response II: Please see Section 3.12 of the drainage report for details on the 72 hour recovery for the system.

12. Section 3.13 Dry pre-treatment page 14 of the PDF, shows a K value of 0.000365, however the 3 permeability tests in the geotechnical report average out to 0.000283.Please update the exfiltration trench calculations.

Response II: The exfiltration calcs and drainage report have been updated to show the correct infiltration constant.

13. Provide nitrogen and phosphorous removal calculations.

Response II: Please see Section 3.14 of the drainage report for details on the net improvement calculations. Net improvement is achieved in the exfiltration trenches.

14. Post development stage storage calculations page 43 of PDF – Section 6.03.01.B.b ofCity code requires exfiltration is sized for water quality volume only. Demonstrate compliance with total stage storage design.

Response II: The exfiltration volume is not used in the ICPR storm events. This storage volume is excluded from the stage storage tables.

15. Provide pre vs post development discharge results for 3 year 1 day, 5 year 1 day, 10 year3 day and 25 year 3 day events per City section 6.03.03.B

Response II: Pre vs post discharge rates for the 4 storm events have been demonstrated. Discharges in the post development conditions for all 4 storm events is reduced compared to the pre development condition.

16. Page 66 of PDF, post development analysis should use Unit hydrograph UH 323 and peaking factor of 323

Response II: Unit hydrograph 323 is now used in the post development condition.

17. Page 68 of PDF, post development stage storage does not match the data table for elevations 6.5 thru 8.0.

Response II: The stage storage tables have been updated to match. The exfiltration volume is excluded from the stage storage tables.

18. Page 78 of PDF, also provide the curve number setfor pre-development

Response II: Curve number sets have been added to the ICPR report. Please see updated drainage report.

Traffic Impact Analysis

To: Tom Reetz Senior
Planner
City of Stuart Development Department

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

Date: January 13, 2022

Review of Traffic Impact Analysis & Traffic Impact Analysis for LUP Amendment

1. Please provide internal capture worksheets so that internalization trips can be confirmed within Table 1.

2. Please update Table 4 to show the correct delay for existing PM peak hour traffic conditions at the intersection of Fern Street & Old Dixie Highway.

3. Please update Table 3a to include the correct directional peak project volumes for the road segment of Fern Street from Dixie Highway to Flagler Avenue.

4. Please update Tables 3a and 3b to include the appropriate roadway segmentation for Fern Street.

Traffic Impact Analysis for Land Use Plan Amendment

1. The City of Stuart Comprehensive Plan Element 1 (Future Land Use Element) Objective A7 states that the industrial FLU designation allows for manufacturing, warehousing, assembly, processing, packaging, research, or storage of products. Although limited indoor retail is allowed, shopping center does not appear to be an appropriate land use. Please utilize the most intense industrial land use code (LUC) within the ITE Trip Generation Manual, 11th Edition within Table 1.

   Response II: The land use plan analysis was rerun to show reasonable representation of the highest traffic generation that could reasonably be experienced given the submerged lands, City codes and development patterns. Retail shopping was used for the Proposed Future land use and High Cube Warehouse- sort was used for the industrial use as the worst case scenario. Additional impacts were associated with the PM peak hour and thus additional analyses were provided.

2. Per City of Stuart Comprehensive Plan Element 1 (Future Land Use Element), the maximum dwelling units per acre for Marine/Industrial is 15 dwelling units/acre. Therefore, this would allow for up to 162 dwelling units. Please update Table 2 accordingly.

   Response II: The residential scenario was removed since it did not represent the worst case scenario.

3. Please be advised that a roadway segment analysis may be required as the proposed FLU non- residential amendment will provide an increase in overall trip generation potential based upon comment #1.
   Response II: The additional analyses were provided as noted in item 1.

Environmental Memo

To: Tom Reetz, Senior Planner, City of Stuart

From: Shelby Oenbrink, Environmental Scientist Date:
January 11, 2022
Subject: Atlantic Marina – Application for Major Residential Planned Unit Development(RPUD) Amendment

An original review of the application materials for the referenced site was conducted in October 2022 and compared it to the requirements in Chapter V. Resource Protection Related to Development Standards. A response was provided by the applicant with updated documentation, including an updated Environmental Assessment. An additional review has now been conducted and the following is a summary of our findings.

Section 5.01.00 – Avoidance and Minimization and Other Environmental Impacts – Incomplete - An Environmental Statement prepared by Terragone Engineering, LLC, dated August 25, 2021, has been submitted. Based on a review of this assessment, no discussion on wetlands or environmentally sensitive lands were included. Please update the environmental assessment to include this.

- **January 2022 Update: Complete**. An updated Environmental Assessment prepared by Advanced Restoration Ecology, dated November 2021, was submitted. This review does clarify that there is no presence of wetlands or native upland habitat within the property.

– ***Response II: Mangroves are below MHWL and not on site but contiguous to it, no proposed impacts to mangroves are planned as part of this project upland retaining wall will be landward of all mangroves next to site. (Please see Mangrove Report)***

Section 5.02.00 – Incomplete. Environmental Assessment Report – Incomplete – The provided Environmental Statement does discuss on-site characteristics but does not provide a site description, FLCUCFS codes or acreage, vegetation found on-site, or an on-site wildlife evaluation.

- **January 2022 Update: Incomplete.** The updated environmental assessment does discuss FLUCFCS, however, further discussion on the on-site mangrove area is needed.

– ***Response II: Please see attached EA Maps with FLUCCS acreages and reference above mangrove response, no mangroves are on site.***

Section 5.03.00 – Wetlands – Incomplete – further discussion on wetlands or surface waters on-site need to be included within the environmental statement to clarify the limits of on-site wetlands.

- **January 2022 Update: Incomplete.** The environmental assessment states that there are no on-site wetlands outside of the shoreline protection zone, however, it does state the presence of a mangrove community within the shoreline protection zone. Mangroves are a wetland plant and are a wetland indicator. Further discussion on the mangrove area and its protection measures is needed.

– ***Response II: Mangroves are below MHWL and not on site but contiguous to it, no proposed impacts to mangroves are planned as part of this project upland retaining wall will be landward of all mangroves***

next to site. (Please see Mangrove Report)

Section 5.04.00 – Environmentally Sensitive Lands - Incomplete – further discussion on environmentally sensitive lands on-site need to be included within the environmental statement to clarify the presence or absence of environmentally sensitive lands.

- **January 2022 Update: Incomplete.** The environmental assessment discusses the presence of mangroves on the south side of the property, but further discussion is needed on the protection measures intended for this area.

Response II: Mangroves are below MHWL and not on site but contiguous to it, no proposed impacts to mangroves are planned as part of this project upland retaining wall will be landward of all mangroves next to site. (Please see Mangrove Report)

Section 5.05.00 – Trees – See comments from landscape review.

Section 5.06.00 – Mangrove and Shoreline Protection – Incomplete – mapping or survey data needs to be provided showing the shoreline protection zone and limits of on-site mangrove habitat.

- **January 2022 Update: Incomplete**. The shoreline protection zone is discussed and delineated in the updated Environmental Assessment, however, the zone does not appear to have been established by survey or included within the site plan.

Response II: Please see survey and site plan.

Section 5.07.00 - Floodplains and Flood Damage Prevention – The survey shows the site is within flood zones AE-5, AE-6, and VE-8. The applicant will need to design in accordance to the requirements associated with these floodplains.

Response II: The project site is located within FEMA flood zones AE5 and AE6. The City of Stuart Land Development Code states that finished floor elevations for buildings shall be higher than 2 feet above FEMA flood zones and/or 18-inches above adjacent road crown. The proposed minimum finished floor elevation for the project meets both of those conditions. The project site is adjacent to an infinite basin, as such, flood plain compensation is not required.

Section 5.09.00 – Historic Preservation – Incomplete – please provide documentation that the buildings on-site to be removed are not considered historic structures.

- **January 2022 Update: Complete**. Further clarification on the historic status of the on-site structures was provided within the response letter.

Section 5.10.00 – Clustering of development – please provide information on on-site native vegetation areas to determine if this section is applicable.

- **January 2022 Update: Incomplete.** More information is needed on the avoidance of the mangrove area.

– ***Response II: Mangroves are below MHWL and not on site but contiguous to it, no proposed impacts to mangroves are planned as part of this project upland retaining wall will be landward of all mangroves next to site. (Please see Mangrove Report)***

Public Works Comments

Date: 1-5-2022

To: Tom Reetz

Subject: Atlantic Point Marina Urban Code Conditional Use #Z21090002rev

In reviewing the above referenced project, this Department does not approve the submitted application. Please address the following comments:

• Sheet 1 of 2- UTILITY STATEMENT remove "the only public utility to be constructed on-site shall be a new City of Stuart wastewater lift station" The proposed onsite lift station will be designed, permitted, constructed, privately owned & maintained at no cost to the City.

Response II: The utility Statement has been updated.

• NW Flagler Ave. Improvements- The proposed turf block permeable pavers are not an approved stable material. All proposed parking spaces located within the NW Flagler Ave. Public Rights-of-way must be either pervious concrete or asphalt.

Response II: Off Site parking has been updated to pervious concrete. Permeable pavers in the right-of-way has been removed from the plans.

Water-

• The proposed 8" watermain extension must be located within the NW Flagler Ave ROW w/ a fire hydrant (City of Stuart to own) and 2" flushing hydrant (per City of Stuart Specifications) located on the south side (dead-end) of the proposed tee.

Response II: The water main extension from the existing fire hydrant is located within the right-of-way.

• The proposed fire line loop/connection at the southern P.O.S. must be protected with an 8-inch backflow prevention device (DDC). Call-out not depicted.

Response II: A DDCV has been added to the southern loop of the proposed water main

• A RPZ (reduced pressure zone) backflow device must be included on each/all

potable water supply lines to docks, ship store, restaurant, etc. Note: revised plans call-out RPZ's to be installed on dedicated fire supply main.

Response II: A RPZ has been added to each water supply to the buildings and docks

- All proposed water infrastructure (mains, fire hydrants, meter assemblies, backflow devices, etc.)within and/or adjacent to the NW Flagler Ave.

Rights-of-Way must be constructed, FDEP certified, accepted by the City of Stuart and in-service by the completion of Phase-1.

Response II: Acknowledged

- Sanitation-

The south double dumpster encl. cannot be constructed over/atop of existing City of Stuart Utility infrastructure. Dumpster enclosure locations must allow for safe access with minimal backing as well as not blindly backing into traffic.

NOTE: Please insure all turning radius are adequate for sanitation truck to service dumpsters. Sanitation trucks are approx. 42 ft. in length.

Response II: The south double dumpster has been relocated so that it does not sit over the forcemain. Please see updated preliminary engineering plan and sanitation truck autoturn.

- Provide an AutoTurn exhibit depicting the proposed truck route to be utilized until the completion of Phase 2. The sanitation truck will not enter the proposed boat barn as depicted on the submitted Auto-Turn dated Aug. 21, 2021.

Response II: Please see updated sanitation truck autoturn.

Sanitary sewer-

- Depending on site design to accommodate sanitary sewer pump-out for boats a metering device may be required for sewage pump outs.

Response II: Acknowledged.

All construction pertinent to this 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.

Response II: Acknowledged.

All plans to be reviewed by this Department shall be routed through the Permit Technician in the Development Department. Approval by this department shall not be construed to be a license to proceed with work and shall not be construed as authority to violate, cancel, alter or set aside any of the provisions of the City Code. Approval shall not prevent this department from thereafter requiring a correction of errors in plans, construction or violation of City Code.

Response II: Acknowledged.

Please forward comments to applicant. If there are any questions, please contact me at your earliest convenience at (772) 221-4700

Response II: Acknowledged.

Fire Comments

04 13:42:07 01/04/2022 mcawley

Dead end at southern most parking lot comment not addressed.

Show how fire hydrants comply with NFPA 1, 18.5.3 Fire hydrants shall be provided for buildings other than detached one- and two-family dwellings in accordance with both of the following: (2) The maximum distance between fire hydrants shall not exceed 500 ft (152 m).NFPA 1, 18.5.1.4 The distances specified in Section 18.5 shall be measured along fire department access roads in accordance with 18.2.3.

Response II: The dead end at the southern most parking lot no longer exists. The water main has been looped. Please see updated preliminary engineering plan. Please see updated preliminary engineering plan which shows the fire hydrant coverage circles for the project.

Pavers in the fire access lane shall comply with NFPA 1, 18.2.3.5.2 Fire department access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be provided with an all-weather driving surface.

Response II: Acknowledged

CRA Comments

2022-01-11 15:49:54 01/11/2022 pgandhi

The REDA agreement draft was reviewed by the applicant. It will be processed with the site plan approval process.

Response II: Acknowledged

CITY OF STUART, FLORIDA
DEVELOPMENT DEPARTMENT
URBAN CODE CONDITIONAL USE APPLICATION

Reviewed By: _____

Application must be legible with all relevant fields completed.

Project ID#_____
(Staff Entry)

Pre-App Conference Date: July 2021	Application Date: August 2021
Project Name: Atlantic Point Marina	
Parcel ID# 32-37-41-004-020-0011	Project Address: 75 NW Flagler Avenue Stuart FL 34994
Zoning/CRA Sub-district: Industiral, CRA	
Subdivision: 20500 Dixie N of Roosevelt Bridge	Lot(s):

Fee: $1,536.00 – Major Urban Code Conditional Use Permit (Community Redevelopment Board and City Commission Approval)
Fee: $512.00 – Minor Urban Code Conditional Use Permit (Community Redevelopment Board)
(This does not include fees that may be charged as a result of application reviews by the City's consultants or any required recording fees)

A Minor Urban Code Conditional Use Permit shall be required for relief from the following regulations of the urban code; paint colors; public art, and architectural materials.
A Major Urban Code Conditional Use Permit shall be required for relief from the following regulations of the urban code; density, permitted uses, setbacks, location of parking, location of buildings and structures, conflicts with utilities, curb cuts, historic buildings, pitched roofs in the old downtown district, number of stories, building height not to exceed 45 feet, parking located within a building envelope, location of a formula business, and architectural requirements.

Submittal Requirements: A completed application form, one (1) copy of all documents on a PDF formatted disc electronically signed and sealed, the payment of fees, and pertinent information per application type as determined by the Development Director.

Approving Authority: The Development Director is required to prepare a staff report and recommendation concerning this application for the Community Redevelopment Board (CRB) public hearing followed by a recommendation to the City Commission.

Justification: Please provide justification supporting the request for an Urban Code Conditional Use Permit (include additional pages if needed).

Refer to the attached

(over)

General Information
(Please Print or Type)

1. Property Owner, Lessee, Contract Purchaser, or Applicant (circle one):

Name: Middle Island Management & Development LLC	City/State/Zip Code: Stuart, FL, 34994
Title: Agent: Jeffrey Hardin	Telephone Number:
Company: Middle Island Management & Development LLC	Facsimile Number:
Company Address: 75 NW Flagler Avenue	Email Address (optional):

2. Agent of Record (if any): The following individual is designated as the Agent of Record for the property owner, lessee, or contract purchaser and should receive all correspondence related to the application review.

Name: Donald J. Cuozzo	City/State/Zip Code: Stuart, Florida 34995
Title: President	Telephone Number: 772 485 1600
Company: Cuozzo Planning Solutions, LLC	Facsimile Number:
Company Address: P.O. Box 1939	Email Address (optional): dcuozzo@cdgplan.com

3. 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: Middle Island Management & Development LLC	City/State/Zip Code: Stuart, FL, 34994
Title: Agent: Jeffrey Hardin	Telephone Number:
Company: Middle Island Management & Development LLC	Facsimile Number:
Company Address: 75 NW Flagler Avenue	Email Address (optional):

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

4. Signed this 27 day of August, 2021.

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

State of Florida, Martin County The foregoing instrument was acknowledged before me on this 27 day of August, 2021 by Jeffrey Hardin who is personally known to me, or who has produced _____ as identification and who did/did not take an oath.

Allison Bauer
Notary Signature

Commission expires:

ALLISON BAUER
Commission # HH 027650
Expires August 4, 2024
Bonded Thru Budget Notary Services

City of Stuart

Timothy Voelker P.E. | Utilities & Engineering Director
121 SW Flagler Ave. Stuart Fl. 34994
Phone: 772.288-5332

April 12, 2022

Mark Landsman – Project Engineer
EDC, Inc.
10250 SW Village Parkway - Suite 201
Port Saint Lucie, Florida 34987

Re: PCN #32-37-41-004-020-00110-0- Atlantic Point Marina

Dear Mr. Landsman:

In accordance with the submitted plans, please be advised that the City of Stuart has water and wastewater plant capacity to serve the proposed development within Parcel #32-37-41-004-020-00110-0 in Stuart, Florida.

This letter should not be construed as a commitment on behalf of the City to provide water and sewer service to the property until such time final design plans have been approved and all water and sewer availability fees have been paid.

Should you have any questions or require any additional information please contact Marc Rogolino at 772 221 4700.

Sincerely,
City of Stuart

Timothy Voelker, P.E.
Utilities & Engineering Director

cc: K. Noguera, Customer Service Supervisor
M. Rogolino, Capital Projects

City of Stuart Fire Rescue

800 SE Martin Luther King Blvd, Stuart, FL 34994
Vincent Felicione, Fire Chief, CFEI, CVFI
vfelicione@ci.stuart.fl.us
772-600-1287

ISO CLASS 1 DEPARTMENT

April 12, 2022

Kevin Freeman
City of Stuart Development Director
121 SW Flagler Ave
Stuart, FL 34994

Re: Atlantic Point Marina, 75 NW Flagler Ave

Mr. Freeman,

The proposed development, Atlantic Point Marina at 75 NW Flagler Ave, can be served by the City of Stuart Fire Rescue Department without any negative impacts to levels of service at this time,

If you have any questions on this matter, please contact me,

Respectfully,

Troy Bowser
Operations Chief
City of Stuart Fire Rescue

cc: Vincent Felicione, Fire Chief, City of Stuart Fire Rescue

MARTIN COUNTY

BOARD OF COUNTY COMMISSIONERS

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March 31, 2022

Middle Island Management & Development, LLC
75 NW Flagler Ave.
Stuart, FL 34994

RE: Atlantic Point Yacht Club & Marina – Stuart, FL

To Whom it may concern:

Please be advised that the Martin County Growth Management Department has conducted a cursory review of this project which proposes marine and docking facilities within waters of Martin County. The project is subject to the requirements found in the County's Manatee Protection Plan and Boat Facilities Siting Plan.

The project is located at 75 NW Flagler Avenue in Stuart, FL which is shown to be within a preferred location under the Boat Facilities Siting Plan. New boat facilities or the expansion and redevelopment of marine industries within preferred locations are encouraged and supported under the BFSP as outlined under Policy 3 of the plan:

> POLICIES FOR SITING BOAT FACILITIES
>
> Policy 3. Preferred locations for new boat facilities in Martin County are defined as sites that are located in the Manatee Pocket and Downtown City of Stuart on the north and south side of Roosevelt Bridge and encompassing sites east and west of US 1, as identified and depicted in Exhibits 8 and 10. The BFSP supports the expansion and redevelopment of marine industries in these defined areas. The S & S Investments Parcel 2 or Potential Site 10, Potential Site 7, Potential Site 8, and American Custom Yacht are designated also as a preferred areas (Exhibit 13) and the county proposes that the undeveloped areas be used for waterfront

manufacturing and boat repair activities. The number of boats at each facility will be limited by site plan constraints, and local, state, and federal requirements to avoid and minimize impacts to natural resources.

If you have any questions, please don't hesitate to contact me.

Sincerely,

Paul Schilling
Growth Management Director

PS:SM:cl

Cc: Don Cuozzo/Cuozzo Planning Solutions LLC
Kevin Freeman/Development Director City of Stuart

Drainage Calculations
& Surface Water Management Report

For

Atlantic Point Marina
(Straticon)

Prepared By: Mark Landsman

Engineering Design & Construction, Inc.
10250 SW Village Parkway, Suite 201
Port St. Lucie, FL 34987
Board of Professional Engineers Certificate of Authorization Number 9935

April 2022

R.J. Kennedy, P.E. #56218 Date
10250 SW Village Parkway, Suite 201
Port St. Lucie, FL 34987 (772) 462-2455

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1.0 Executive Summary

This project known as Atlantic Point Marina is located at 75 N.W. Flagler Avenue in Stuart FL. The proposed project is for a multi-facetted marina which includes: a wet/dry yacht and boat storage, a 6,280 S.F. water-front restaurant, pool, two-story ship store, fitness center, and many more amenities. This project's design will incorporate LID (Low-Impact Development) which is an internationally recognized stormwater management approach that protects downstream surface water quality, reduces downstream flooding, and improves overall resilience. The LID is a primary stormwater best-management practice (BMP) throughout many parts of our nation. LID uses various land planning, design practices, and technologies to preserve and protect essential aquifers and waterways such as the St Lucie River while reducing infrastructure costs. The contents of this report demonstrate 150% water quality provided in the system, a pre vs post discharge rate analysis based on 3-year/1-day, 5-year/1-day, 10-year/3-day and 25-year/3-day storm events.

2.0 History and Existing Storm Water Management System

The subject property was most recently purchased in September 2020 by Middle Island Management and Development LLC. The 7.305-acre property is currently zoned as Vacant Commercial, and the Future Land Use designation is Industrial. Over the course of history for the property, multiple structures have been constructed.

In 1926 two storage warehouses were constructed on the site totaling 4,012 square feet

In 1933 an additional storage warehouse (9,191 square feet) was added to the existing site which brought the total building square footage to 13,203 square feet.

In 1973 the site was redeveloped with a new storage warehouse with a size of 15,360 square feet. Additional warehouses were constructed on the site in 1975. Please see Appendix A for historical aerial photographs of the site.

A search for Environmental Resource permits through the South Florida Water Management District concluded that the site has no underlying environmental resource permits. Furthermore, a search of the GIS maps through the Florida Department of Environmental Protection did not provide any self-certification permits for the site either.

The site is divided into 5 drainage basins based on the existing stormwater management system and off-site flows that are conveyed through the site. Please see Appendix A for the pre-development basin map depicting the drainage basins and conveyance systems. The southernmost on-site basin (Basin 1, 3.03-acres) sheet flows stormwater over existing grades discharging directly into the St Lucie River via a washed-out low area consisting of dirt and gravel. Discharges from this basin are not treated nor attenuated. Stormwater in Basin 2 (1.31-acres) is captured in a series of inlets and directed offsite to the west discharging into the roadway swale (off-site Basin 5, 0.50-acres) via a bubble up structure. The offsite Basin 5, then conveys run-off to the north and eventually re-entering the subject property in Basin 3 (2.65-acres) via low pavement grades. Basin 3 receives stormwater from offsite Basin 5 as well as a system of interconnected inlets and pipes ultimately discharging directly to the St Lucie River via a pipe protruding through the docks to the east. Discharges from Basin 3 do not provide water quality treatment or attenuation. Discharges from Basin 4 (0.49-acres) sheet flow into the St Lucie River via a low area south of the subject parcel.

3.0 Drainage Calculation Summary

3.1 Project Description

The following Table 1 outlines the site details of the 7.00 acre developed parcel. Even though the site consists of 7.00 acres, off site flows that enter the site create a total basin area of 7.96 acres, which is divided into 5 sub basins.

Table 1-Site Details

Parcel ID	Size (acres)	Sec/Town/Range	Jurisdiction	Zone
32-37-41-004-020-00110-0	7.96*	32/37S/41E	City of Stuart	IND

*Drainage area includes off site flows which are directed through the site.

3.2 Datum

All elevations included on the project construction plans are in reference to the North American Vertical Datum 1988. The vertical datum conversion has been determined to be approximately 1.50 feet in the project area. This is used to convert NGVD to NAVD, in other words NGVD elevation minus 1.50 feet = NAVD elevation.

3.3 Proposed Stormwater Management System

The proposed stormwater management system for the site consists of a series of Low-Impact Development (LID) design concepts which include rain gardens, tree boxes, pervious pavement and sidewalk, a baffle box and bio-swales. Stormwater run-off from the site will either sheet flow to detention areas or be captured in a series of catch basins which are connected via underground pipes conveying to on site detention areas for treatment and attenuation.

Tree Boxes: Twelve tree boxes are proposed around the restaurant and pool area. Tree boxes are a compact bioretention system that captures and stores stormwater. The drainage calculations for the project do not consider the volume of run-off captured in the tree boxes.

Pervious Concrete/Pavement: Pervious concrete is proposed for all of the sidewalks within the project. Pervious pavement totaling 0.51 acres is proposed in the parking area west of the proposed boat barn. Pervious pavement totaling 0.15 acres is proposed for off-site parking. The pervious concrete and pavement are designed to allow for infiltration of stormwater through the surface and retained in void spaces created by the separation

of the coarse aggregate. Stormwater infiltrates through the voids and into the existing soils.

Bio-Swales: Bioswales are proposed in detention areas 1 thru 5. Bioswales are designed to capture and retain stormwater runoff, while also treating the stormwater by reducing phosphorus and nitrogen loading.

Rainwater Storage Tanks: Two 12,500-gallon storage tanks are proposed to the east of the boat barn. The storage tanks will capture a portion of the stormwater run-off generated from the roof. Stormwater in the storage tanks will then be used to wash down boats in the marina. The drainage calculations do not consider volume in the storage tanks as it is assumed that the storage tanks may be full at the onset of a rain event.

Exfiltration Trench: A 572 linear foot exfiltration trench is proposed to provide at least 0.5-inches of dry pretreatment. According to SFWMD guidelines, 0.5-inches of dry pretreatment is required for stormwater management systems that discharge to an Outstanding Florida Waterbody (OFW) which is the St Lucie River. The exfiltration trench also provides stormwater storage during a rain event, however this storage volume is excluded in the ICPR simulations. Please see Appendix B for further information on the exfiltration trench design.

Baffle Box: A nutrient separating baffle box is proposed in dry detention area 6. The baffle box will collect and store debris in a dry state as to limit the nutrient loading prior to offsite discharge. Total suspended solids will be reduced by the multiple chambers in the baffle box.

The area contributing run-off to the stormwater management system consists of 7.70 acres, which includes off-site development along Flagler Ave that contributes run-off to the system. Offsite flows conveyed through the site will be treated and attenuated, since the applicant is proposing offsite improvements which are denoted as Basins 4 and 5 in the pre-development condition. An off-site basin totaling 0.28-acres (partially Basin 4 in

the pre-development condition) sheet flows stormwater to the St Lucie River. This off-site basin is reduced in size due to the proposed pervious pavement parking area along Flagler Ave. Stormwater flows from the off-site basin are not attenuated nor treated.

The boat barn is a storage structure that is designed to allow for stormwater to enter through grated openings during a major rain event. The finished floor of the boat barn is at 6.00 NAVD which is equivalent to the base flood elevation. The boat barn is designed with a gravel floor that will allow infiltration into the soil. The storage component of the boat barn will have a finished floor elevation of 7.00, which is one-foot above the base flood elevation for this section of the property.

3.4 Land Use Tables

The following Tables 2 thru 6 outline the pre-development land use divided into drainage basins. Table 7 outlines the post development land use for the project. All drainage basins in the pre-development condition are consolidated into one drainage basin in the post development condition.

Table 2-Pre-Development Land Use Basin 1

Land Use	Area (ac)	Percentage of Site (%)
Impervious (Pavement Concrete)	0.16	5.43%
Building	0.35	11.65%
Pervious (not including wetlands)	2.51	83.10%
Basin 1 Area	**3.03**	**100**

Table 3-Pre-Development Land Use Basin 2

Land Use	Area (ac)	Percentage of Site (%)
Impervious (Pavement Concrete)	0.86	65.65%
Building	0.15	11.45%
Pervious (not including wetlands)	0.30	22.90%
Basin 2 Area	**1.31**	**100**

Table 4-Pre-Development Land Use Basin 3

Land Use	Area (ac)	Percentage of Site (%)
Impervious (Pavement Concrete)	1.00	37.74%
Building	0.79	29.81%
Pervious (not including wetlands)	0.86	32.45%
Basin 3 Area	**2.65**	**100**

Table 5-Pre-Development Land Use Basin 4

Land Use	Area (ac)	Percentage of Site (%)
Impervious (Pavement Concrete)	0.08	16.33%
Pervious (not including wetlands)	0.41	83.67%
Basin 4 Area	**0.49**	**100**

Table 6-Pre-Development Land Use Basin 5

Land Use	Area (ac)	Percentage of Site (%)
Impervious (Pavement Concrete)	0.28	56.00%
Pervious (not including wetlands)	0.22	44.00%
Basin 5 Area	**0.50**	**100**

Table 7-Post Development On-Site Land Use

Land Use	Area (ac)	Percentage of Site (%)
Boat Barn Including Storage	2.52	32.73%
Building	0.277	3.60%
Pervious Pavement	0.51	6.62%
Pavement	1.94	25.19%
Pervious Sidewalk	0.29	3.76%
Pool	0.095	1.22%
Stormwater Management Area	0.87	11.30%
Landscaping	1.20	15.58%
On-Site Area:	**7.70**	**100**

Table 8-Post Development Off-Site Land Use

Land Use	Area (ac)	Percentage of Site (%)
Impervious (Pavement Concrete)	0.00	0.00%
Pervious (not including wetlands)	0.28	100.00%
Off-Site Area	**0.28**	**100**

3.5 Control Elevation

The control elevation for the project is at 0.00 NAVD. A geotechnical report completed by Universal Engineering Sciences provides additional supporting data for the water table elevation of the project. The following Table 8 summarizes the ground water for the site.

Table 9-Control Elevation Calculation

Boring	Existing Elevation	Depth to Water Table	Below Surface
AB 5-2	2.5 NAVD	0 ft Below Grade	2.5
5,1	3.4 NAVD	0.4 ft Below Grade	3.0
30-1	2.5 NAVD	-3.5 ft Below Grade	6.0
40-1	2.9 NAVD	-3.1 ft Below Grade	6.0
40-2	3.0 NAVD	-3.0 ft Below Grade	6.0
40-3	3.2 NAVD	-2.8 ft Below Grade	6.0
40-4	3.3 NAVD	0 ft Below Grade	3.3
40-7	2.0 NAVD	-1.8 ft Below Grade	3.8
40-8	3.4 NAVD	0.4 ft Below Grade	3.0
40-9	2.8 NAVD	-1.2 ft Below Grade	4.0
40-10	3.1 NAVD	-2.9 ft Below Grade	6.0
40-11	3.6 NAVD	-2.4 ft Below Grade	6.0
40-12	3.7 NAVD	-3.3 ft Below Grade	7.0
50-4	3.2 NAVD	-0.2 ft Below Grade	3.4
Average	**3.04 NAVD**	**-1.67 ft Below Grade**	**4.71**

The average water table elevation based on the boring data is -1.67 NAVD. Site borings were completed on September 20th, 2021; therefore, it is expected that the groundwater elevations are the seasonal high water table elevations. A conservative approach was used in determining the control elevation for the site; therefore, the control elevation is set at 0.00 NAVD.

3.6 Tailwater

The tailwater condition for the stormwater management system is controlled by the elevations of the St. Lucie River. The following Table 9 is data gathered from the tidal data provided by NOAA. Please see Appendix A for further information on the tidal data.

Table 10-NOAA Tidal Data

Station	8722357, Stuart, St. Lucie River, FL
Control Station	8723170 Miami Beach, FL
Epoch	1983-2001
Datum	NAVD88
Mean Sea Level	-0.81
Mean High Water	-0.39
Mean Higher-High Water	-0.28

3.7 Water Quality Treatment

The project proposes to treat 150% of the required water quality treatment for an Outstanding Florida Waterbody (OFW) based on the controlling factor of 2.5 inches times the percent impervious. Water quality treatment for the site is proposed to be treated in a combination of exfiltration trenches, dry retention/detention areas, a baffle box and bio swales prior to discharging to the St Lucie River. Based on the proposed weir elevation of 3.10 NAVD, the project expects to treat 0.93 ac-ft of water quality volume. This is greater than the required 0.90 ac-ft of treatment volume based on 2.5 inches times

percent impervious area. Please see Appendix B for further information regarding the drainage calculations for the site.

The following Table 10 outlines the water quality requirements for the project. The water quality treatment volume is based on the South Florida Water Management District's criteria for an Outstanding Florida Waterbody. Since the stormwater system is a detention system, the required water quality standard has been reduced by 25%.

Table 11-Water Quality Treatment Volume

	1-inch Over the Project Area	**2.5-inches Times Percent Impervious**
Water Quality Treatment Volume (ac-ft)	0.61	0.90

3.8 Discharge Rates

A pre vs post discharge rate analysis was conducted on the site using the 3-year/1-day, 5-year/1-day, 10-year/3-day and 25-year/3-day storm event simulations in the ICPR model. The following tables outline the results of the simulations. Please see Appendix C for further information regarding the results of the simulations.

Table 12-3-Year/1-Day Storm Event Results

Basin	**Pre-Development**	**Post Development (Includes On-Site and Off-Site Basins)**	**Post Development Max Stage**
Basin 1	1.38 cfs	2.52 cfs	4.34 NAVD
Basin 2, 3, 5	3.31 cfs	-	-
Basin 4	0.00 cfs	-	-
Total:	**4.69 cfs**	**2.52 cfs**	**-**

Table 13-5-year/1-day Storm Event Results

Basin	Pre-Development	Post Development (Includes On-Site and Off-Site Basins)	Post Development Max Stage
Basin 1	2.21 cfs	3.02 cfs	4.59 NAVD
Basin 2, 3, 5	4.56 cfs	-	-
Basin 4	0.00 cfs	-	-
Total:	**6.77 cfs**	**3.02 cfs**	**-**

Table 14-10-year/3-day Storm Event Results

Basin	Pre-Development	Post Development (Includes On-Site and Off-Site Basins)	Post Development Max Stage
Basin 1	6.83 cfs	9.45 cfs	4.89 NAVD
Basin 2, 3, 5	8.13 cfs	-	-
Basin 4	0.11 cfs	-	-
Total:	**15.07 cfs**	**9.45 cfs**	**-**

Table 15-25-year/3-day Storm Event Discharge Rates

Basin	Pre-Development	Post Development (Includes On-Site and Off-Site Basins)	Post Development Max Stage
Basin 1	8.60 cfs	12.47 cfs	4.98 NAVD
Basin 2, 3, 5	9.18 cfs	-	-
Basin 4	0.51 cfs	-	-
Total:	**18.29 cfs**	**12.47 cfs**	**-**

Since Basin 2 outfalls to Basin 5, which outfalls to Basin 3, only the discharge from Basin 3 to the St Lucie River is analyzed amongst these three basins. The total discharge rate for the project is the total discharge from Basins 1, 3 and 4. The post development discharge rate for the off-site basin (0.28-acres) is 0 cfs as all stormwater in this basin is infiltrated into the soil for all storm frequencies.

3.9 Minimum Road and Parking

The minimum road and parking elevation for the site was determined based on the results of the ICPR simulation for the 10-year 1 day storm event. The maximum stage of the 10-year 1 day storm event is provided in the following Table 15. The project proposes a minimum road and parking elevation of 4.80 NAVD. Please see Appendix C for further details on the ICPR simulation inputs and results.

Table 16-Minimum Road Elevation

ICPR Result	Proposed Minimum Road
4.64 NAVD	4.80 NAVD

3.10 Minimum Finished Floor

The minimum finished floor elevation for the project is determined by the results of the ICPR simulation of the 100-year 3-day storm event. The maximum stage of the 100-year 3-day storm event is provided in the following Table 16. The project proposes minimum finished floor elevations of 7.00 NAVD and 8.00 NAVD. The storage area, existing building and fitness center will have a finished floor elevation of 7.00 NAVD. The restaurant, ship store, and fitness center will have a finished floor elevation of 8.00 NAVD. The boat barn will have a finished floor elevation of 6.00 NAVD. The boat barn will be designed with a gravel floor and vents allowing it to flood during a major storm event.

Table 17-Minimum Finished Floor Elevation

ICPR Result	Minimum FFE	Boat Barn FFE
6.27 NAVD	7.00/8.00 NAVD	6.00 NAVD

The project site is located within FEMA flood zones AE5 and AE6. The City of Stuart Land Development Code states that finished floor elevations for buildings shall be higher than 2 feet above FEMA flood zones and/or 18-inches above adjacent road crown. The proposed minimum finished floor elevation for the project meets both of those conditions.

3.11 Control Structure

The control structure for the site is a modified FDOT Type C inlet with a three-inch circular bleeder set at the control elevation of 0.00 NAVD and a 2 foot by 0.25-foot water quality slot set at 3.10 NAVD. The rim of the structure is at 4.50 NAVD which provides relief during a major storm event. The structure is located in dry detention area 6 with an outfall via an 18-inch pipe to the St Lucie River.

3.12 City of Stuart 72-Hour Recovery Analysis

According the City of Stuart code, a stormwater management system has to demonstrate recovery of the detention volume within 72 hours for treatment for a successive rain event. At hour 73, the stage has receded to 3.14 NAVD, which is when the demonstration begins. In 72-hours (hour 145), the stage is at an elevation of 0.00 NAVD. The stormwater management system for the site is capable of recovering the entire detention volume at hour 99, which is only 27 hours from the start of the demonstration. During a successive rain event, the stormwater management system for the site is capable of providing the entire water quality treatment volume, which is the volume between the bleeder and the weir.

3.13 Dry Pre-treatment

South Florida Water Management District guidelines state that discharges into an Outstanding Florida Waterbody (OFW) such as the St Lucie River require 0.5-inches of dry pre-treatment. The proposed exfiltration trench is capable of providing 0.85 ac-feet of treatment volume. The project is required to treat 0.332 ac-feet of volume. The additional volume in the exfiltration trench is used to store additional stormwater during a rain event. Since the site has favorable Class A soils and a hydraulic conductivity (K-value) of approximately 0.000283 K cfs/ft2-ft head, infiltration is expected to occur rapidly. The storage volume in the exfiltration trench is not counted towards stormwater capacity.

3.14 Net Improvement

A net improvement analysis was completed on the project to demonstrate that total nitrogen and phosphorus loading is reduced in the post development condition. The exfiltration trench provides the necessary retention volume to achieve net improvement for the project. The exfiltration trench is capable of providing 1.30 inches of treatment volume as the only BMP for the site. Please see Appendix B for further information on the net improvement calculations in the BMPTrains model.

4.0 Conclusion

The Atlantic Point Marina project proposes to meet all of the water quality and quantity guidelines outlined in the City of Stuart land development code and the Basis of Review by the South Florida Water Management District. The project proposes to incorporate Low Impact Development (LID) to protect the water quality of the St Lucie River as well as reducing the total nitrogren and phosphorus loads discharging into the river. The stormwater management system for the site will provide a half inch of dry pre-treatment in the form of exfiltration trenches. All supporting documentation is provided in the attached appendices.

Appendix A: Basin Maps and Basin Information

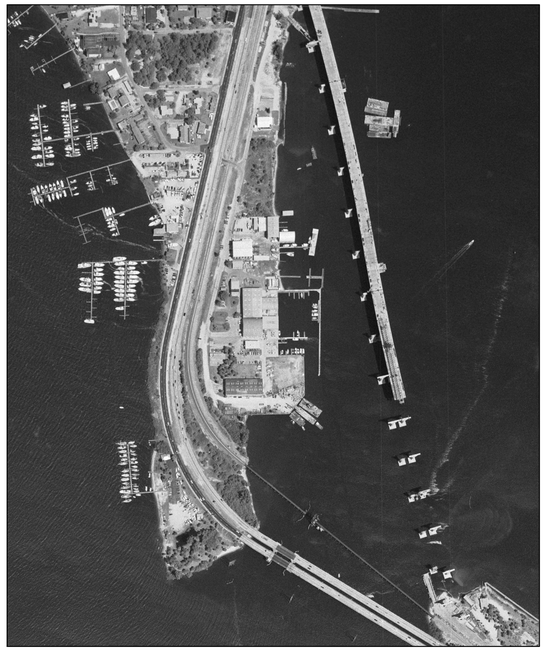
1966

1969

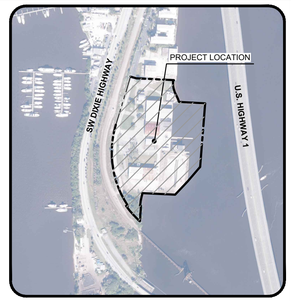
1974

1986

1996



2021



VICINITY MAP
SCALE: 1" = 500'

NOTE: AERIALS ARE NOT TO SCALE

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F.B.P.E. CERTIFICATE OF AUTHORIZATION 9935
L.B. CERTIFICATE OF AUTHORIZATION 8098

RJK — DESIGNED BY
VER — DRAWN BY
21-393 aerials.dwg — FILENAME
PRELIM ENG — LAYOUT
AS SHOWN — SCALE
2/5/2021 — DATE

REVISION COMMENTS — DATE

ATLANTIC POINT MARINA

HISTORICAL AERIALS

CITY OF STUART — FLORIDA

(DATE)

10250 SW VILLAGE PARKWAY - SUITE 201
PORT SAINT LUCIE, FL 34987
772-462-2455

21-393

1 OF 1

BASIN 1
Almost all storm water sheet flows directly to the South boundary of Basin 1 and directly into the St. Lucie River.
BASIN 2
Storm water sheet flows toward middle of Basin 2 and into an existing catch basin with rim elevation at 2.24' then flows through an existing 12" RCP pipe to Basin 5, where it joins with Basin 5 storm water.
BASIN 3
Stormwater sheet flows to existing catch basin with rim elevation at 2.49' then switches to channelized flow through a 12" RCP pipe to the ultimate outflow annotated on the map.
BASIN 4
Stormwater sheet flows to South-West corner of basin where it flows directly into the St. Lucie River.
BASIN 5
Storm water sheet flow, is joined by Basin 2 outflow and sheet flows into Basin 3 where the storm water will flow into existing storm water system and outflow into the St. Lucie River.

DISCHARGE RATES
3-year/1-day storm
Outflow = 4.69 cfs

5-year/1-day storm
Outflow = 6.77 cfs

10-year/3-day storm
Outflow = 15.07 cfs

25-year/3-day storm
Outflow = 18.29 cfs

F.E.C. RAILWAY

EAST RIGHT OF WAY
DIXIE HIGHWAY

100' RIGHT OF WAY
FLORIDA EAST COAST RAILWAY
(PLATTED)

FLAGLER AVE.

FLAGLER AVE

BASIN 2 EXISTING OUTFALL

BASIN 4
0.49 ACRES
IMPERVIOUS = 0.08 ACRES
PERVIOUS = 0.41 ACRES
Tc = 10 min.
CN = 57

BASIN 2 LOWEST
EXISTING CATCH
BASIN EL: 2.4' NAVD

BASIN 5
0.50 ACRES
IMPERVIOUS = 0.28 ACRES
PERVIOUS = 0.22 ACRES
Tc = 10 min.
CN = 76

BASIN 2
1.31 ACRES
IMPERVIOUS (pavement and building) = 1.01 ACRES
PERVIOUS = 0.30 ACRES
Tc = 10 min.
CN = 87

BASIN 3
2.65 ACRES
IMPERVIOUS (pavement and building) = 1.79 ACRES
PERVIOUS = 0.86 ACRES
Tc = 11 min.
CN = 82

BASIN 1
3.03 ACRES
IMPERVIOUS (pavement and building) = 0.52 ACRES
PERVIOUS = 2.51 ACRES
Tc = 10 min.
CN = 57

BASIN 4 EXISTING OUTFALL

BASIN 1 EXISTING OUTFALL

BASIN 3 EXISTING OUTFALL PIPE

FLOOD
ZONE
LIMITS

AE-5
AE-6
VE-8
Rock Wall

ST. LUCIE RIVER

(IN FEET)
1 inch = 40 ft.

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DRAWN BY	TMR
CHECKED BY	ML
FILENAME	21-393 Drainage Calcs
SHEET / LAYOUT	SHEET 1
SCALE	AS SHOWN
DATE	APRIL 20, 2022

REVISION COMMENTS | DATE

ATLANTIC POINT MARINA

PRE-DEVELOPMENT CONDTIONS MAP

STUART FLORIDA

10250 VILLAGE PARKWAY
UNIT 201
PORT ST. LUCIE, FL 34987
772-462-2455

21-393

1 OF 1

THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADOPTION BY EDC, INC. SHALL BE WITHOUT LIABILITY TO EDC, INC.
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ON-SITE BASIN
On-Site basin includes all property within the site boundary as well as the redeveloped portion of Flagler Ave. Stormwater from this basin is routed through a control structure with a single outfall as shown on this plan.

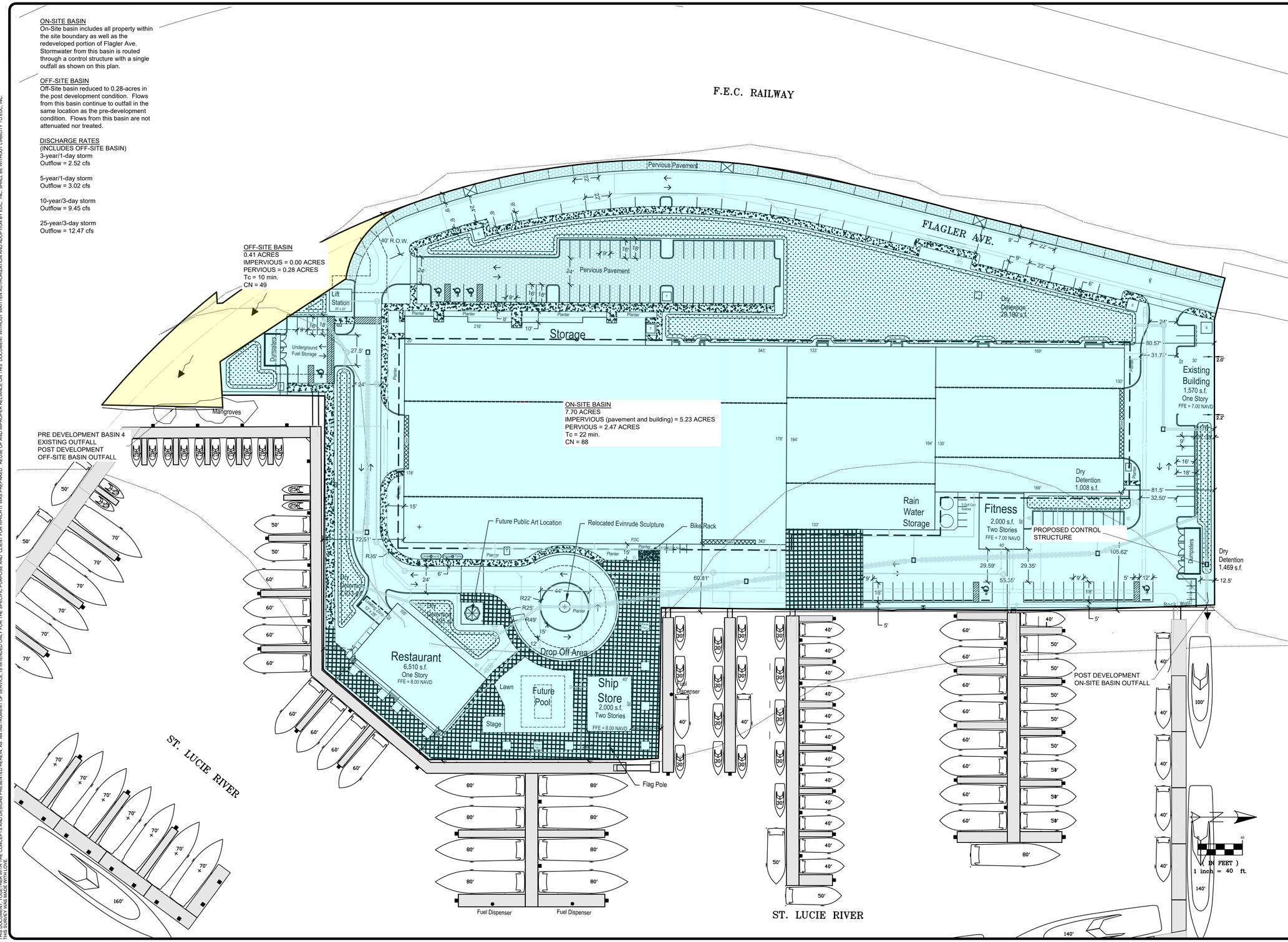
OFF-SITE BASIN
Off-Site basin reduced to 0.28-acres in the post development condition. Flows from this basin continue to outfall in the same location as the pre-development condition. Flows from this basin are not attenuated nor treated.

DISCHARGE RATES
(INCLUDES OFF-SITE BASIN)
3-year/1-day storm
Outflow = 2.52 cfs

5-year/1-day storm
Outflow = 3.02 cfs

10-year/3-day storm
Outflow = 9.45 cfs

25-year/3-day storm
Outflow = 12.47 cfs



OFF-SITE BASIN
0.41 ACRES
IMPERVIOUS = 0.00 ACRES
PERVIOUS = 0.28 ACRES
Tc = 10 min.
CN = 49

ON-SITE BASIN
7.70 ACRES
IMPERVIOUS (pavement and building) = 5.23 ACRES
PERVIOUS = 2.47 ACRES
Tc = 22 min.
CN = 88

PRE DEVELOPMENT BASIN 4
EXISTING OUTFALL
POST DEVELOPMENT
OFF-SITE BASIN OUTFALL

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TMR	DRAWN BY
ML	CHECKED BY
21-393 Drainage Calcs	FILENAME
SHEET 1	LAYOUT
AS SHOWN	SCALE
APRIL 20, 2022	DATE

REVISION COMMENTS

DATE

ATLANTIC POINT MARINA

POST DEVELOPMENT CONDTIONS MAP

STUART FLORIDA

10250 VILLAGE PARKWAY
UNIT 201
PORT ST. LUCIE, FL 34987
772-462-2455

21-393

1 OF 1

Appendix B: Drainage Calculations

GENERAL SITE INFORMATION: V 8.6

GO TO INTRODUCTION PAGE

4/20/2022

Blue Numbers =	Input data
Red Numbers =	Calculated or Carryover

HELP Rainfall

Select the appropriate Meteorological Zone, input the appropriate Mean Annual Rainfall amount and select the type of analysis

NAME OF PROJECT: Atlantic Point

VIEW ZONE MAP

Meteorological Zone (Please use zone map): CLICK ON CELL BELOW TO SELECT — Zone 2

Mean Annual Rainfall (Please use rainfall map): 55.00 Inches

VIEW MEAN ANNUAL RAINFALL MAP

Type of analysis: CLICK ON CELL BELOW TO SELECT — Net improvement

Treatment efficiency (N, P) (ex 80 70 (no decimal points) **use only for specified removal efficiency**): % %

GO TO WATERSHED CHARACTERISTICS

Select the STORMWATER TREATMENT ANALYSIS Button below to begin analyzing the effectiveness of Best Management Practices.

Model documentation and example problems.

STORMWATER TREATMENT ANALYSIS

Systems available for analysis:
Retention Basin with option for calculating effluent concentration
Wet Detention
Exfiltration Trench
Pervious Pavement
Stormwater Harvesting
Biofiltration
Greenroof
Rainwater Harvesting
Managed Aquatic Plants Detention
Vegetated Natural Buffer
Vegetated Filter Strip
Swale
Rain Garden
Tree Well
Lined reuse pond
User Defined BMP

RESET INPUT FOR STORMWATER TREATMENT ANALYSIS

There is a user's manual for the BMPTRAINS model. It can be downloaded from www.stormwater.ucf.edu. The results from the example problems shown in the manual however may not reflect current model results due to ongoing updates of the model.

METHODOLOGY FOR CALCULATING REQUIRED TREATMENT EFFICIENCY

METHODOLOGY FOR RETENTION SYSTEMS

METHODOLOGY FOR WET DETENTION SYSTEMS

METHODOLOGY FOR GREENROOF SYSTEMS

METHODOLOGY FOR WATER HARVESTING SYSTEMS

WATERSHED CHARACTERISTICS V 8.6

GO TO STORMWATER TREATMENT ANALYSIS

Blue Numbers = Input data | Red Numbers = Calculated | LAND USES/EMC

SELECT CATCHMENT CONFIGURATION 4/20/2022

CLICK ON CELL BELOW TO SELECT CONFIGURATION

A - Single Catchment

VIEW CATCHMENT CONFIGURATION

GO TO GENERAL SITE INFORMATION PAGE

For comingling, the off-site catchment must be upstream. The delay is only for retention BMPs and must be used in hours as measured by the time of concentration at a one inch/hour rain

COMINGLING | MULTI-LAND USE

Delay [hrs] | CATCHMENT NO.1 NAME: Atlantic Point

max delay = 15 hrs.

VIEW AVERAGE ANNUAL RUNOFF "C" Factor

VIEW EMC & FLUCCS

GO TO GIS LANDUSE DATA

OVERWRITE DEFAULT CONCENTRATIONS USING:

	PRE:	POST:
EMC(N):	mg/L	mg/L
EMC(P):	mg/L	mg/L

USE DEFAULT CONCENTRATIONS

Pre-development land use:	CLICK ON CELL BELOW TO SELECT	
with default EMCs	Light Industrial: TN=1.200 TP=0.260	
Post-development land use:	CLICK ON CELL BELOW TO SELECT	
with default EMCs	Light Industrial: TN=1.200 TP=0.260	
Total pre-development catchment area:	7.980	AC
Total post-development catchment or for BMP analysis:	7.700	AC
Pre-development Non DCIA CN:	72.00	
Pre-development DCIA percentage:	46.80	%
Post-development Non DCIA CN:	88.00	
Post-development DCIA percentage:	67.90	%
Estimated BMP Area (No loading from this area)	0.870	AC

Average annual pre runoff volume:	15.141	ac-ft/year
Average annual post runoff volume (note no BMP area):	19.301	ac-ft/year
Pre-development Annual Mass Loading - **Nitrogen:**	22.408	kg/year
Pre-development Annual Mass Loading - **Phosphorus:**	4.855	kg/year
Post-development Annual Mass Loading - **Nitrogen:**	28.564	kg/year
Post-development Annual Mass Loading - **Phosphorus:**	6.189	kg/year

CATCHMENT NO.2 NAME:

OVERWRITE DEFAULT CONCENTRATIONS:

	PRE:	POST:
EMC(N):	mg/L	mg/L
EMC(P):	mg/L	mg/L

USE DEFAULT CONCENTRATIONS

Pre-development land use:	CLICK ON CELL BELOW TO SELECT	
with default EMCs	CLICK ON CELL BELOW TO SELECT	
Post-development land use:		
with default EMCs		
Total pre-development catchment area:		AC
Total post-development catchment or BMP analysis area:		AC
Pre-development Non DCIA CN:		
Pre-development DCIA percentage:		%
Post-development Non DCIA CN:		
Post-development DCIA percentage:		%
Estimated BMP Area (No loading from this area)		AC

Average annual pre runoff volume:	ac-ft/year
Average annual post runoff volume (note no BMP area):	ac-ft/year
Pre-development Annual Mass Loading - **Nitrogen:**	kg/year
Pre-development Annual Mass Loading - **Phosphorus:**	kg/year
Post-development Annual Mass Loading - **Nitrogen:**	kg/year
Post-development Annual Mass Loading - **Phosphorus:**	kg/year

CATCHMENT NO.3 NAME:

OVERWRITE DEFAULT CONCENTRATIONS:

	PRE:	POST:
EMC(N):	mg/L	mg/L
EMC(P):	mg/L	mg/L

USE DEFAULT CONCENTRATIONS

Pre-development land use:	CLICK ON CELL BELOW TO SELECT	
with default EMCs	CLICK ON CELL BELOW TO SELECT	
Post-development land use:	PLEASE SELECT LAND USE:	
with default EMCs		
Total pre-development catchment area:		AC
Total post-development catchment or BMP analysis area:		AC
Pre-development Non DCIA CN:		
Pre-development DCIA percentage:		%
Post-development Non DCIA CN:		
Post-development DCIA percentage:		%
Estimated BMP Area (no loading from this area)		AC

Average annual pre runoff volume:	ac-ft/year
Average annual post runoff volume (note no BMP area):	ac-ft/year
Pre-development Annual Mass Loading - **Nitrogen:**	kg/year
Pre-development Annual Mass Loading - **Phosphorus:**	kg/year
Post-development Annual Mass Loading - **Nitrogen:**	kg/year
Post-development Annual Mass Loading - **Phosphorus:**	kg/year

CATCHMENT NO.4 NAME:

OVERWRITE DEFAULT CONCENTRATIONS:

	PRE:	POST:
EMC(N):	mg/L	mg/L
EMC(P):	mg/L	mg/L

USE DEFAULT CONCENTRATIONS

Pre-development land use:	CLICK ON CELL BELOW TO SELECT	
with default EMCs	CLICK ON CELL BELOW TO SELECT	
Post-development land use:	PLEASE SELECT LAND USE:	
with default EMCs		
Total pre-development catchment area:		AC
Total post-development catchment or BMP analysis area:		AC
Pre-development Non DCIA CN:		
Pre-development DCIA percentage:		%
Post-development Non DCIA CN:		
Post-development DCIA percentage:		%
Estimated BMP Area (no loading from this area)		AC

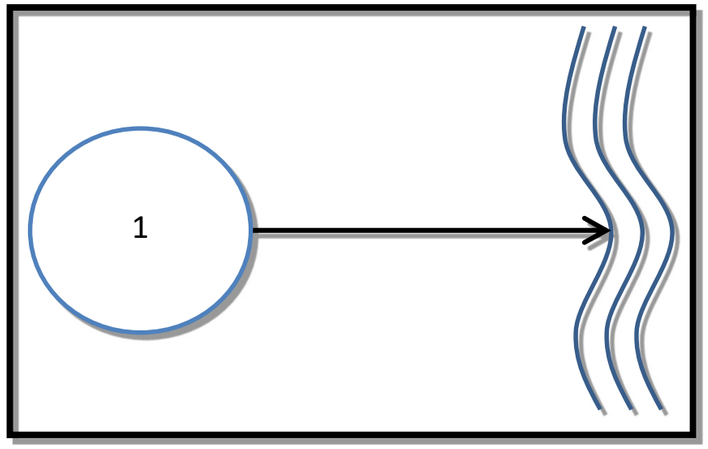
Average annual pre runoff volume:	ac-ft/year
Average annual post runoff volume (note no BMP area):	ac-ft/year
Pre-development Annual Mass Loading - **Nitrogen:**	kg/year
Pre-development Annual Mass Loading - **Phosphorus:**	kg/year
Post-development Annual Mass Loading - **Nitrogen:**	kg/year
Post-development Annual Mass Loading - **Phosphorus:**	kg/year

STORMWATER TREATMENT ANALYSIS:	V 8.6	GO TO GENERAL SITE INFORMATION PAGE	Blue Numbers =	Input data
			Red Numbers =	Calculated

If not done, specify pre- and post-development watershed characteristics.

4/20/2022

GO TO WATERSHED CHARACTERISTICS



Total Required Treatment Efficiency:

Required Treatment Eff (**Nitrogen**):	22 %
Required Treatment Eff (**Phosphorus**):	22 %

Select one of the BMPs below to analyze efficiency or review the summary data.

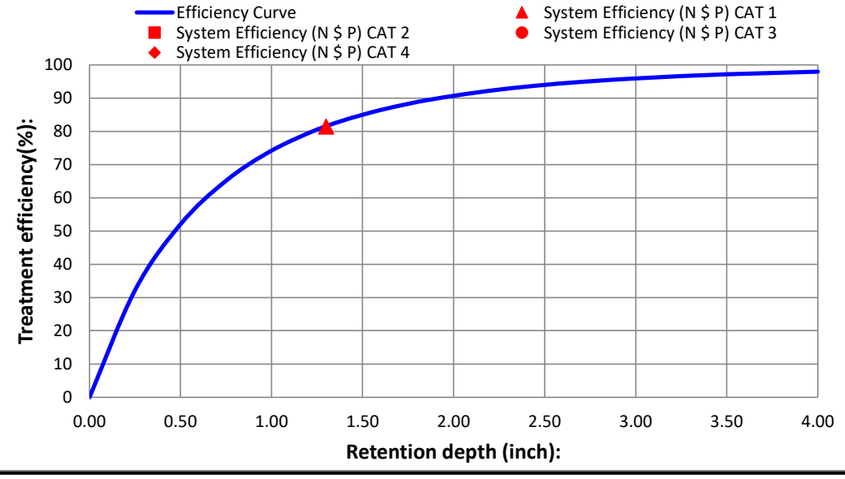
RETENTION BASIN	WET DETENTION / MAP	EXFILTRATION TRENCH	RAIN GARDEN / depression storage	SWALE	USER DEFINED BMP
PERVIOUS PAVEMENT	STORMWATER HARVESTING	FILTRATION	View Media Mixes	NOTE !!!: All individual system must be sized prior to being analyzed in conjunction with other systems. Please read instructions in the CATCHMENT AND TREATMENT SUMMARY RESULTS tab for more information.	
GREENROOF	RAINWATER HARVESTING	LINED REUSE POND & UNDERDRAIN INPUT	GO TO COST ANALYSIS WORKSHEET		
VEGETATED NATURAL BUFFER	VEGETATED FILTER STRIP	TREE WELL	CATCHMENT AND TREATMENT SURFACE		

EXFILTRATION TRENCH: 4/20/2022 V 8.6

EXFILTRATION TRENCH SERVING:	Atlantic Point				
Note: There are loadings from this BMP area above the trench.	**Atlantic Point**	**Catchment 2**	**Catchment 3**	**Catchment 4**	
Contributing catchment area:	7.700	0.000	0.000	0.000	ac
Required treatment efficiency (**Nitrogen**):	21.553				%
Required treatment efficiency (**Phosphorus**):	21.553				%
Required retention for the entire catchment to meet required efficiency:	0.167	0.000	0.000	0.000	in
Required water quality retention volume:	0.107	0.000	0.000	0.000	ac-ft

This is an underground system, thus there is no surface area loading reduction for the area of exfiltration

Provided retention depth(0.1-3.99 inches):	1.300				in
Provided treatment efficiency (**Nitrogen**):	81.423	0.000	0.000	0.000	%
Provided treatment efficiency (**Phosphorus**):	81.423	0.000	0.000	0.000	%
Remaining treatment efficiency needed (**Nitrogen**):	0.000				%
Remaining treatment efficiency needed (**Phosphorus**):	0.000				%
Remaining retention depth needed if retention:	0.000	0.000	0.000	0.000	in



NOTE FOR TREATMENT EFFICIENCY GRAPH:

The purpose of this graph is to help illustrate the treatment efficiency of the retention system as the function of retention depth. The graph illustrates that there is a point of diminished return as the retention depth is substantially increased. Therefore, to provide the most economical BMP treatment system, other alternatives such as "treatment trains" and compensatory treatment should be considered.

CATCHMENTS AND TREATMENT SURFACE DISCHARGE SUMMARY V 8.6

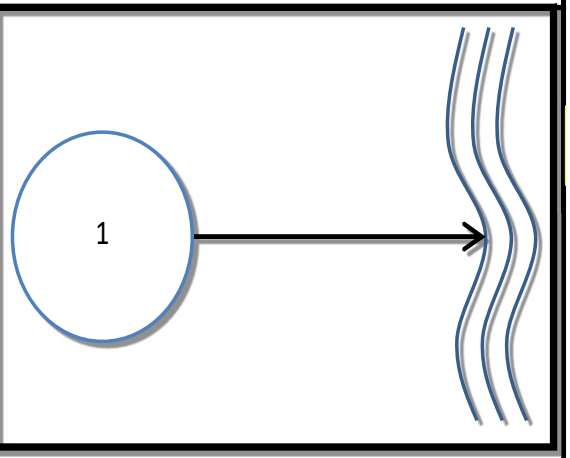
CALCULATION METHODS:

1. The effectiveness of each BMP in a single catchment is converted to an equivalent capture volume.
2. Certain BMP treatment train combinations have not been evaluated and in practice they are at this time not used, an example is a greenroof following a tree well.
3. Wet detention is last when used in a single catchment with other BMPs, except when followed by filtration

PROJECT TITLE	Atlantic Point	Optional Identification	Stormwater Management System	
	Atlantic Point	Catchment 2	Catchment 3	Catchment 4
BMP Name	Exfiltration Trench			
BMP Name				
BMP Name				

Surface Water Discharge Summary Performance of Entire Watershed

Catchment Configuration	A - Single Catchment		4/20/2022
Nitrogen Pre Load (kg/yr)	22.41	Treatment Objectives or Target for TN MET TP MET	BMPTRAINS MODEL
Phosphorus Pre Load (kg/yr)	4.85		
Nitrogen Post Load (kg/yr)	28.56		
Phosphorus Post Load (kg/yr)	6.19		
Target Load Reduction (N) %	22		
Target Load Reduction (P) %	22		
Target Discharge Load, N (kg/yr)	22.28		
Target Discharge Load, P (kg/yr)	4.83		
Provided Overall Efficiency, N (%):	81		
Provided Overall Efficiency, P (%):	81		
Discharged Load, N (kg/yr & lb/yr):	5.31	11.69	
Discharged Load, P (kg/yr & lb/yr):	1.15	2.53	
Load Removed, N (kg/yr & lb/yr):	23.26	51.23	
Load Removed, P (kg/yr & lb/yr):	5.04	11.10	



EXFILTRATION TRENCH DESIGN

Methodology per SFWMD ERP Permit Information Manual, March 2014

Volumetric Parameters

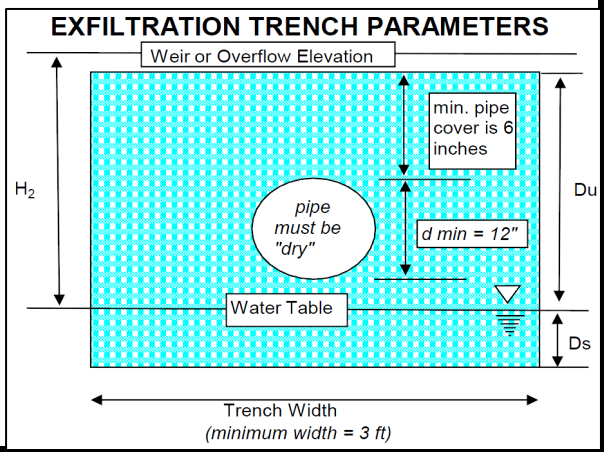
Water quality volume, V_{wq} (Ac-ft)	0.900	
Water quality volume, V_{wq} (Ac-in)	10.80	
Additional Volume, V_{add} (Ac-ft)	0.000	* Additional ***retention storage volume*** as required to meet water quality standards
Additional Volume, V_{add} (Ac-in)	0.00	
Total exfiltration volume, V (Ac-ft)	0.90	
Total exfiltration volume, V (Ac-in)	10.80	

Basin Hydrology & Soil Parameters

Hydraulic conductivity, K (cfs/ft^2-ft head)	2.83E-04	* From geotechnical report
Basin area, A (Ac)	7.87	
Basin soil storage, S (in)	9.00	* Input S value from basin calcs sheet
Basin curve number, CN	53	
Design rainfall, P (in)	11.00	* Input design storm rainfall
Exfiltration storage depth, d_{exf} (in)	1.37	= V / A
Exfiltration rainfall depth, P_{exf} (in)	9.63	= P - d_{exf}
Exfiltration soil storage, S_{exf} (in)	10.37	= S + d_{exf}
Exfiltration curve number, CN_{exf}	49	* Adjusted CN for ICPR Routing Model

Exfiltration Trench Parameters

Trench top elevation, EL_{top} (ft-datum)	3.50
Bubble Up-Dry Detention, EL_{inv} (ft-datum) (Weir)	5.00
Trench bottom elevation, El_{bot} (ft-datum)	0.00
Trench width, W (ft)	6.00
Wet Season High Water Table (ft-datum)(CE)	0.00
Head on saturated surface, H_2 (ft)	5.00
Unsaturated trench depth, D_u (ft)	3.50
Saturated trench depth, D_s (ft)	0.00
Perforated pipe invert, (ft-datum)	1.00
Perforated pipe diameter, (in)	24



Governing Equations

If Ds < Du, and W < 2*(Ds + Du) ➡ Yes Yes ➡

$$L = \frac{V}{k \times (H2 * W + 2 * H2 * Du - Du^2 + 2 * H2 * Ds) + (1.39 \times 10^{-4} * W * Du)}$$

If Ds > Du, or W > 2*(Ds + Du) ➡ No No ➡

$$L = \frac{V}{k \times (2 * H2 * Du - Du^2 + 2 * H2 * Ds) + (1.39 \times 10^{-4} * W * Du)}$$

Calculations and Results

Calculated trench length required, L (ft)	605.1
Proposed trench length, L (ft)	572.0
Volume treated, V (Ac-ft)	0.85
Volume remaining to be treated (Ac-ft)	0.05
Proposed storage depth, d (in)	1.30

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Pre Development Stormwater Calculations - Pre-Basin 1

Project: Atlantic Point
Project #: 21-393
Engineer: MDL
Date: 4/20/2022
Revised:

Land Use Table

Use	Imp. (ac)	Pervious (ac)	Total (ac)
Buildings =	0.35	0.00	0.35
Pavement =	0.16	0.00	0.16
Wet Detention Area (Lake) =	0.00	0.00	0.00
Developed Compacted Open Space =	0.00	2.51	2.51
TOTAL =	0.52	2.51	3.03

Stage-Area Table

:see stage-storage chart for information.

Find Curve Number:

Avg. Pervious Ground El. =	3.05
Avg. Seasonal High Water Table =	-1.67
Control Elevation =	0.00
Distance to Water Table =	4.00

Land Use and CN Calcs

Land Use	Area	Soil Grp	CN	Product	NRCS Cover
Pavement =	0.16	N/A	98	16	Impervious
Developed Compacted Open Space =	2.51	A	49	123	Open - Good
Buildings =	0.35	N/A	98	34	Impervious
TOTAL =	3.03			174	
			Weighted CN =	57	

* Stormwater BMP Area considered impervious with CN = 98, per SFWMD ERP Manual 5.7.8
**Wetlands CN Based on reccomended design value from SJRWMD Technical Publication 85-5 "A Guide to SCS Runoff Procedures"

Time of Concentration

The following formulas are per the SCS "Urban Hydrology for Small Watersheds" Technical Publication-55.

Sheet flow occurs over plane surfaces.

$$T_{sf} = \frac{.007 * (n * L)^{.8}}{(P_2)^{.5} * (s)^{.4}}$$

T_{sf} = Time of Sheet Flow (hour)
n = Mannings Roughness Coefficient
s = Slope of Hydraulic Grade (feet/feet)
L = Flow Length (feet)

After 300-feet sheet flow usually becomes shallow concentrated flow.

(Unpaved) $V = 16.1345 * (s)^{.5}$
(Paved) $V = 20.3282 * (s)^{.5}$

s = Slope of Hydraulic Grade (feet/feet)
V = Average Velocity (feet/second)

Use the velocity to solve for travel time.

$$T_t = \frac{L}{3600 * V}$$

T_t = Travel Time (hour)
L = Flow Length (feet)
V = Average Velocity (feet/second)

When determining flows in open channels use Manning's equation.

$$V = \frac{1.49 * r^{.67} * s^{.5}}{n}$$

r = Hydraulic Radius (feet) equal to a/p_w
s = Slope of Hydraulic Grade (feet/feet)
V = Average Velocity (feet/second)
n = Mannings Roughness Coefficient
a = cross sectional area (sq.ft.)
p_w = wetted perimeter (feet)

* Use the velocity to solve for travel time with the formula above.

This following calculations for the project have a segmented travel flow line.

T_1 = On site (sheet flow).

Parameters for T_{1A} :	n =	0.011	coefficient
	P_2 =	5.00	inches
	s =	0.003	foot/foot
	L =	300	feet

T_{1A} =	0.0831	hour	=	4.99	minutes
T_t =	0.0831	hour	=	5.0	

Parameters for T_{1b} :	n =	0.400	coefficient
	P_2 =	5.00	inches
	s =	0.003	foot/foot
	L =	0	feet

T_{1B} =	0.0000	hour	=	0.00	minutes
T_t =	0.0000	hour	=	0.0	

Parameter for T2:

V= 0.883723

V=	1.91	
s =	0.003	foot/foot
L =	17	feet

T_1 =	0.0025	hour	=	0.15	minutes
T_t =	0.0025	hour	=	1.0	

TC= total T1A+T1B+T2 6.0 Used 10 minutes

Pre Development - Stage Storage Calculations - Pre-Basin 1

Land use Category	Storage Type	Area (ac.)	From Elev.	To Elev.	Cumulative Stage-Storage (ac-ft)											
					2.00	2.50	3.00	3.50	4.00	4.50	5.00	5.50	6.00	6.50	7.00	7.50
Asphalt & Concrete	Linear	0.16	4.50	5.90	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.06	0.13	0.21	0.30	0.38
Pervious	Linear	2.51	2.40	6.10	0.00	0.00	0.12	0.41	0.87	1.50	2.29	3.26	4.40	5.65	6.90	8.16
SURFACE STORAGE		2.67		Totals:	0.00	0.00	0.12	0.41	0.87	1.50	2.31	3.32	4.53	5.86	7.20	8.53
Building Pads		0.35	*Not included in Stage-storage calculations													
	Total:	3.03														

ICPR Volume to Area Conversion

$A_2 = 2((V_2-V_1)/(S_2-S_1)) - A1$

Stage	Volume
2.00	0.00
2.50	0.00
3.00	0.12
3.50	0.41
4.00	0.87
4.50	1.50
5.00	2.31
5.50	3.32
6.00	4.53
6.50	5.86
7.00	7.20
7.50	8.53

Pre Development Stormwater Calculations - Pre-Basin 2

Project: Atlantic Point
Project #: 21-393
Engineer: MDL
Date: 4/20/2022
Revised:

Land Use Table

Use	Imp. (ac)	Pervious (ac)	Total (ac)
Buildings =	0.15	0.00	0.15
Pavement =	0.86	0.00	0.86
Developed Compacted Open Space =	0.00	0.30	0.30
TOTAL =	1.01	0.30	1.31

Stage-Area Table

:see stage-storage chart for information.

Find Curve Number:

Avg. Pervious Ground El. =	3.05
Avg. Seasonal High Water Table =	-1.67
Control Elevation =	0.00
Distance to Water Table =	4.00

Land Use and CN Calcs

Land Use	Area	Soil Grp	CN	Product	NRCS Cover
Pavement =	0.86	N/A	98	84	Impervious
Developed Compacted Open Space =	0.30	A	49	15	Open - Good
Buildingss =	0.15	N/A	98	15	Impervious
TOTAL =	1.31			114	
			Weighted CN =	87	

* Stormwater BMP Area considered impervious with CN = 98, per SFWMD ERP Manual 5.7.8

**Wetlands CN Based on reccomended design value from SJRWMD Technical Publication 85-5 "A Guide to SCS Runoff Procedures"

Time of Concentration

The following formulas are per the SCS "Urban Hydrology for Small Watersheds" Technical Publication-55.

Sheet flow occurs over plane surfaces.

$$T_{sf} = \frac{.007 * (n * L)^{.8}}{(P_2)^{.5} * (s)^{.4}}$$

T_{sf} = Time of Sheet Flow (hour)
n = Mannings Roughness Coefficient
P_2 = 2-year 24-hour Rainfall (inches)
s = Slope of Hydraulic Grade (feet/feet)
L = Flow Length (feet)

After 300-feet sheet flow usually becomes shallow concentrated flow.

(Unpaved) $V = 16.1345 * (s)^{.5}$
(Paved) $V = 20.3282 * (s)^{.5}$

T_{cf} = Time of Concentrated Flow (hour)
s = Slope of Hydraulic Grade (feet/feet)
V = Average Velocity (feet/second)

Use the velocity to solve for travel time.

$$T_t = \frac{L}{3600 * V}$$

T_t = Travel Time (hour)
L = Flow Length (feet)
V = Average Velocity (feet/second)

When determining flows in open channels use Manning's equation.

$$V = \frac{1.49 * r^{.67} * s^{.5}}{n}$$

r = Hydraulic Radius (feet) equal to a/p_w
s = Slope of Hydraulic Grade (feet/feet)
V = Average Velocity (feet/second)
n = Mannings Roughness Coefficient
a = cross sectional area (sq.ft.)
p_w = wetted perimeter (feet)

* Use the velocity to solve for travel time with the formula above.

This following calculations for the project have a segmented travel flow line.

T_1 = On site (sheet flow).

Parameters for T_{1A} :	n =	0.011	coefficient
	P_2 =	5.00	inches
	s =	0.007	foot/foot
	L =	175	feet

T_{1A} =	0.0385	hour	=	2.31 minutes
T_t =	0.0385	hour	=	3.0

Parameters for T_{1b} :	n =	0.011	coefficient
	P_2 =	5.00	inches
	s =	0.001	foot/foot
	L =	0	feet

T_{1B} =	0.0000	hour	=	0.00 minutes
T_t =	0.0000	hour	=	0.0

Parameter for T2:

V= 0.5102177

V=	1.43	
s =	0.001	foot/foot
L =	117	feet

T_1 =	0.0227	hour	=	1.36 minutes
T_t =	0.0227	hour	=	2.0

TC= total T1A+T1B+T2 5.0 Used 10 Minutes

Pre Development - Stage Storage Calculations - Pre-Basin 2

Land use Category	Storage Type	Area (ac.)	From Elev.	To Elev.	Cumulative Stage-Storage (ac-ft)											
					2.50	3.00	3.50	4.00	4.50	5.00	5.50	6.00	6.50	7.00	7.50	8.00
Asphalt & Concrete	Linear	0.86	2.40	5.30	0.00	0.05	0.18	0.38	0.65	1.00	1.41	1.84	2.27	2.70	3.13	3.56
Pervious	Linear	0.30	4.10	5.40	0.00	0.00	0.00	0.00	0.02	0.09	0.23	0.38	0.53	0.68	0.83	0.98
SURFACE STORAGE		1.16		Totals:	0.00	0.05	0.18	0.38	0.67	1.09	1.64	2.22	2.80	3.37	3.95	4.53
Building Pads		0.15	*Not included in Stage-storage calculations													
	Total:	1.31														

ICPR Volume to Area Conversion

$A_2 = 2((V_2-V_1)/(S_2-S_1)) - A1$

Stage	Volume
2.50	0.00
3.00	0.05
3.50	0.18
4.00	0.38
4.50	0.67
5.00	1.09
5.50	1.64
6.00	2.22
6.50	2.80
7.00	3.37
7.50	3.95
8.00	4.53

Pre Development Stormwater Calculations - Pre-Basin 3

Project: Atlantic Point
Project #: 21-393
Engineer: MDL
Date: 4/20/2022
Revised:

Land Use Table

Use	Imp. (ac)	Pervious (ac)	Total (ac)
Buildings =	0.79	0.00	0.79
Pavement =	1.00	0.00	1.00
Wet Detention Area (Lake) =	0.00	0.00	0.00
Developed Compacted Open Space =	0.00	0.86	0.86
TOTAL =	1.79	0.86	2.65

Stage-Area Table

:see stage-storage chart for information.

Find Curve Number:

Avg. Pervious Ground El. =	3.05
Avg. Seasonal High Water Table =	-1.67
Control Elevation =	0.00
Distance to Water Table =	4.00

Land Use and CN Calcs

Land Use	Area	Soil Grp	CN	Product	NRCS Cover
Pavement =	1.00	N/A	98	98	Impervious
Developed Compacted Open Space =	0.86	A	49	42	Open - Good
Buildings =	0.79	N/A	98	77	Impervious
TOTAL =	2.65			217	
			Weighted CN =	82	

* Stormwater BMP Area considered impervious with CN = 98, per SFWMD ERP Manual 5.7.8

**Wetlands CN Based on reccomended design value from SJRWMD Technical Publication 85-5 "A Guide to SCS Runoff Procedures"

Time of Concentration

The following formulas are per the SCS "Urban Hydrology for Small Watersheds" Technical Publication-55.

Sheet flow occurs over plane surfaces.

$$T_{sf} = \frac{.007 * (n * L)^{.8}}{(P_2)^{.5} * (s)^{.4}}$$

T_{sf} = Time of Sheet Flow (hour)
n = Mannings Roughness Coefficient
P_2 = 2-year 24-hour Rainfall (inches)
s = Slope of Hydraulic Grade (feet/feet)
L = Flow Length (feet)

After 300-feet sheet flow usually becomes shallow concentrated flow.

(Unpaved) $V = 16.1345 * (s)^{.5}$
(Paved) $V = 20.3282 * (s)^{.5}$

T_{cf} = Time of Concentrated Flow (hour)
s = Slope of Hydraulic Grade (feet/feet)
V = Average Velocity (feet/second)

Use the velocity to solve for travel time.

$$T_t = \frac{L}{3600 * V}$$

T_t = Travel Time (hour)
L = Flow Length (feet)
V = Average Velocity (feet/second)

When determining flows in open channels use Manning's equation.

$$V = \frac{1.49 * r^{.67} * s^{.5}}{n}$$

r = Hydraulic Radius (feet) equal to a/p_w
s = Slope of Hydraulic Grade (feet/feet)
V = Average Velocity (feet/second)
n = Mannings Roughness Coefficient
a = cross sectional area (sq.ft.)
p_w = wetted perimeter (feet)

* Use the velocity to solve for travel time with the formula above.

This following calculations for the project have a segmented travel flow line.

T_1 = On site (sheet flow).

Parameters for T_{1A} :

n =	0.011	coefficient
P_2 =	5.00	inches
s =	0.006	foot/foot
L =	40	feet

T_{1A} =	0.0126	hour	=	0.75 minutes
T_t =	0.0126	hour	=	1.0

Parameters for T_{1b} :

n =	0.011	coefficient Woods, Light underbrush
P_2 =	5.00	inches
s =	0.006	foot/foot
L =	26	feet

T_{1B} =	0.0088	hour	=	0.53 minutes
T_t =	0.0088	hour	=	1.0

Parameters for T_{1c} :

n =	0.011	coefficient Woods, Light underbrush
P_2 =	5.00	inches
s =	0.006	foot/foot
L =	92	feet

T_{1B} =	0.0244	hour	=	1.46 minutes
T_t =	0.0244	hour	=	2.0

Parameter for T2:

V= 0.5102177

V=	1.43	
s =	0.001	foot/foot
L =	102	feet

T_1 =	0.0198	hour	=	1.19	minutes
T_t =	0.0198	hour	=	2.0	

Parameters for T_{1d} :

n =	0.011	coefficient	Woods, Light underbrush
P_2 =	5.00	inches	
s =	0.002	foot/foot	
L =	80	feet	

T_{1B} =	0.0339	hour	=	2.04	minutes
T_t =	0.0339	hour	=	3.0	

Parameter for T2b:

V= 0.5102177

V=	1.43	
s =	0.001	foot/foot
L =	108	feet

T_1 =	0.0210	hour	=	1.26	minutes
T_t =	0.0210	hour	=	2.0	

TC= total T1A+T1B+T1C+T2+T1D+T2B 11.0

Pre Development - Stage Storage Calculations - Pre-Basin 3

Land use Category	Storage Type	Area (ac.)	From Elev.	To Elev.	Cumulative Stage-Storage (ac-ft)											
					1.00	1.50	2.00	2.50	3.00	3.50	4.00	4.50	5.00	5.50	6.00	6.50
Asphalt & Concrete	Linear	1.00	1.20	4.00	0.00	0.02	0.11	0.30	0.58	0.94	1.39	1.89	2.39	2.89	3.38	3.88
Pervious	Linear	0.86	1.20	4.30	0.00	0.01	0.09	0.23	0.45	0.73	1.09	1.51	1.94	2.37	2.80	3.23
SURFACE STORAGE		1.86		Totals:	0.00	0.03	0.20	0.53	1.03	1.67	2.48	3.40	4.32	5.25	6.18	7.11
Building Pads		0.79	*Not included in Stage-storage calculations													
	Total:	2.65														

ICPR Volume to Area Conversion

$A_2 = 2((V_2-V_1)/(S_2-S_1)) - A1$

Stage	Volume
1.00	0.00
1.50	0.03
2.00	0.20
2.50	0.53
3.00	1.03
3.50	1.67
4.00	2.48
4.50	3.40
5.00	4.32
5.50	5.25
6.00	6.18
6.50	7.11

Pre Development Stormwater Calculations - Pre-Basin 4

Project: Atlantic Point
Project #: 21-393
Engineer: MDL
Date: 4/20/2022
Revised:

Land Use Table

Use	Imp. (ac)	Pervious (ac)	Total (ac)
Buildings =	0.00	0.00	0.00
Pavement =	0.08	0.00	0.08
Wet Detention Area (Lake) =	0.00	0.00	0.00
Developed Compacted Open Space =	0.00	0.41	0.41
TOTAL =	0.08	0.41	0.49

Stage-Area Table

:see stage-storage chart for information.

Find Curve Number:

Avg. Pervious Ground El. =	3.05
Avg. Seasonal High Water Table =	-1.67
Control Elevation =	0.00
Distance to Water Table =	4.00

Land Use and CN Calcs

Land Use	Area	Soil Grp	CN	Product	NRCS Cover
Pavement =	0.08	N/A	98	8	Impervious
Developed Compacted Open Space =	0.41	A	49	20	Open - Good
Buildings =	0.00	N/A	98	0	Impervious
TOTAL =	0.49			28	
			Weighted CN =	57	

* Stormwater BMP Area considered impervious with CN = 98, per SFWMD ERP Manual 5.7.8
**Wetlands CN Based on reccomended design value from SJRWMD Technical Publication 85-5 "A Guide to SCS Runoff Procedures"

Time of Concentration

The following formulas are per the SCS "Urban Hydrology for Small Watersheds" Technical Publication-55.

Sheet flow occurs over plane surfaces.

$$T_{sf} = \frac{.007 * (n * L)^{.8}}{(P_2)^{.5} * (s)^{.4}}$$

T_{sf} = Time of Sheet Flow (hour)
n = Mannings Roughness Coefficient
P_2 = 2-year 24-hour Rainfall (inches)
s = Slope of Hydraulic Grade (feet/feet)
L = Flow Length (feet)

After 300-feet sheet flow usually becomes shallow concentrated flow.

(Unpaved) $V = 16.1345 * (s)^{.5}$
(Paved) $V = 20.3282 * (s)^{.5}$

T_{cf} = Time of Concentrated Flow (hour)
s = Slope of Hydraulic Grade (feet/feet)
V = Average Velocity (feet/second)

Use the velocity to solve for travel time.

$$T_t = \frac{L}{3600 * V}$$

T_t = Travel Time (hour)
L = Flow Length (feet)
V = Average Velocity (feet/second)

When determining flows in open channels use Manning's equation.

$$V = \frac{1.49 * r^{.67} * s^{.5}}{n}$$

r = Hydraulic Radius (feet) equal to a/p_w
s = Slope of Hydraulic Grade (feet/feet)
V = Average Velocity (feet/second)
n = Mannings Roughness Coefficient
a = cross sectional area (sq.ft.)
p_w = wetted perimeter (feet)

* Use the velocity to solve for travel time with the formula above.

This following calculations for the project have a segmented travel flow line.

T_1 = On site (sheet flow).

Parameters for T_{1A} :

n =	0.011	coefficient	
P_2 =	5.00	inches	
s =	0.006	foot/foot	
L =	0	feet	

T_{1A} =	0.0000	hour	=	0.00 minutes
T_t =	0.0000	hour	=	0.0

Parameters for T_{1b} :

n =	0.011	coefficient	Woods, Light underbrush
P_2 =	5.00	inches	
s =	0.006	foot/foot	
L =	0	feet	

T_{1B} =	0.0000	hour	=	0.00 minutes
T_t =	0.0000	hour	=	0.0

Parameters for T_{1c} :

n =	0.011	coefficient	Woods, Light underbrush
P_2 =	5.00	inches	
s =	0.006	foot/foot	
L =	0	feet	

T_{1B} =	0.0000	hour	=	0.00 minutes
T_t =	0.0000	hour	=	0.0

Parameter for T2:

V= 0.5102177

V=	1.43	
s =	0.001	foot/foot
L =	0	feet

T_1 =	0.0000	hour	=	0.00 minutes
T_t =	0.0000	hour	=	0.0

Parameters for T_{1d} :	n =	0.011	coefficient	Woods, Light underbrush
	P_2 =	5.00	inches	
	s =	0.002	foot/foot	
	L =	0	feet	

T_{1B} =	0.0000	hour	=	0.00	minutes
T_t =	0.0000	hour	=	0.0	

Parameter for T2b:

V= 0.5102177

V=	1.43	
s =	0.001	foot/foot
L =	0	feet

T_1 =	0.0000	hour	=	0.00	minutes
T_t =	0.0000	hour	=	0.0	

TC= total T1A+T1B+T1C+T2+T1D+T2B 10.0

Pre Development - Stage Storage Calculations - Pre-Basin 4

Land use Category	Storage Type	Area (ac.)	From Elev.	To Elev.	Cumulative Stage-Storage (ac-ft)											
					1.00	1.50	2.00	2.50	3.00	3.50	4.00	4.50	5.00	5.50	6.00	6.50
Asphalt & Concrete	Linear	0.08	1.00	5.00	0.00	0.00	0.01	0.02	0.04	0.06	0.09	0.13	0.16	0.21	0.25	0.29
Pervious	Linear	0.33	1.00	5.00	0.00	0.01	0.04	0.09	0.17	0.26	0.37	0.51	0.66	0.83	0.99	1.16
SURFACE STORAGE		0.41		Totals:	0.00	0.01	0.05	0.12	0.21	0.32	0.46	0.63	0.82	1.03	1.24	1.44
Building Pads		0.00	*Not included in Stage-storage calculations													
	Total:	0.41														

ICPR Volume to Area Conversion

$A_2 = 2((V_2-V_1)/(S_2-S_1)) - A1$

Stage	Volume
1.00	0.00
1.50	0.01
2.00	0.05
2.50	0.12
3.00	0.21
3.50	0.32
4.00	0.46
4.50	0.63
5.00	0.82
5.50	1.03
6.00	1.24
6.50	1.44

Pre Development Stormwater Calculations - Pre-Basin 5

Project: Atlantic Point
Project #: 21-393
Engineer: MDL
Date: 4/20/2022
Revised:

Land Use Table

Use	Imp. (ac)	Pervious (ac)	Total (ac)
Buildings =	0.00	0.00	0.00
Pavement =	0.28	0.00	0.28
Wet Detention Area (Lake) =	0.00	0.00	0.00
Developed Compacted Open Space =	0.00	0.22	0.22
TOTAL =	0.28	0.22	0.50

Stage-Area Table

:see stage-storage chart for information.

Find Curve Number:

Avg. Pervious Ground El. =	3.05
Avg. Seasonal High Water Table =	-1.67
Control Elevation =	0.00
Distance to Water Table =	4.00

Land Use and CN Calcs

Land Use	Area	Soil Grp	CN	Product	NRCS Cover
Pavement =	0.28	N/A	98	27	Impervious
Developed Compacted Open Space =	0.22	A	49	11	Open - Good
Buildings =	0.00	N/A	98	0	Impervious
TOTAL =	0.50			38	
			Weighted CN =	76	

* Stormwater BMP Area considered impervious with CN = 98, per SFWMD ERP Manual 5.7.8
**Wetlands CN Based on reccomended design value from SJRWMD Technical Publication 85-5 "A Guide to SCS Runoff Procedures"

Time of Concentration

The following formulas are per the SCS "Urban Hydrology for Small Watersheds" Technical Publication-55.

Sheet flow occurs over plane surfaces.

$$T_{sf} = \frac{.007 * (n * L)^{.8}}{(P_2)^{.5} * (s)^{.4}}$$

T_{sf} = Time of Sheet Flow (hour)
n = Mannings Roughness Coefficient
P_2 = 2-year 24-hour Rainfall (inches)
s = Slope of Hydraulic Grade (feet/feet)
L = Flow Length (feet)

After 300-feet sheet flow usually becomes shallow concentrated flow.

(Unpaved) $V = 16.1345 * (s)^{.5}$
(Paved) $V = 20.3282 * (s)^{.5}$

T_{cf} = Time of Concentrated Flow (hour)
s = Slope of Hydraulic Grade (feet/feet)
V = Average Velocity (feet/second)

Use the velocity to solve for travel time.

$$T_t = \frac{L}{3600 * V}$$

T_t = Travel Time (hour)
L = Flow Length (feet)
V = Average Velocity (feet/second)

When determining flows in open channels use Manning's equation.

$$V = \frac{1.49 * r^{.67} * s^{.5}}{n}$$

r = Hydraulic Radius (feet) equal to a/p_w
s = Slope of Hydraulic Grade (feet/feet)
V = Average Velocity (feet/second)
n = Mannings Roughness Coefficient
a = cross sectional area (sq.ft.)
p_w = wetted perimeter (feet)

* Use the velocity to solve for travel time with the formula above.

This following calculations for the project have a segmented travel flow line.

T_1 = On site (sheet flow).

Parameters for T_{1A} :

n =	0.011	coefficient
P_2 =	5.00	inches
s =	0.006	foot/foot
L =	0	feet

T_{1A} =	0.0000	hour	=	0.00 minutes
T_t =	0.0000	hour	=	0.0

Parameters for T_{1b} :

n =	0.011	coefficient	Woods, Light underbrush
P_2 =	5.00	inches	
s =	0.006	foot/foot	
L =	0	feet	

T_{1B} =	0.0000	hour	=	0.00 minutes
T_t =	0.0000	hour	=	0.0

Parameters for T_{1c} :

n =	0.011	coefficient	Woods, Light underbrush
P_2 =	5.00	inches	
s =	0.006	foot/foot	
L =	0	feet	

T_{1B} =	0.0000	hour	=	0.00 minutes
T_t =	0.0000	hour	=	0.0

Parameter for T2:

V= 0.5102177

V=	1.43	
s =	0.001	foot/foot
L =	0	feet

T_1 =	0.0000	hour	=	0.00 minutes
T_t =	0.0000	hour	=	0.0

Parameters for T_{1d} :

n =	0.011	coefficient	Woods, Light underbrush
P_2 =	5.00	inches	
s =	0.002	foot/foot	
L =	0	feet	

T_{1B} =	0.0000	hour	=	0.00 minutes
T_t =	0.0000	hour	=	0.0

Parameter for T2b:

V= 0.5102177

V=	1.43
s =	0.001 foot/foot
L =	0 feet

T_1 =	0.0000	hour	=	0.00 minutes
T_t =	0.0000	hour	=	0.0

TC= total T1A+T1B+T1C+T2+T1D+T2B 10.0

Pre Development - Stage Storage Calculations - Pre-Basin 5

Land use Category	Storage Type	Area (ac.)	From Elev.	To Elev.	Cumulative Stage-Storage (ac-ft)											
					1.50	2.00	2.50	3.00	3.50	4.00	4.50	5.00	5.50	6.00	6.50	7.00
Asphalt & Concrete	Linear	0.28	2.10	3.20	0.00	0.00	0.02	0.10	0.23	0.37	0.51	0.65	0.78	0.92	1.06	1.20
Pervious	Linear	0.18	1.50	3.70	0.00	0.01	0.04	0.09	0.16	0.25	0.34	0.43	0.52	0.61	0.70	0.79
SURFACE STORAGE		0.46		**Totals:**	**0.00**	**0.01**	**0.06**	**0.19**	**0.40**	**0.62**	**0.85**	**1.08**	**1.31**	**1.53**	**1.76**	**1.99**
Building Pads		0.00	*Not included in Stage-storage calculations													
	Total:	0.46														

ICPR Volume to Area Conversion

$A_2 = 2((V_2-V_1)/(S_2-S_1)) - A1$

Stage	Volume
1.50	0.00
2.00	0.01
2.50	0.06
3.00	0.19
3.50	0.40
4.00	0.62
4.50	0.85
5.00	1.08
5.50	1.31
6.00	1.53
6.50	1.76
7.00	1.99

Post Development Stormwater Calculations - Post Basin - On Site

Project: Atlantic Point
Project #: 21-393
Engineer: MDL
Date: 4/20/2022
Revised:

Land Use Table

Use	Imp. (ac)	Pervious (ac)	Total (ac)	
Boat Barn =	2.520	0.000	2.52	*Includes Storage Area
Buildings =	0.277	0.000	0.28	*Includes all buildings and Lift Station
Pervious Pavement =	0.257	0.257	0.51	*50% Pervious Credit for Pervious Pavement
Pavement and Concrete =	1.940	0.000	1.94	
Pervious Sidewalk =	0.143	0.143	0.29	*50% Pervious Credit for Pervious Concrete
Pool and Pool Deck =	0.095	0.000	0.10	
Dry Detention Area =	0.000	0.865	0.87	
Landscape Area =	0.000	1.201	1.20	
TOTAL =	5.23	2.47	7.70	

Stage-Area Table

:see stage-storage chart for information.

Find Curve Number:

Avg. Pervious Ground El. =	6.00
Avg. Seasonal High Water Table =	-1.67
Control Elevation =	0.00
Distance to Water Table =	4.00

Land Use and CN Calcs

Land Use	Area	Soil Grp	CN	Product	NRCS Cover
Buildings =	0.28	N/A	98	27	Impervious
Boat Barn =	2.52	N/A	98	247	Impervious
Pervious Pavement =	0.51	A	76	39	Pervious/Impervious
Pavement and Concrete =	1.94	N/A	98	190	Impervious
Pervious Sidewalk =	0.29	A	76	22	Pervious/Impervious
Pool =	0.10	N/A	98	9	Impervious
Dry Detention Area =	0.87	A	98	85	Drainage
Landscape =	1.20	A	49	59	Open - Good
TOTAL =	7.70			678	
			Weighted CN =	88	

* Stormwater BMP Area considered impervious with CN = 98, per SFWMD ERP Manual 5.7.8
**Wetlands CN Based on reccomended design value from SJRWMD Technical Publication 85-5 "A Guide to SCS Runoff Procedures"

Time of Concentration

The following formulas are per the SCS "Urban Hydrology for Small Watersheds" Technical Publication-55.

Sheet flow occurs over plane surfaces.

$$T_{sf} = \frac{.007 * (n * L)^{.8}}{(P_2)^{.5} * (s)^{.4}}$$

T_{sf} = Time of Sheet Flow (hour)
n = Mannings Roughness Coefficient
P_2 = 2-year 24-hour Rainfall (inches)
s = Slope of Hydraulic Grade (feet/feet)
L = Flow Length (feet)

After 300-feet sheet flow usually becomes shallow concentrated flow.

(Unpaved) $V = 16.1345 * (s)^{.5}$
(Paved) $V = 20.3282 * (s)^{.5}$

s = Slope of Hydraulic Grade (feet/feet)
V = Average Velocity (feet/second)

Use the velocity to solve for travel time.

$$T_t = \frac{L}{3600 * V}$$

T_t = Travel Time (hour)
L = Flow Length (feet)
V = Average Velocity (feet/second)

When determining flows in open channels use Manning's equation.

$$V = \frac{1.49 * r^{.67} * s^{.5}}{n}$$

r = Hydraulic Radius (feet) equal to a/p_w
s = Slope of Hydraulic Grade (feet/feet)
V = Average Velocity (feet/second)
n = Mannings Roughness Coefficient
a = cross sectional area (sq.ft.)
p_w = wetted perimeter (feet)

* Use the velocity to solve for travel time with the formula above.

This following calculations for the project have a segmented travel flow line.

T_1 = On site (sheet flow).

Parameters for T_{1A} :	n =	0.011	coefficient
	P_2 =	5.00	inches
	s =	0.001	foot/foot
	L =	300	feet

T_{1A} =	0.1290	hour	=	7.74 minutes
T_t =	0.1290	hour	=	8.0

Parameters for T_{1b} :	n =	0.400	coefficient
	P_2 =	5.00	inches
	s =	0.003	foot/foot
	L =	0	feet

T_{1B} =	0.0000	hour	=	0.00 minutes
T_t =	0.0000	hour	=	0.0

Parameter for T2:

V= 1.1408814

V=	1.14	
s =	0.005	foot/foot
L =	900	feet

T_1 =	0.2193	hour	=	13.16 minutes
T_t =	0.2193	hour	=	14.0

TC= total T1A+T1B+T2 22.0

Post Development Water Quality Calculations - Post Basin

Project: Atlantic Point
Project #: 21-393

Engineer MDL
Date 2/23/2022
Revised:

1-inch Over the Project Area - per SFWMD

(Treated Volume) 1-inch * 1-ft/12-in * 7.72 (PROJECT AREA (EXCLUDES UNDEV/WETLANDS)) = 0.64 (TREATED VOLUME) ac-ft

2.5-inches Times the Percent Impervious - per SFWMD

(Site Area) 7.72 (PROJECT AREA (AC)) - (0.00 (LAKES (AC)) + 2.80 (ROOFS (AC))) = 4.92 (SITE AREA) ac

(Impervious Area) 4.92 (SITE AREA (AC)) - 2.58 (PERVIOUS AREA (AC)) = 2.34 (IMPERVIOUS AREA) ac

(% Impervious) IMPERVIOUS AREA * 100% / SITE AREA (AC) = 47.56%

(2.5-in * % Imp.) 2.5-inches * 47.56% (PERCENT IMPERVIOUS) = 1.19 (INCHES TO BE TREATED)

(Treated Volume) 1.19 (TREATED (IN)) * 1-ft/12-in * 7.72 (PROJECT AREA - LAKES (AC)) = 0.76 (TREATED VOLUME)

	SFWMD - STND	OFW - 150%	
Required Wet Detention =	**0.76**	**1.15**	
Required Dry Detention =	**0.57**	**0.86**	
Required Retention =	**0.38**	**0.57**	
	2.5" Times Impervious Governs		

* An additional 0.5-inch of pretreatment for industrial or commercial projects will be needed.
* Per SFWMD, standard water quality volume is 100% for wet detention, 75% for dry detention, and 50% for dry retention
* OFW volume is 150% of the standard SFWMD criteria

Post Development -Stage Storage Calculations Post Basin - On-Site

Land use Category	Storage Type	Area (ac.)	From Elev.	To Elev.	Cumulative Stage-Storage (ac-ft) 0.50	1.00	1.50	2.00	2.50	3.00	3.50	4.00	4.50	5.00	5.50	6.00	6.50	7.00	7.50	8.00	8.50	9.00	9.50	10.00
TOE Detention 1	Vertical	0.447	4.00		0.00	0.00	0.00	0.00	0.22	0.45	0.67	0.89	1.12	1.34	1.56	1.79	2.01	2.24	2.46	2.68	2.91	3.13	3.35	3.58
Slope Detention 1	Linear	0.223	4.00	5.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.07	0.17	0.28	0.39	0.50	0.61	0.72	0.84	0.95	1.06	1.17
TOE Detention 2	Vertical	0.001	6.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Slope Detention 2	Linear	0.005	6.00	7.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.02	0.02
TOE Detention 3	Vertical	0.007	4.00		0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.02	0.02	0.02	0.03	0.03	0.04	0.04	0.04	0.05	0.05	0.05	0.06
Slope Detention 3	Linear	0.024	4.00	6.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.02	0.04	0.05	0.06	0.07	0.08	0.09	0.11	0.12
TOE Detention 4	Vertical	0.024	6.00		0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.02	0.04	0.05	0.06	0.07	0.08	0.10	0.11	0.12	0.13	0.14	0.16	0.17
Slope Detnetion 4	Linear	0.044	6.00	7.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.02	0.04	0.07	0.09	0.11	0.13	0.15
TOE Detention 5	Vertical	0.003	5.50		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.02
Slope Detention 5	Linear	0.031	5.50	7.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.02	0.04	0.05	0.07	0.09	0.10	0.12
TOE Detention 6	Vertical	0.004	4.00		0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.02	0.02	0.02	0.02	0.02	0.03	0.03	0.03	0.03
Slope Detention 6	Linear	0.019	4.00	5.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.02	0.03	0.04	0.05	0.06	0.07	0.08	0.09	0.10	0.10
TOE Detention 7	Vertical	0.034	1.00		0.00	0.02	0.03	0.05	0.07	0.09	0.10	0.12	0.14	0.15	0.17	0.19	0.20	0.22	0.24	0.26	0.27	0.29	0.31	0.32
Exfiltration Trench	Vertical		0.00		0.06	0.15	0.24	0.32	0.41	0.50	0.59	0.68	0.76	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
WQTV Volume					**0.06**	**0.16**	**0.27**	**0.37**	**0.71**	**1.04**	**1.39**	**1.74**	**2.11**	**2.52**	**2.89**	**3.29**	**3.69**	**4.12**	**4.55**	**4.98**	**5.41**	**5.85**	**6.28**	**6.71**
Impervious Asphalt		1.94	4.40	5.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.32	1.07	2.04	3.01	3.98	4.95	5.92	6.89	7.86	8.83	9.80
Pervious Pavement		0.51	4.40	8.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.09	0.18	0.31	0.48	0.68	0.92	1.17	1.43	1.68	1.94
Sidewalk		0.29	4.40	8.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.05	0.10	0.18	0.27	0.39	0.52	0.67	0.81	0.96	1.10
Pool		0.10	7.00	7.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.08	0.13	0.18	0.23	0.28
Landscape		1.22	4.00	7.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.20	0.46	0.81	1.27	1.83	2.44	3.05	3.66	4.27	4.88	5.49
Boat Barn		2.41	6.00	6.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.20	2.41	3.61	4.82	6.02	7.23	8.43	9.64
Boat Barn Storage		0.11	7.00	7.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.11	0.16	0.22	0.27	0.33
Sub-Total:		7.44		**Totals:**	**0.06**	**0.16**	**0.27**	**0.37**	**0.71**	**1.04**	**1.39**	**1.74**	**2.17**	**3.08**	**4.55**	**6.42**	**9.67**	**13.09**	**16.70**	**20.39**	**24.12**	**27.84**	**31.56**	**35.28**
Building Pads		0.28	*Not included in Stage-storage calculations																					
Total:		7.72																						

ICPR Volume (DOES NOT INCLUDE EXFIL)	
$A_2 = 2((V_2-V_1)/(S_2-S_1)) - A1$	
Stage	**Volume**
0.50	**0.00**
1.00	**0.01**
1.50	**0.03**
2.00	**0.05**
2.50	**0.30**
3.00	**0.54**
3.50	**0.80**
4.00	**1.06**
4.50	**1.41**
5.00	**2.23**
5.50	**3.70**
6.00	**5.57**
6.50	**8.82**
7.00	**12.24**
7.50	**15.85**
8.00	**19.54**

Set Water Quality Elevation

Total Water Quality Volume Required:	**0.86** ac-ft	<---	WQTV 2.5" x Percent Impervious
Retention Volume Required for Net Improvement:	**0.00** ac-ft	<---	Net Improvement is provided in exfiltration trench
Retention Volume Stage for Net Improvement:	**N/A** NAVD		
Detention Water Quality Volume Remaining:	**0.86** ac-ft		
Required Water Quality Detention Stage:	**2.73** NAVD		
Overflow Weir Elevation:	**3.10** NAVD	<---	Proposed Weir Elevation
Water Quality Detention Volume Provided:	**1.11** ac-ft		
Total Water Quality Volume Provided:	**1.11** ac-ft		

Build Out Bleeder Size Calculations

Project: Atlantic Point
Project #: 21-393
Engineer: MDL
Date: 2/23/2022

Allowed discharge in the first 24-hours is .5-inches of the required detention.

(Discharge Volume) 0.5-inch * 1-ft/12-in * 7.870 (PROJECT AREA - LAKES (AC)) = 0.328 (TREATED VOLUME) ac-ft

(Conversion) 1-day / 86,400-sec. * 43,560-sf / 1-acre * 0.328 (VOLUME (AC-FT)) = 0.165 (DISCHARGE) cfs

Basin Area = 7.870 ac

Lake Area = 0.000 ac

Bleeder Elevation = 0.00 ft

Bleeder Size (dia) = 3.00 in * First iteration use 3-inch diameter bleeder.

Number of bleeders = 1.00 * Enter the number of bleeders.

Water Quality Stage = 3.10 ft * Enter water quality staqe elevation from the stage-storage table spread sheet.

Bleeder Sizing:

Size bleeder to discharge at a rate of 0.5 in/day for the contributing area.

For circular orifice use the following equation.

$$A = \frac{Q}{4.8 * (H)^{.5}}$$

Q = Maximum Flow (cfs)
A = Cross Sectional Area (sq.ft.)
H = Head above bleeder centroid (ft)

Results,

Q = 0.165 cfs
H = 2.975 feet

A = 0.0200 sq.ft.

For diameter of the circular orifice use the following equation.

$$d = \left(\frac{4 * A}{Pi}\right)^{.5}$$

d = diameter (ft)
A = Cross Sectional Area (sq.ft.)

Results,

A = 0.0200 sq.ft.

d = 0.1595 feet

Finally, the diameter in inches

d = 1.91 inches

Use minimum sized bleeder

* If diameter is larger than 3-inches than "Bleeder Size" input information needs to be revised until bleeder input size and output diameter equal each other.

Note: add bleeder diameter to control elevation. Ensure that its less than weir elevation by three inches

Post Development Stormwater Calculations - Off-Site

Project: Atlantic Point
Project #: 21-393
Engineer: MDL
Date: 4/20/2022
Revised:

Land Use Table

Use	Imp. (ac)	Pervious (ac)	Total (ac)
Buildings =	0.00	0.00	0.00
Pavement =	0.00	0.00	0.00
Wet Detention Area (Lake) =	0.00	0.00	0.00
Developed Compacted Open Space =	0.00	0.28	0.28
TOTAL =	0.00	0.28	0.28

Stage-Area Table

:see stage-storage chart for information.

Find Curve Number:

Avg. Pervious Ground El. =	3.05
Avg. Seasonal High Water Table =	-1.67
Control Elevation =	0.00
Distance to Water Table =	4.00

Land Use and CN Calcs

Land Use	Area	Soil Grp	CN	Product	NRCS Cover
Pavement =	0.00	N/A	98	0	Impervious
Developed Compacted Open Space =	0.28	A	49	14	Open - Good
Buildings =	0.00	N/A	98	0	Impervious
TOTAL =	0.28			14	
			Weighted CN =	49	

* Stormwater BMP Area considered impervious with CN = 98, per SFWMD ERP Manual 5.7.8
**Wetlands CN Based on reccomended design value from SJRWMD Technical Publication 85-5 "A Guide to SCS Runoff Procedures"

Time of Concentration

The following formulas are per the SCS "Urban Hydrology for Small Watersheds" Technical Publication-55.

Sheet flow occurs over plane surfaces.

$$T_{sf} = \frac{.007 * (n * L)^{.8}}{(P_2)^{.5} * (s)^{.4}}$$

T_{sf} = Time of Sheet Flow (hour)
n = Mannings Roughness Coefficient
P_2 = 2-year 24-hour Rainfall (inches)
s = Slope of Hydraulic Grade (feet/feet)
L = Flow Length (feet)

After 300-feet sheet flow usually becomes shallow concentrated flow.

(Unpaved) $V = 16.1345 * (s)^{.5}$
(Paved) $V = 20.3282 * (s)^{.5}$

T_{cf} = Time of Concentrated Flow (hour)
s = Slope of Hydraulic Grade (feet/feet)
V = Average Velocity (feet/second)

Use the velocity to solve for travel time.

$$T_t = \frac{L}{3600 * V}$$

T_t = Travel Time (hour)
L = Flow Length (feet)
V = Average Velocity (feet/second)

When determining flows in open channels use Manning's equation.

$$V = \frac{1.49 * r^{.67} * s^{.5}}{n}$$

r = Hydraulic Radius (feet) equal to a/p_w
s = Slope of Hydraulic Grade (feet/feet)
V = Average Velocity (feet/second)
n = Mannings Roughness Coefficient
a = cross sectional area (sq.ft.)
p_w = wetted perimeter (feet)

* Use the velocity to solve for travel time with the formula above.

This following calculations for the project have a segmented travel flow line.

T_1 = On site (sheet flow).

Parameters for T_{1A} :

n =	0.011	coefficient
P_2 =	5.00	inches
s =	0.006	foot/foot
L =	0	feet

T_{1A} =	0.0000	hour	=	0.00 minutes
T_t =	0.0000	hour	=	0.0

Parameters for T_{1b} :

n =	0.011	coefficient	Woods, Light underbrush
P_2 =	5.00	inches	
s =	0.006	foot/foot	
L =	0	feet	

T_{1B} =	0.0000	hour	=	0.00 minutes
T_t =	0.0000	hour	=	0.0

Parameters for T_{1c} :

n =	0.011	coefficient	Woods, Light underbrush
P_2 =	5.00	inches	
s =	0.006	foot/foot	
L =	0	feet	

T_{1B} =	0.0000	hour	=	0.00 minutes
T_t =	0.0000	hour	=	0.0

Parameter for T2:

V= 0.5102177

V=	1.43
s =	0.001 foot/foot
L =	0 feet

T_1 =	0.0000	hour	=	0.00 minutes
T_t =	0.0000	hour	=	0.0

TC= total T1A+T1B+T1C+T2+T1D+T2B 10.0

Post Development - Stage Storage Calculations - Off-Site

Land use Category	Storage Type	Area (ac.)	From Elev.	To Elev.	Cumulative Stage-Storage (ac-ft)											
					0.00	0.50	1.00	1.50	2.00	2.50	3.00	3.50	4.00	4.50	5.00	5.50
Asphalt & Concrete	Linear	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pervious	Linear	0.28	0.00	2.70	0.00	0.01	0.05	0.12	0.21	0.32	0.46	0.60	0.74	0.88	1.02	1.16
SURFACE STORAGE		0.28		Totals:	0.00	0.01	0.05	0.12	0.21	0.32	0.46	0.60	0.74	0.88	1.02	1.16
Building Pads		0.00	*Not included in Stage-storage calculations													
	Total:	0.28														

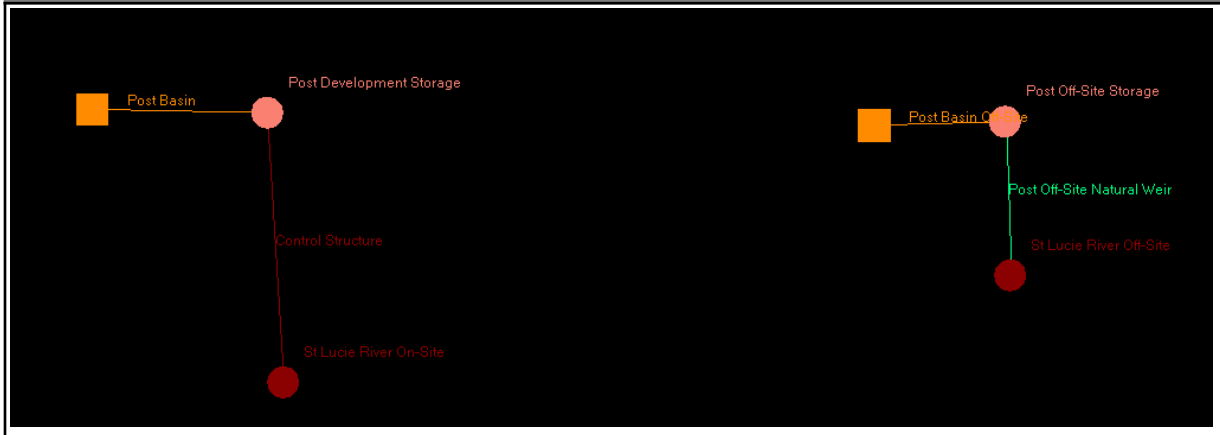
ICPR Volume to Area Conversion

$A_2 = 2((V_2-V_1)/(S_2-S_1)) - A1$

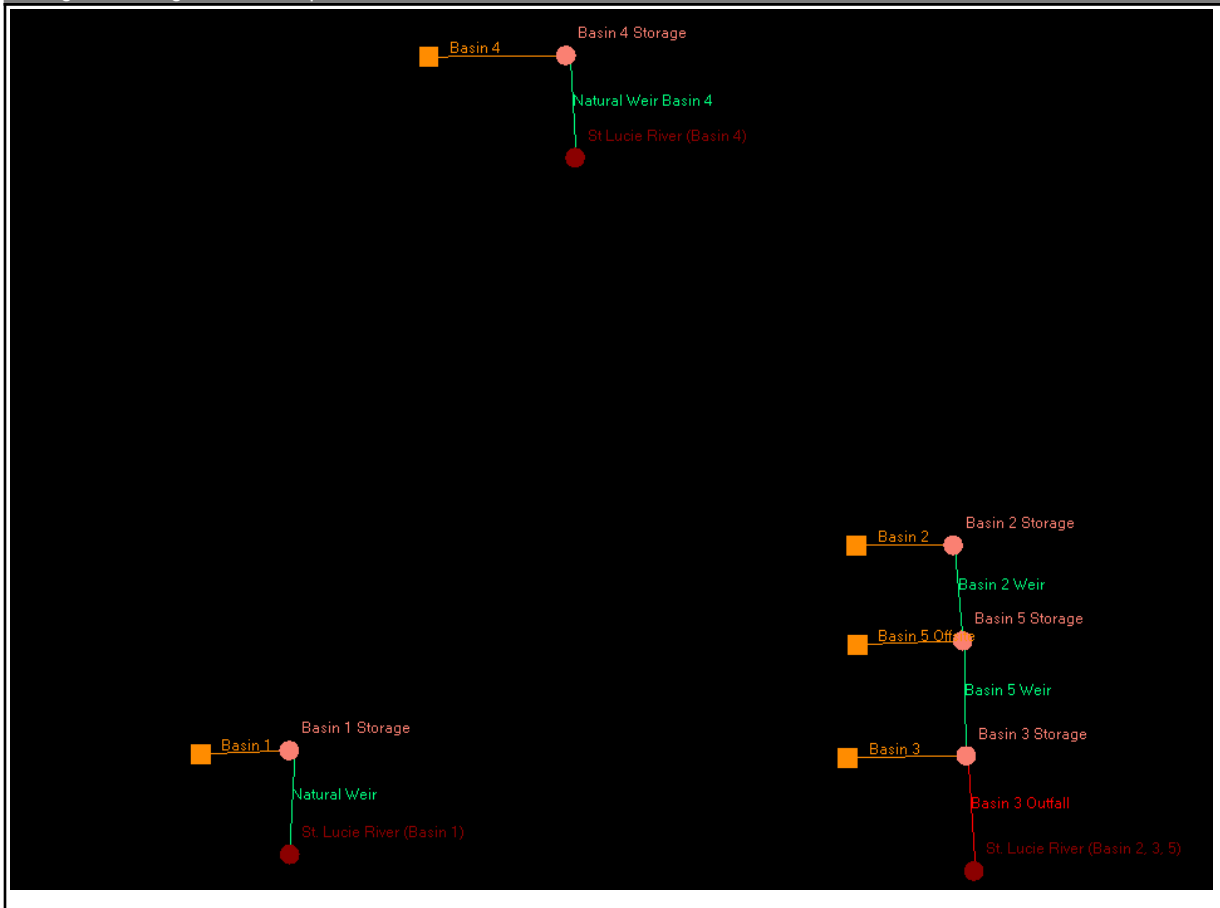
Stage	Volume
0.00	0.00
0.50	0.01
1.00	0.05
1.50	0.12
2.00	0.21
2.50	0.32
3.00	0.46
3.50	0.60
4.00	0.74
4.50	0.88
5.00	1.02
5.50	1.16

Appendix C: ICPR Inputs and Results

Background Image: Post



Background Image: Pre Development



Curve Number: Post Development [Set]

Land Cover Zone	Soil Zone	Curve Number [dec]
Post Basin Off-Site		49.0
Post Development		88.0

Curve Number: Pre-Development [Set]

Land Cover Zone	Soil Zone	Curve Number [dec]
Basin 1		57.0
Basin 2		87.0
Basin 3		82.0
Basin 4		57.0
Basin 5 Offsite		76.0

Simulation: 10 - 1

Scenario: Post Development
Run Date/Time: 4/20/2022 8:49:32 AM
Program Version: ICPR4 4.07.08

General

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	360.0000

	Hydrology [sec]	Surface Hydraulics [sec]
Min Calculation Time:	60.0000	0.1000
Max Calculation Time:		30.0000

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000
0	0	0	55.0000	60.0000
0	0	0	70.0000	60.0000
0	0	0	360.0000	60.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000
0	0	0	55.0000	60.0000
0	0	0	70.0000	60.0000
0	0	0	360.0000	60.0000

Restart File

Save Restart: False

Resources & Lookup Tables

Resources

Rainfall Folder:

Unit Hydrograph Folder:

Lookup Tables

Boundary Stage Set:

Extern Hydrograph Set:

Curve Number Set: Post Development

Green-Ampt Set:

Vertical Layers Set:

Impervious Set: Post Development

Tolerances & Options

Time Marching: SAOR

Max Iterations: 6

Over-Relax Weight Fact: 0.5 dec

dZ Tolerance: 0.0010 ft

Max dZ: 1.0000 ft

Link Optimizer Tol: 0.0001 ft

Edge Length Option: Automatic

IA Recovery Time: 24.0000 hr

Smp/Man Basin Rain Opt: Global

Rainfall Name: ~SCSIII-24

Rainfall Amount: 6.50 in

Storm Duration: 24.0000 hr

Dflt Damping (1D): 0.0050 ft

Min Node Srf Area (1D): 100 ft2

Energy Switch (1D): Energy

Comment:

Simulation: 10-3

Scenario: Post Development

Run Date/Time: 4/20/2022 8:50:04 AM

Program Version: ICPR4 4.07.08

General

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	360.0000

	Hydrology [sec]	Surface Hydraulics [sec]
Min Calculation Time:	60.0000	0.1000
Max Calculation Time:		30.0000

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000
0	0	0	55.0000	60.0000
0	0	0	70.0000	60.0000
0	0	0	360.0000	60.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000
0	0	0	55.0000	60.0000
0	0	0	70.0000	60.0000
0	0	0	360.0000	60.0000

Restart File

Save Restart: False

Resources & Lookup Tables

Resources

Rainfall Folder:

Unit Hydrograph Folder:

Lookup Tables

Boundary Stage Set:

Extern Hydrograph Set:

Curve Number Set: Post Development

Green-Ampt Set:

Vertical Layers Set:

Impervious Set: Post Development

Tolerances & Options

Time Marching: SAOR

Max Iterations: 6

Over-Relax Weight Fact: 0.5 dec

dZ Tolerance: 0.0010 ft

IA Recovery Time: 24.0000 hr

Smp/Man Basin Rain Opt: Global

Max dZ:	1.0000 ft		
Link Optimizer Tol:	0.0001 ft	Rainfall Name:	~SFWMD-72
		Rainfall Amount:	9.50 in
Edge Length Option:	Automatic	Storm Duration:	72.0000 hr
		Dflt Damping (1D):	0.0050 ft
		Min Node Srf Area (1D):	100 ft2
		Energy Switch (1D):	Energy

Comment:

Simulation: 100 - 3

Scenario: Post Development
Run Date/Time: 4/20/2022 8:24:28 AM
Program Version: ICPR4 4.07.08

General

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	360.0000

	Hydrology [sec]	Surface Hydraulics [sec]
Min Calculation Time:	60.0000	0.1000
Max Calculation Time:		30.0000

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000
0	0	0	55.0000	60.0000
0	0	0	70.0000	60.0000
0	0	0	360.0000	60.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000
0	0	0	55.0000	60.0000
0	0	0	70.0000	60.0000
0	0	0	360.0000	60.0000

Restart File

Save Restart: False

Resources & Lookup Tables

Resources

Rainfall Folder:

Unit Hydrograph Folder:

Lookup Tables

Boundary Stage Set:
Extern Hydrograph Set:
Curve Number Set: Post Development
Green-Ampt Set:
Vertical Layers Set:
Impervious Set: Post Development

Tolerances & Options

Time Marching:	SAOR	IA Recovery Time:	24.0000 hr
Max Iterations:	6		
Over-Relax Weight Fact:	0.5 dec		
dZ Tolerance:	0.0010 ft	Smp/Man Basin Rain Opt:	Global
Max dZ:	1.0000 ft		
Link Optimizer Tol:	0.0001 ft	Rainfall Name:	~SFWMD-72
		Rainfall Amount:	13.00 in
Edge Length Option:	Automatic	Storm Duration:	72.0000 hr
		Dflt Damping (1D):	0.0050 ft
		Min Node Srf Area (1D):	100 ft2
		Energy Switch (1D):	Energy

Comment:

Simulation: 25 - 3

Scenario: Post Development
Run Date/Time: 4/20/2022 8:50:54 AM
Program Version: ICPR4 4.07.08

General

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	360.0000

Hydrology [sec]	Surface Hydraulics

		[sec]
Min Calculation Time:	60.0000	0.1000
Max Calculation Time:		30.0000

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000
0	0	0	55.0000	60.0000
0	0	0	70.0000	60.0000
0	0	0	360.0000	60.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000
0	0	0	55.0000	60.0000
0	0	0	70.0000	60.0000
0	0	0	360.0000	60.0000

Restart File

Save Restart: False

Resources & Lookup Tables

Resources

Rainfall Folder:

Unit Hydrograph Folder:

Lookup Tables

Boundary Stage Set:

Extern Hydrograph Set:

Curve Number Set: Post Development

Green-Ampt Set:

Vertical Layers Set:

Impervious Set: Post Development

Tolerances & Options

Time Marching: SAOR

Max Iterations: 6

Over-Relax Weight Fact: 0.5 dec

dZ Tolerance: 0.0010 ft

Max dZ: 1.0000 ft

Link Optimizer Tol: 0.0001 ft

Edge Length Option: Automatic

IA Recovery Time: 24.0000 hr

Smp/Man Basin Rain Opt: Global

Rainfall Name: ~SFWMD-72

Rainfall Amount: 11.00 in

Storm Duration: 72.0000 hr

Dflt Damping (1D): 0.0050 ft

Min Node Srf Area (1D): 100 ft2
Energy Switch (1D): Energy

Comment:

Simulation: 3-1

Scenario: Post Development
Run Date/Time: 4/20/2022 8:51:39 AM
Program Version: ICPR4 4.07.08

General

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	360.0000

	Hydrology [sec]	Surface Hydraulics [sec]
Min Calculation Time:	60.0000	0.1000
Max Calculation Time:		30.0000

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000
0	0	0	55.0000	60.0000
0	0	0	70.0000	60.0000
0	0	0	360.0000	60.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000
0	0	0	55.0000	60.0000
0	0	0	70.0000	60.0000
0	0	0	360.0000	60.0000

Restart File

Save Restart: False

Resources & Lookup Tables

Resources

Lookup Tables

Rainfall Folder:		Boundary Stage Set:	
		Extern Hydrograph Set:	
Unit Hydrograph Folder:		Curve Number Set:	Post Development
		Green-Ampt Set:	
		Vertical Layers Set:	
		Impervious Set:	Post Development

Tolerances & Options

Time Marching:	SAOR	IA Recovery Time:	24.0000 hr
Max Iterations:	6		
Over-Relax Weight Fact:	0.5 dec		
dZ Tolerance:	0.0010 ft	Smp/Man Basin Rain Opt:	Global
Max dZ:	1.0000 ft		
Link Optimizer Tol:	0.0001 ft	Rainfall Name:	~SCSII-24
		Rainfall Amount:	5.00 in
Edge Length Option:	Automatic	Storm Duration:	72.0000 hr
		Dflt Damping (1D):	0.0050 ft
		Min Node Srf Area (1D):	100 ft2
		Energy Switch (1D):	Energy

Comment:

Simulation: 5-1

Scenario:	Post Development
Run Date/Time:	4/20/2022 8:52:33 AM
Program Version:	ICPR4 4.07.08

General

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	360.0000

	Hydrology [sec]	Surface Hydraulics [sec]
Min Calculation Time:	60.0000	0.1000
Max Calculation Time:		30.0000

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000
0	0	0	55.0000	60.0000
0	0	0	70.0000	60.0000
0	0	0	360.0000	60.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000
0	0	0	55.0000	60.0000
0	0	0	70.0000	60.0000
0	0	0	360.0000	60.0000

Restart File

Save Restart: False

Resources & Lookup Tables

Resources

Rainfall Folder:

Unit Hydrograph Folder:

Lookup Tables

Boundary Stage Set:
Extern Hydrograph Set:
Curve Number Set: Post Development
Green-Ampt Set:
Vertical Layers Set:
Impervious Set: Post Development

Tolerances & Options

Time Marching: SAOR
Max Iterations: 6
Over-Relax Weight Fact: 0.5 dec
dZ Tolerance: 0.0010 ft
Max dZ: 1.0000 ft
Link Optimizer Tol: 0.0001 ft
Edge Length Option: Automatic

IA Recovery Time: 24.0000 hr
Smp/Man Basin Rain Opt: Global
Rainfall Name: ~SCSII-24
Rainfall Amount: 6.00 in
Storm Duration: 72.0000 hr
Dflt Damping (1D): 0.0050 ft
Min Node Srf Area (1D): 100 ft2
Energy Switch (1D): Energy

Comment:

Simulation: 10-3

Scenario: Pre-Development
Run Date/Time: 4/20/2022 7:48:39 AM
Program Version: ICPR4 4.07.08

General

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	360.0000

	Hydrology [sec]	Surface Hydraulics [sec]
Min Calculation Time:	60.0000	0.1000
Max Calculation Time:		30.0000

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000
0	0	0	55.0000	60.0000
0	0	0	70.0000	60.0000
0	0	0	360.0000	60.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000
0	0	0	55.0000	60.0000
0	0	0	70.0000	60.0000
0	0	0	360.0000	60.0000

Restart File

Save Restart: False

Resources & Lookup Tables

Resources

Rainfall Folder:

Unit Hydrograph Folder:

Lookup Tables

Boundary Stage Set:
Extern Hydrograph Set:
Curve Number Set: Pre-Development
Green-Ampt Set:
Vertical Layers Set:
Impervious Set: Pre-Development

Tolerances & Options

Time Marching:	SAOR	IA Recovery Time:	24.0000 hr
Max Iterations:	6		
Over-Relax Weight Fact:	0.5 dec		
dZ Tolerance:	0.0010 ft	Smp/Man Basin Rain Opt:	Global
Max dZ:	1.0000 ft		
Link Optimizer Tol:	0.0001 ft	Rainfall Name:	~SFWMD-72
		Rainfall Amount:	9.50 in
Edge Length Option:	Automatic	Storm Duration:	72.0000 hr
		Dflt Damping (1D):	0.0050 ft
		Min Node Srf Area (1D):	100 ft2
		Energy Switch (1D):	Energy

Comment:

Simulation: 25 - 3

Scenario: Pre-Development
Run Date/Time: 4/20/2022 7:49:21 AM
Program Version: ICPR4 4.07.08

General

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	360.0000

	Hydrology [sec]	Surface Hydraulics [sec]
Min Calculation Time:	60.0000	0.1000
Max Calculation Time:		30.0000

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000
0	0	0	55.0000	60.0000
0	0	0	70.0000	60.0000
0	0	0	360.0000	60.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000
0	0	0	55.0000	60.0000
0	0	0	70.0000	60.0000
0	0	0	360.0000	60.0000

Restart File

Save Restart: False

Resources & Lookup Tables

Resources

Rainfall Folder:

Unit Hydrograph Folder:

Lookup Tables

Boundary Stage Set:

Extern Hydrograph Set:

Curve Number Set: Pre-Development

Green-Ampt Set:

Vertical Layers Set:

Impervious Set: Pre-Development

Tolerances & Options

Time Marching: SAOR

Max Iterations: 6

Over-Relax Weight Fact: 0.5 dec

dZ Tolerance: 0.0010 ft

Max dZ: 1.0000 ft

Link Optimizer Tol: 0.0001 ft

Edge Length Option: Automatic

IA Recovery Time: 24.0000 hr

Smp/Man Basin Rain Opt: Global

Rainfall Name: ~SFWMD-72

Rainfall Amount: 11.00 in

Storm Duration: 72.0000 hr

Dflt Damping (1D): 0.0050 ft

Min Node Srf Area (1D): 100 ft2

Energy Switch (1D): Energy

Comment:

Simulation: 3-1

Scenario: Pre-Development

Run Date/Time: 4/20/2022 7:49:59 AM

Program Version: ICPR4 4.07.08

General

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	360.0000

	Hydrology [sec]	Surface Hydraulics [sec]
Min Calculation Time:	60.0000	0.1000
Max Calculation Time:		30.0000

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000
0	0	0	55.0000	60.0000
0	0	0	70.0000	60.0000
0	0	0	360.0000	60.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000
0	0	0	55.0000	60.0000
0	0	0	70.0000	60.0000
0	0	0	360.0000	60.0000

Restart File

Save Restart: False

Resources & Lookup Tables

Resources

Rainfall Folder:

Unit Hydrograph Folder:

Lookup Tables

Boundary Stage Set:

Extern Hydrograph Set:

Curve Number Set: Pre-Development

Green-Ampt Set:

Vertical Layers Set:

Impervious Set: Pre-Development

Tolerances & Options

Time Marching: SAOR

Max Iterations: 6

Over-Relax Weight Fact: 0.5 dec

dZ Tolerance: 0.0010 ft

IA Recovery Time: 24.0000 hr

Smp/Man Basin Rain: Global

		Opt:	
Max dZ:	1.0000 ft		
Link Optimizer Tol:	0.0001 ft	Rainfall Name:	~SCSII-24
		Rainfall Amount:	5.00 in
Edge Length Option:	Automatic	Storm Duration:	72.0000 hr
		Dflt Damping (1D):	0.0050 ft
		Min Node Srf Area (1D):	100 ft2
		Energy Switch (1D):	Energy

Comment:

Simulation: 5-1

Scenario: Pre-Development
Run Date/Time: 4/20/2022 7:50:37 AM
Program Version: ICPR4 4.07.08

General

Run Mode: Normal

	Year	Month	Day	Hour [hr]
Start Time:	0	0	0	0.0000
End Time:	0	0	0	360.0000

	Hydrology [sec]	Surface Hydraulics [sec]
Min Calculation Time:	60.0000	0.1000
Max Calculation Time:		30.0000

Output Time Increments

Hydrology

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000
0	0	0	55.0000	60.0000
0	0	0	70.0000	60.0000
0	0	0	360.0000	60.0000

Surface Hydraulics

Year	Month	Day	Hour [hr]	Time Increment [min]
0	0	0	0.0000	60.0000
0	0	0	55.0000	60.0000
0	0	0	70.0000	60.0000
0	0	0	360.0000	60.0000

Restart File

Save Restart: False

Resources & Lookup Tables

Resources

Rainfall Folder:

Unit Hydrograph Folder:

Lookup Tables

Boundary Stage Set:
Extern Hydrograph Set:
Curve Number Set: Pre-Development
Green-Ampt Set:
Vertical Layers Set:
Impervious Set: Pre-Development

Tolerances & Options

Time Marching: SAOR
Max Iterations: 6
Over-Relax Weight Fact: 0.5 dec
dZ Tolerance: 0.0010 ft
Max dZ: 1.0000 ft
Link Optimizer Tol: 0.0001 ft
Edge Length Option: Automatic

IA Recovery Time: 24.0000 hr
Smp/Man Basin Rain Opt: Global
Rainfall Name: ~SCSII-24
Rainfall Amount: 6.00 in
Storm Duration: 72.0000 hr
Dflt Damping (1D): 0.0050 ft
Min Node Srf Area (1D): 100 ft2
Energy Switch (1D): Energy

Comment:

Manual Basin: Post Basin

Scenario: Post Development
Node: Post Development Storage
Hydrograph Method: NRCS Unit Hydrograph
Infiltration Method: Curve Number
Time of Concentration: 22.0000 min
Max Allowable Q: 99999.00 cfs
Time Shift: 0.0000 hr
Unit Hydrograph: UH323
Peaking Factor: 323.0
Area: 7.7220 ac

Area [ac]	Land Cover Zone	Soil Zone	Rainfall Name
7.7220	Post Development		

Comment:

Manual Basin: Post Basin Off-Site

Scenario: Post Development
Node: Post Off-Site Storage
Hydrograph Method: NRCS Unit Hydrograph
Infiltration Method: Curve Number
Time of Concentration: 10.0000 min
Max Allowable Q: 9999.00 cfs
Time Shift: 0.0000 hr
Unit Hydrograph: UH323
Peaking Factor: 323.0
Area: 0.2800 ac

Area [ac]	Land Cover Zone	Soil Zone	Rainfall Name
0.2800	Post Development		

Comment:

Manual Basin: Basin 1

Scenario: Pre-Development
Node: Basin 1 Storage
Hydrograph Method: NRCS Unit Hydrograph
Infiltration Method: Curve Number
Time of Concentration: 10.0000 min
Max Allowable Q: 99999.00 cfs
Time Shift: 0.0000 hr
Unit Hydrograph: UH256
Peaking Factor: 256.0
Area: 3.0300 ac

Area [ac]	Land Cover Zone	Soil Zone	Rainfall Name
3.0300	Basin 1		

Comment:

Manual Basin: Basin 2

Scenario: Pre-Development
Node: Basin 2 Storage
Hydrograph Method: NRCS Unit Hydrograph
Infiltration Method: Curve Number

Time of Concentration: 10.0000 min
Max Allowable Q: 99999.00 cfs
Time Shift: 0.0000 hr
Unit Hydrograph: UH256
Peaking Factor: 256.0
Area: 1.3100 ac

Area [ac]	Land Cover Zone	Soil Zone	Rainfall Name
1.3100	Basin 2		

Comment:

Manual Basin: Basin 3

Scenario: Pre-Development
Node: Basin 3 Storage
Hydrograph Method: NRCS Unit Hydrograph
Infiltration Method: Curve Number
Time of Concentration: 11.0000 min
Max Allowable Q: 99999.00 cfs
Time Shift: 0.0000 hr
Unit Hydrograph: UH256
Peaking Factor: 256.0
Area: 2.6500 ac

Area [ac]	Land Cover Zone	Soil Zone	Rainfall Name
2.6500	Basin 3		

Comment:

Manual Basin: Basin 4

Scenario: Pre-Development
Node: Basin 4 Storage
Hydrograph Method: NRCS Unit Hydrograph
Infiltration Method: Curve Number
Time of Concentration: 10.0000 min
Max Allowable Q: 9999.00 cfs
Time Shift: 0.0000 hr
Unit Hydrograph: UH256
Peaking Factor: 256.0
Area: 0.4900 ac

Area [ac]	Land Cover Zone	Soil Zone	Rainfall Name
0.4900	Basin 4		

Comment:

Manual Basin: Basin 5 Offsite

Scenario: Pre-Development
Node: Basin 5 Storage
Hydrograph Method: NRCS Unit Hydrograph
Infiltration Method: Curve Number
Time of Concentration: 10.0000 min
Max Allowable Q: 999999.00 cfs
Time Shift: 0.0000 hr
Unit Hydrograph: UH256
Peaking Factor: 256.0
Area: 0.5000 ac

Area [ac]	Land Cover Zone	Soil Zone	Rainfall Name
0.5000	Basin 5 Offsite		

Comment:

Node: Post Development Storage

Scenario: Post Development
Type: Stage/Volume
Base Flow: 0.00 cfs
Initial Stage: 0.50 ft
Warning Stage: 7.00 ft

Stage [ft]	Volume [ac-ft]	Volume [ft3]
0.50	0.00	0
1.00	0.01	436
1.50	0.03	1307
2.00	0.05	2178
2.50	0.30	13068
3.00	0.54	23522
3.50	0.80	34848
4.00	1.06	46174
4.50	1.41	61420
5.00	2.23	97139
5.50	3.70	161172
6.00	5.57	242629
6.50	8.82	384199
7.00	12.24	533174
7.50	15.85	690426
8.00	19.54	851162

Comment:

Node Max Conditions w/ Times [Post Development]

Node	Sim	Warning	Max	Min/Max	Max	Max	Max	Time to	Time to	Time to	Time to

Node Name	Sim Name	Warning Stage [ft]	Max Stage [ft]	Min/Max Delta Stage [ft]	Max Total Inflow [cfs]	Max Total Outflow [cfs]	Max Surface Area [ft2]	Time to Max Stage [hr]	Time to Min/Max Delta Stage [hr]	Time to Max Total Inflow [hr]	Time to Max Total Outflow [hr]
Post Development Storage	10 - 1	7.00	4.64	-0.0010	22.62	5.10	64605	13.4433	45.4275	12.3500	13.4433
Post Development Storage	10-3	7.00	4.82	-0.0010	26.28	9.45	82458	60.8196	94.7555	60.1000	60.8263
Post Development Storage	100 - 3	7.00	6.27	0.0010	36.55	0.14	259677	73.9543	7.3548	60.1005	0.0000
Post Development Storage	25 - 3	7.00	4.92	0.0010	30.69	12.47	92237	60.7373	24.4530	60.1003	60.7305
Post Development Storage	3-1	7.00	3.86	-0.0010	11.37	2.52	25497	37.0710	80.7555	36.0668	37.0710
Post Development Storage	5-1	7.00	4.26	-0.0010	14.14	3.02	39092	37.0835	83.0038	36.0666	37.0919

Node: Post Off-Site Storage

Scenario: Post Development
Type: Stage/Volume
Base Flow: 0.00 cfs
Initial Stage: 0.00 ft
Warning Stage: 7.00 ft

Stage [ft]	Volume [ac-ft]	Volume [ft3]
0.00	0.00	0
0.50	0.01	436
1.00	0.05	2178
1.50	0.12	5227
2.00	0.21	9148
2.50	0.32	13939
3.00	0.46	20038
3.50	0.60	26136
4.00	0.74	32234

Stage [ft]	Volume [ac-ft]	Volume [ft3]
4.50	0.88	38333
5.00	1.02	44431
5.50	1.16	50530

Comment:

Node Max Conditions w/ Times [Post Development]

Node Name	Sim Name	Warning Stage [ft]	Max Stage [ft]	Min/Max Delta Stage [ft]	Max Total Inflow [cfs]	Max Total Outflow [cfs]	Max Surface Area [ft2]	Time to Max Stage [hr]	Time to Min/Max Delta Stage [hr]	Time to Max Total Inflow [hr]	Time to Max Total Outflow [hr]
Post Off-Site Storage	10 - 1	7.00	1.51	0.0008	1.05	0.00	6999	24.8908	5.4318	12.2500	0.0000
Post Off-Site Storage	10-3	7.00	1.90	0.0006	1.22	0.00	8354	72.8890	60.9353	60.0166	0.0000
Post Off-Site Storage	100 - 3	7.00	2.28	0.0010	1.70	0.00	9947	72.8876	59.6748	60.0161	0.0000
Post Off-Site Storage	25 - 3	7.00	2.07	0.0008	1.43	0.00	9021	72.8913	60.5732	60.0163	0.0000
Post Off-Site Storage	3-1	7.00	1.28	0.0004	0.48	0.00	6026	72.8889	35.4633	36.0000	0.0000
Post Off-Site Storage	5-1	7.00	1.44	0.0005	0.59	0.00	6693	72.8916	34.6616	35.9998	0.0000

Node: St Lucie River Off-Site

Scenario: Post Development
Type: Time/Stage
Base Flow: 0.00 cfs
Initial Stage: -0.81 ft
Warning Stage: 7.00 ft
Boundary Stage:

Year	Month	Day	Hour	Stage [ft]
0	0	0	0.0000	-0.81
0	0	0	55.0000	-0.39
0	0	0	70.0000	-0.28
0	0	0	360.0000	-0.81

Comment:

Node Max Conditions w/ Times [Post Development]

Node Name	Sim Name	Warning Stage [ft]	Max Stage [ft]	Min/Max Delta Stage [ft]	Max Total Inflow [cfs]	Max Total Outflow [cfs]	Max Surface Area [ft2]	Time to Max Stage [hr]	Time to Min/Max Delta Stage [hr]	Time to Max Total Inflow [hr]	Time to Max Total Outflow [hr]
St Lucie River Off-Site	10 - 1	7.00	-0.28	0.0001	0.00	0.00	0	70.0023	0.7908	0.0000	0.0000
St Lucie River Off-Site	10-3	7.00	-0.28	0.0001	0.00	0.00	0	70.0037	0.7908	0.0000	0.0000
St Lucie River Off-Site	100 - 3	7.00	-0.28	0.0001	0.00	0.00	0	70.0043	0.7316	0.0000	0.0000
St Lucie River Off-Site	25 - 3	7.00	-0.28	0.0001	0.00	0.00	0	70.0028	0.7908	0.0000	0.0000
St Lucie River Off-Site	3-1	7.00	-0.28	0.0001	0.00	0.00	0	70.0055	0.7908	0.0000	0.0000
St Lucie River Off-Site	5-1	7.00	-0.28	0.0001	0.00	0.00	0	70.0000	0.7908	0.0000	0.0000

Node: St Lucie River On-Site

Scenario: Post Development
Type: Time/Stage
Base Flow: 0.00 cfs
Initial Stage: -0.81 ft
Warning Stage: 0.00 ft
Boundary Stage:

Year	Month	Day	Hour	Stage [ft]
0	0	0	0.0000	-0.81
0	0	0	55.0000	-0.39
0	0	0	70.0000	-0.28
0	0	0	360.0000	-0.81

Comment:

Node Max Conditions w/ Times [Post Development]

Node Name	Sim Name	Warning Stage [ft]	Max Stage [ft]	Min/Max Delta Stage [ft]	Max Total Inflow [cfs]	Max Total Outflow [cfs]	Max Surface Area [ft2]	Time to Max Stage [hr]	Time to Min/Max Delta Stage [hr]	Time to Max Total Inflow [hr]	Time to Max Total Outflow [hr]
St Lucie River On-Site	10 - 1	0.00	-0.28	0.0001	5.10	0.00	0	70.0023	0.7908	13.4600	0.0000
St Lucie River On-Site	10-3	0.00	-0.28	0.0001	9.45	0.00	0	70.0037	0.7908	60.8263	0.0000
St Lucie River On-Site	100 - 3	0.00	-0.28	0.0001	0.00	0.00	0	70.0043	0.7316	0.0000	0.0000
St Lucie River On-Site	25 - 3	0.00	-0.28	0.0001	12.47	0.00	0	70.0028	0.7908	60.7510	0.0000
St Lucie River On-Site	3-1	0.00	-0.28	0.0001	2.52	0.00	0	70.0055	0.7908	37.0855	0.0000
St Lucie River On-Site	5-1	0.00	-0.28	0.0001	3.02	0.00	0	70.0000	0.7908	37.0919	0.0000

Node: Basin 1 Storage

Scenario: Pre-Development
Type: Stage/Volume
Base Flow: 0.00 cfs
Initial Stage: 2.50 ft
Warning Stage: 7.00 ft

Stage [ft]	Volume [ac-ft]	Volume [ft3]
2.00	0.00	0
2.50	0.00	0
3.00	0.12	5227
3.50	0.41	17860
4.00	0.87	37897
4.50	1.50	65340
5.00	2.31	100624
5.50	3.32	144619
6.00	4.53	197327
6.50	5.86	255262
7.00	7.20	313632
7.50	8.53	371567

Comment:

Node Max Conditions w/ Times [Pre-Development]

Node Name	Sim Name	Warning Stage [ft]	Max Stage [ft]	Min/Max Delta Stage [ft]	Max Total Inflow [cfs]	Max Total Outflow [cfs]	Max Surface Area [ft2]	Time to Max Stage [hr]	Time to Min/Max Delta Stage [hr]	Time to Max Total Inflow [hr]	Time to Max Total Outflow [hr]
Basin 1 Storage	10-3	7.00	2.89	-0.0010	7.83	6.83	15090	60.1087	60.5761	60.0334	60.1087
Basin 1 Storage	25 - 3	7.00	2.96	-0.0010	9.87	8.60	16729	60.1084	60.5580	60.0328	60.1084
Basin 1 Storage	3-1	7.00	2.63	-0.0007	1.59	1.38	8620	36.1074	36.4570	36.0327	36.1074
Basin 1 Storage	5-1	7.00	2.68	-0.0010	2.47	2.21	9870	36.0977	36.4467	36.0333	36.0977

Node: Basin 2 Storage

Scenario: Pre-Development
Type: Stage/Volume
Base Flow: 0.00 cfs
Initial Stage: 2.50 ft
Warning Stage: 7.00 ft

Stage [ft]	Volume [ac-ft]	Volume [ft3]
2.50	0.00	0
3.00	0.05	2178
3.50	0.18	7841
4.00	0.38	16553
4.50	0.67	29185
5.00	1.09	47480
5.50	1.64	71438
6.00	2.22	96703
6.50	2.80	121968
7.00	3.37	146797
7.50	3.95	172062
8.00	4.53	197327

Comment:

Node Max Conditions w/ Times [Pre-Development]

Node Name	Sim Name	Warning Stage [ft]	Max Stage [ft]	Min/Max Delta Stage [ft]	Max Total Inflow [cfs]	Max Total Outflow [cfs]	Max Surface Area [ft2]	Time to Max Stage [hr]	Time to Min/Max Delta Stage [hr]	Time to Max Total Inflow [hr]	Time to Max Total Outflow [hr]
Basin 2	10-3	7.00	2.59	-0.0052	5.27	5.19	2074	60.3035	0.0001	60.0168	0.0000

Node Name	Sim Name	Warning Stage [ft]	Max Stage [ft]	Min/Max Delta Stage [ft]	Max Total Inflow [cfs]	Max Total Outflow [cfs]	Max Surface Area [ft2]	Time to Max Stage [hr]	Time to Min/Max Delta Stage [hr]	Time to Max Total Inflow [hr]	Time to Max Total Outflow [hr]
Storage											
Basin 2 Storage	25 - 3	7.00	2.68	-0.0052	6.16	5.80	3423	60.3484	0.0001	60.0169	60.0071
Basin 2 Storage	3-1	7.00	2.50	-0.0052	2.12	5.19	100	0.0000	0.0001	36.0000	0.0000
Basin 2 Storage	5-1	7.00	2.50	-0.0052	2.64	5.19	100	0.0000	0.0001	36.0005	0.0000

Node: Basin 3 Storage

Scenario: Pre-Development
Type: Stage/Volume
Base Flow: 0.00 cfs
Initial Stage: 1.00 ft
Warning Stage: 7.00 ft

Stage [ft]	Volume [ac-ft]	Volume [ft3]
1.00	0.00	0
1.50	0.03	1307
2.00	0.20	8712
2.50	0.53	23087
3.00	1.03	44867
3.50	1.67	72745
4.00	2.48	108029
4.50	3.40	148104
5.00	4.32	188179
5.50	5.25	228690
6.00	6.18	269201
6.50	7.11	309712

Comment:

Node Max Conditions w/ Times [Pre-Development]

Node Name	Sim Name	Warning Stage [ft]	Max Stage [ft]	Min/Max Delta Stage [ft]	Max Total Inflow [cfs]	Max Total Outflow [cfs]	Max Surface Area [ft2]	Time to Max Stage [hr]	Time to Min/Max Delta Stage [hr]	Time to Max Total Inflow [hr]	Time to Max Total Outflow [hr]
Basin 3 Storage	10-3	7.00	2.55	0.0010	16.40	8.13	37534	60.3718	59.6537	59.9885	60.3746
Basin 3	25 - 3	7.00	2.65	0.0010	18.20	9.18	40227	60.3973	59.9341	59.9285	60.4092

Node Name	Sim Name	Warning Stage [ft]	Max Stage [ft]	Min/Max Delta Stage [ft]	Max Total Inflow [cfs]	Max Total Outflow [cfs]	Max Surface Area [ft2]	Time to Max Stage [hr]	Time to Min/Max Delta Stage [hr]	Time to Max Total Inflow [hr]	Time to Max Total Outflow [hr]
Storage											
Basin 3 Storage	3-1	7.00	2.18	0.0010	6.44	3.31	26874	36.3067	35.4527	36.0233	36.3198
Basin 3 Storage	5-1	7.00	2.30	0.0010	8.18	4.56	30332	36.2603	35.5136	36.0167	36.2673

Node: Basin 4 Storage

Scenario: Pre-Development
Type: Stage/Volume
Base Flow: 0.00 cfs
Initial Stage: 1.00 ft
Warning Stage: 7.00 ft

Stage [ft]	Volume [ac-ft]	Volume [ft3]
1.00	0.00	0
1.50	0.01	436
2.00	0.05	2178
2.50	0.12	5227
3.00	0.21	9148
3.50	0.32	13939
4.00	0.46	20038
4.50	0.63	27443
5.00	0.82	35719
5.50	1.03	44867
6.00	1.24	54014
6.50	1.44	62726

Comment:

Node Max Conditions w/ Times [Pre-Development]

Node Name	Sim Name	Warning Stage [ft]	Max Stage [ft]	Min/Max Delta Stage [ft]	Max Total Inflow [cfs]	Max Total Outflow [cfs]	Max Surface Area [ft2]	Time to Max Stage [hr]	Time to Min/Max Delta Stage [hr]	Time to Max Total Inflow [hr]	Time to Max Total Outflow [hr]
Basin 4 Storage	10-3	7.00	2.53	0.0010	1.27	0.11	7057	62.0904	60.1846	60.0334	62.0904
Basin 4 Storage	25 - 3	7.00	2.57	0.0010	1.60	0.51	7212	60.5965	60.1972	60.0328	60.5965
Basin 4	3-1	7.00	1.95	0.0010	0.26	0.00	4519	72.9906	35.1426	36.0327	0.0000

Node Name	Sim Name	Warning Stage [ft]	Max Stage [ft]	Min/Max Delta Stage [ft]	Max Total Inflow [cfs]	Max Total Outflow [cfs]	Max Surface Area [ft2]	Time to Max Stage [hr]	Time to Min/Max Delta Stage [hr]	Time to Max Total Inflow [hr]	Time to Max Total Outflow [hr]
Storage											
Basin 4 Storage	5-1	7.00	2.15	0.0010	0.40	0.00	5449	72.9874	34.5655	36.0333	0.0000

Node: Basin 5 Storage

Scenario: Pre-Development
Type: Stage/Volume
Base Flow: 0.00 cfs
Initial Stage: 1.50 ft
Warning Stage: 7.00 ft

Stage [ft]	Volume [ac-ft]	Volume [ft3]
1.50	0.00	0
2.00	0.01	436
2.50	0.06	2614
3.00	0.19	8276
3.50	0.40	17424
4.00	0.62	27007
4.50	0.85	37026
5.00	1.08	47045
5.50	1.31	57064
6.00	1.53	66647
6.50	1.76	76666
7.00	1.99	86684

Comment:

Node Max Conditions w/ Times [Pre-Development]

Node Name	Sim Name	Warning Stage [ft]	Max Stage [ft]	Min/Max Delta Stage [ft]	Max Total Inflow [cfs]	Max Total Outflow [cfs]	Max Surface Area [ft2]	Time to Max Stage [hr]	Time to Min/Max Delta Stage [hr]	Time to Max Total Inflow [hr]	Time to Max Total Outflow [hr]
Basin 5 Storage	10-3	7.00	2.56	0.0052	7.00	6.59	8716	60.3617	0.0001	60.0137	59.9827
Basin 5 Storage	25 - 3	7.00	2.66	0.0052	7.97	7.22	10102	60.3886	0.0001	60.0161	59.9209
Basin 5 Storage	3-1	7.00	2.33	0.0052	5.19	2.69	6087	36.0417	0.0001	0.0000	36.0434
Basin 5	5-1	7.00	2.35	0.0052	5.19	3.40	6319	36.0398	0.0001	0.0000	36.0398

Node Name	Sim Name	Warning Stage [ft]	Max Stage [ft]	Min/Max Delta Stage [ft]	Max Total Inflow [cfs]	Max Total Outflow [cfs]	Max Surface Area [ft2]	Time to Max Stage [hr]	Time to Min/Max Delta Stage [hr]	Time to Max Total Inflow [hr]	Time to Max Total Outflow [hr]
Storage											

Node: St Lucie River (Basin 4)

Scenario: Pre-Development
Type: Time/Stage
Base Flow: 0.00 cfs
Initial Stage: -0.81 ft
Warning Stage: 7.00 ft
Boundary Stage:

Year	Month	Day	Hour	Stage [ft]
0	0	0	0.0000	-0.81
0	0	0	55.0000	-0.39
0	0	0	70.0000	-0.28
0	0	0	360.0000	-0.81

Comment:

Node Max Conditions w/ Times [Pre-Development]

Node Name	Sim Name	Warning Stage [ft]	Max Stage [ft]	Min/Max Delta Stage [ft]	Max Total Inflow [cfs]	Max Total Outflow [cfs]	Max Surface Area [ft2]	Time to Max Stage [hr]	Time to Min/Max Delta Stage [hr]	Time to Max Total Inflow [hr]	Time to Max Total Outflow [hr]
St Lucie River (Basin 4)	10-3	7.00	-0.28	0.0001	0.11	0.00	0	70.0012	40.6004	62.0904	0.0000
St Lucie River (Basin 4)	25 - 3	7.00	-0.28	0.0001	0.51	0.00	0	70.0043	40.6008	60.5965	0.0000
St Lucie River (Basin 4)	3-1	7.00	-0.28	0.0001	0.00	0.00	0	69.9989	0.7214	0.0000	0.0000
St Lucie River (Basin 4)	5-1	7.00	-0.28	0.0001	0.00	0.00	0	70.0041	0.7214	0.0000	0.0000

Node: St. Lucie River (Basin 1)

Scenario: Pre-Development
Type: Time/Stage
Base Flow: 0.00 cfs
Initial Stage: -0.81 ft
Warning Stage: 7.00 ft
Boundary Stage:

Year	Month	Day	Hour	Stage [ft]
0	0	0	0.0000	-0.81
0	0	0	55.0000	-0.39
0	0	0	70.0000	-0.28
0	0	0	360.0000	-0.81

Comment:

Node Max Conditions w/ Times [Pre-Development]

Node Name	Sim Name	Warning Stage [ft]	Max Stage [ft]	Min/Max Delta Stage [ft]	Max Total Inflow [cfs]	Max Total Outflow [cfs]	Max Surface Area [ft2]	Time to Max Stage [hr]	Time to Min/Max Delta Stage [hr]	Time to Max Total Inflow [hr]	Time to Max Total Outflow [hr]
St. Lucie River (Basin 1)	10-3	7.00	-0.28	0.0001	6.83	0.00	0	70.0012	40.6004	60.1087	0.0000
St. Lucie River (Basin 1)	25 - 3	7.00	-0.28	0.0001	8.60	0.00	0	70.0043	40.6008	60.1084	0.0000
St. Lucie River (Basin 1)	3-1	7.00	-0.28	0.0001	1.38	0.00	0	69.9989	0.7214	36.1074	0.0000
St. Lucie River (Basin 1)	5-1	7.00	-0.28	0.0001	2.21	0.00	0	70.0041	0.7214	36.0977	0.0000

Node: St. Lucie River (Basin 2, 3, 5)

Scenario: Pre-Development
Type: Time/Stage
Base Flow: 0.00 cfs
Initial Stage: -0.81 ft
Warning Stage: 0.00 ft

Boundary Stage:

Year	Month	Day	Hour	Stage [ft]
0	0	0	0.0000	-0.81
0	0	0	55.0000	-0.39
0	0	0	70.0000	-0.28
0	0	0	360.0000	-0.81

Comment:

Node Max Conditions w/ Times [Pre-Development]

Node Name	Sim Name	Warning Stage [ft]	Max Stage [ft]	Min/Max Delta Stage [ft]	Max Total Inflow [cfs]	Max Total Outflow [cfs]	Max Surface Area [ft2]	Time to Max Stage [hr]	Time to Min/Max Delta Stage [hr]	Time to Max Total Inflow [hr]	Time to Max Total Outflow [hr]
St. Lucie River (Basin 2, 3, 5)	10-3	0.00	-0.28	0.0001	8.13	0.00	0	70.0012	40.6004	60.3746	0.0000
St. Lucie River (Basin 2, 3, 5)	25 - 3	0.00	-0.28	0.0001	9.18	0.00	0	70.0043	40.6008	60.4092	0.0000
St. Lucie River (Basin 2, 3, 5)	3-1	0.00	-0.28	0.0001	3.31	0.00	0	69.9989	0.7214	36.3198	0.0000
St. Lucie River (Basin 2, 3, 5)	5-1	0.00	-0.28	0.0001	4.56	0.00	0	70.0041	0.7214	36.2673	0.0000

Weir Link: Post Off-Site Natural Weir

Scenario:	Post Development
From Node:	Post Off-Site Storage
To Node:	St Lucie River Off-Site
Link Count:	1
Flow Direction:	Both
Damping:	0.0000 ft
Weir Type:	Broad Crested Vertical
Geometry Type:	Rectangular
Invert:	2.50 ft
Control Elevation:	2.50 ft
Max Depth:	1.00 ft

Bottom Clip

Default:	0.00 ft
Op Table:	
Ref Node:	

Top Clip

Default:	0.00 ft
Op Table:	
Ref Node:	

Discharge Coefficients

Weir Default:	2.800
Weir Table:	

Max Width:	10.00 ft		
Fillet:	0.00 ft	Orifice Default:	0.600
		Orifice Table:	

Comment:

Weir Link: Basin 2 Weir

Scenario:	Pre-Development	**Bottom Clip**	
From Node:	Basin 2 Storage	Default:	0.00 ft
To Node:	Basin 5 Storage	Op Table:	
Link Count:	1	Ref Node:	
Flow Direction:	Both	**Top Clip**	
Damping:	0.0000 ft	Default:	0.00 ft
Weir Type:	Horizontal	Op Table:	
Geometry Type:	Rectangular	Ref Node:	
Invert:	2.24 ft	**Discharge Coefficients**	
Control Elevation:	2.24 ft	Weir Default:	2.800
Max Depth:	4.00 ft	Weir Table:	
Max Width:	3.00 ft	Orifice Default:	0.600
Fillet:	0.00 ft	Orifice Table:	

Comment:

Weir Link: Basin 5 Weir

Scenario:	Pre-Development	**Bottom Clip**	
From Node:	Basin 5 Storage	Default:	0.00 ft
To Node:	Basin 3 Storage	Op Table:	
Link Count:	1	Ref Node:	
Flow Direction:	Both	**Top Clip**	
Damping:	0.0000 ft	Default:	0.00 ft
Weir Type:	Broad Crested Vertical	Op Table:	
Geometry Type:	Rectangular	Ref Node:	
Invert:	2.20 ft	**Discharge Coefficients**	
Control Elevation:	2.20 ft	Weir Default:	2.800
Max Depth:	1.00 ft	Weir Table:	
Max Width:	20.00 ft	Orifice Default:	0.600
Fillet:	0.00 ft	Orifice Table:	

Comment:

Weir Link: Natural Weir

Scenario:	Pre-Development	**Bottom Clip**	
From Node:	Basin 1 Storage	Default:	0.00 ft
To Node:	St. Lucie River (Basin 1)	Op Table:	
Link Count:	1	Ref Node:	

Flow Direction:	Both
Damping:	0.0000 ft
Weir Type:	Broad Crested Vertical
Geometry Type:	Rectangular
Invert:	2.50 ft
Control Elevation:	2.50 ft
Max Depth:	1.00 ft
Max Width:	10.00 ft
Fillet:	0.00 ft

Top Clip	
Default:	0.00 ft
Op Table:	
Ref Node:	

Discharge Coefficients	
Weir Default:	2.800
Weir Table:	
Orifice Default:	0.600
Orifice Table:	

Comment:

Weir Link: Natural Weir Basin 4

Scenario:	Pre-Development
From Node:	Basin 4 Storage
To Node:	St Lucie River (Basin 4)
Link Count:	1
Flow Direction:	Both
Damping:	0.0000 ft
Weir Type:	Broad Crested Vertical
Geometry Type:	Rectangular
Invert:	2.50 ft
Control Elevation:	2.50 ft
Max Depth:	1.00 ft
Max Width:	10.00 ft
Fillet:	0.00 ft

Bottom Clip	
Default:	0.00 ft
Op Table:	
Ref Node:	

Top Clip	
Default:	0.00 ft
Op Table:	
Ref Node:	

Discharge Coefficients	
Weir Default:	2.800
Weir Table:	
Orifice Default:	0.600
Orifice Table:	

Comment:

Drop Structure Link: Control Structure

Scenario:	Post Development
From Node:	Post Development Storage
To Node:	St Lucie River On-Site
Link Count:	1
Flow Direction:	Both
Solution:	Combine
Increments:	0
Pipe Count:	1
Damping:	0.0000 ft
Length:	30.00 ft
FHWA Code:	0
Entr Loss Coef:	0.00
Exit Loss Coef:	0.00
Bend Loss Coef:	0.00

Upstream Pipe	
Invert:	0.00 ft
Manning's N:	0.0110
Geometry: Circular	
Max Depth:	1.50 ft
Bottom Clip	
Default:	0.00 ft
Op Table:	
Ref Node:	
Manning's N:	0.0000
Top Clip	
Default:	0.00 ft
Op Table:	
Ref Node:	
Manning's N:	0.0000

Downstream Pipe	
Invert:	0.00 ft
Manning's N:	0.0110
Geometry: Circular	
Max Depth:	1.50 ft
Bottom Clip	
Default:	0.00 ft
Op Table:	
Ref Node:	
Manning's N:	0.0000
Top Clip	
Default:	0.00 ft
Op Table:	
Ref Node:	
Manning's N:	0.0000

Bend Location: 0.00 dec
Energy Switch: Energy

Pipe Comment:

Weir Component		Bottom Clip	
Weir:	1	Default:	0.00 ft
Weir Count:	1	Op Table:	
Weir Flow Direction:	Both	Ref Node:	
Damping:	0.0000 ft	**Top Clip**	
Weir Type:	Sharp Crested Vertical	Default:	0.00 ft
Geometry Type:	Circular	Op Table:	
Invert:	0.00 ft	Ref Node:	
Control Elevation:	0.00 ft	**Discharge Coefficients**	
Max Depth:	0.25 ft	Weir Default:	3.200
		Weir Table:	
		Orifice Default:	0.600
		Orifice Table:	

Weir Comment: bleeder

Weir Component		Bottom Clip	
Weir:	2	Default:	0.00 ft
Weir Count:	1	Op Table:	
Weir Flow Direction:	Both	Ref Node:	
Damping:	0.0000 ft	**Top Clip**	
Weir Type:	Horizontal	Default:	0.00 ft
Geometry Type:	Rectangular	Op Table:	
Invert:	3.10 ft	Ref Node:	
Control Elevation:	3.10 ft	**Discharge Coefficients**	
Max Depth:	0.25 ft	Weir Default:	3.200
Max Width:	2.00 ft	Weir Table:	
Fillet:	0.00 ft	Orifice Default:	0.600
		Orifice Table:	

Weir Comment: weir

Weir Component		Bottom Clip	
Weir:	3	Default:	0.00 ft
Weir Count:	1	Op Table:	
Weir Flow Direction:	Both	Ref Node:	
Damping:	0.0000 ft	**Top Clip**	
Weir Type:	Horizontal	Default:	0.00 ft
Geometry Type:	Rectangular	Op Table:	
Invert:	4.50 ft	Ref Node:	
Control Elevation:	4.50 ft	**Discharge Coefficients**	
Max Depth:	3.00 ft	Weir Default:	3.200
Max Width:	2.00 ft	Weir Table:	
Fillet:	0.00 ft	Orifice Default:	0.600
		Orifice Table:	

Weir Comment: Rim

Drop Structure Comment:

Scenario	Sim	Node Name	Relative Time [hrs]	Stage [ft]	Total Outflow Volume [ac_ft]
Post Development	25 - 3	Post Development Storage	0.0000	0.50	0.00
Post Development	25 - 3	Post Development Storage	1.0075	0.03	0.00
Post Development	25 - 3	Post Development Storage	2.0075	0.01	0.00
Post Development	25 - 3	Post Development Storage	3.0075	0.01	0.00
Post Development	25 - 3	Post Development Storage	4.0075	0.00	0.00
Post Development	25 - 3	Post Development Storage	5.0075	0.00	0.00
Post Development	25 - 3	Post Development Storage	6.0075	0.02	0.00
Post Development	25 - 3	Post Development Storage	7.0072	0.14	0.00
Post Development	25 - 3	Post Development Storage	8.0072	0.21	0.01
Post Development	25 - 3	Post Development Storage	9.0072	0.27	0.01
Post Development	25 - 3	Post Development Storage	10.0072	0.31	0.02
Post Development	25 - 3	Post Development Storage	11.0072	0.39	0.02
Post Development	25 - 3	Post Development Storage	12.0072	0.46	0.03
Post Development	25 - 3	Post Development Storage	13.0072	0.52	0.04
Post Development	25 - 3	Post Development Storage	14.0072	0.58	0.06
Post Development	25 - 3	Post Development Storage	15.0072	0.64	0.07
Post Development	25 - 3	Post Development Storage	16.0072	0.70	0.08
Post Development	25 - 3	Post Development Storage	17.0072	0.76	0.10
Post Development	25 - 3	Post Development Storage	18.0072	0.82	0.11
Post Development	25 - 3	Post Development Storage	19.0072	0.88	0.13
Post Development	25 - 3	Post Development Storage	20.0072	0.93	0.14
Post Development	25 - 3	Post Development Storage	21.0072	0.99	0.16
Post Development	25 - 3	Post Development Storage	22.0072	1.04	0.17
Post Development	25 - 3	Post Development Storage	23.0072	1.09	0.19
Post Development	25 - 3	Post Development Storage	24.0072	1.14	0.21
Post Development	25 - 3	Post Development Storage	25.0009	1.33	0.23
Post Development	25 - 3	Post Development Storage	26.0054	1.55	0.25
Post Development	25 - 3	Post Development Storage	27.0082	1.65	0.27
Post Development	25 - 3	Post Development Storage	28.0082	1.73	0.30
Post Development	25 - 3	Post Development Storage	29.0082	1.78	0.32
Post Development	25 - 3	Post Development Storage	30.0082	1.84	0.34
Post Development	25 - 3	Post Development Storage	31.0082	1.89	0.37
Post Development	25 - 3	Post Development Storage	32.0082	1.93	0.39
Post Development	25 - 3	Post Development Storage	33.0082	1.97	0.42
Post Development	25 - 3	Post Development Storage	34.0082	2.01	0.44
Post Development	25 - 3	Post Development Storage	35.0082	2.05	0.47
Post Development	25 - 3	Post Development Storage	36.0082	2.09	0.50
Post Development	25 - 3	Post Development Storage	37.0082	2.12	0.52
Post Development	25 - 3	Post Development Storage	38.0082	2.16	0.55
Post Development	25 - 3	Post Development Storage	39.0082	2.19	0.58
Post Development	25 - 3	Post Development Storage	40.0082	2.22	0.60
Post Development	25 - 3	Post Development Storage	41.0082	2.26	0.63

Scenario	Sim	Node Name	Relative Time [hrs]	Stage [ft]	Total Outflow Volume [ac_ft]
Post Development	25 - 3	Post Development Storage	42.0082	2.29	0.66
Post Development	25 - 3	Post Development Storage	43.0082	2.32	0.68
Post Development	25 - 3	Post Development Storage	44.0082	2.35	0.71
Post Development	25 - 3	Post Development Storage	45.0082	2.38	0.74
Post Development	25 - 3	Post Development Storage	46.0082	2.40	0.77
Post Development	25 - 3	Post Development Storage	47.0082	2.43	0.80
Post Development	25 - 3	Post Development Storage	48.0082	2.46	0.83
Post Development	25 - 3	Post Development Storage	49.0082	2.49	0.85
Post Development	25 - 3	Post Development Storage	50.0082	2.52	0.88
Post Development	25 - 3	Post Development Storage	51.0082	2.57	0.91
Post Development	25 - 3	Post Development Storage	52.0082	2.63	0.94
Post Development	25 - 3	Post Development Storage	53.0082	2.71	0.97
Post Development	25 - 3	Post Development Storage	54.0040	2.84	1.00
Post Development	25 - 3	Post Development Storage	55.0032	2.99	1.03
Post Development	25 - 3	Post Development Storage	56.0057	3.18	1.07
Post Development	25 - 3	Post Development Storage	57.0044	3.29	1.17
Post Development	25 - 3	Post Development Storage	58.0036	3.40	1.30
Post Development	25 - 3	Post Development Storage	59.0015	3.56	1.45
Post Development	25 - 3	Post Development Storage	60.0003	4.44	1.65
Post Development	25 - 3	Post Development Storage	61.0018	4.90	2.48
Post Development	25 - 3	Post Development Storage	62.0039	4.72	3.25
Post Development	25 - 3	Post Development Storage	63.0053	4.57	3.68
Post Development	25 - 3	Post Development Storage	64.0070	4.47	3.96
Post Development	25 - 3	Post Development Storage	65.0018	4.33	4.23
Post Development	25 - 3	Post Development Storage	66.0027	4.15	4.48
Post Development	25 - 3	Post Development Storage	67.0028	3.95	4.71
Post Development	25 - 3	Post Development Storage	68.0045	3.76	4.91
Post Development	25 - 3	Post Development Storage	69.0016	3.56	5.09
Post Development	25 - 3	Post Development Storage	70.0028	3.39	5.25
Post Development	25 - 3	Post Development Storage	71.0080	3.26	5.37
Post Development	25 - 3	Post Development Storage	72.0080	3.21	5.46
Post Development	25 - 3	Post Development Storage	73.0080	3.14	5.52
Post Development	25 - 3	Post Development Storage	74.0080	3.08	5.56
Post Development	25 - 3	Post Development Storage	75.0080	3.01	5.59
Post Development	25 - 3	Post Development Storage	76.0080	2.95	5.62
Post Development	25 - 3	Post Development Storage	77.0080	2.89	5.65
Post Development	25 - 3	Post Development Storage	78.0080	2.82	5.68
Post Development	25 - 3	Post Development Storage	79.0080	2.76	5.72
Post Development	25 - 3	Post Development Storage	80.0080	2.70	5.75
Post Development	25 - 3	Post Development Storage	81.0080	2.64	5.78
Post Development	25 - 3	Post Development Storage	82.0080	2.58	5.81
Post Development	25 - 3	Post Development Storage	83.0080	2.52	5.83

Scenario	Sim	Node Name	Relative Time [hrs]	Stage [ft]	Total Outflow Volume [ac_ft]
Post Development	25 - 3	Post Development Storage	84.0080	2.46	5.86
Post Development	25 - 3	Post Development Storage	85.0080	2.40	5.89
Post Development	25 - 3	Post Development Storage	86.0080	2.33	5.92
Post Development	25 - 3	Post Development Storage	87.0080	2.26	5.95
Post Development	25 - 3	Post Development Storage	88.0080	2.19	5.97
Post Development	25 - 3	Post Development Storage	89.0080	2.11	6.00
Post Development	25 - 3	Post Development Storage	90.0080	2.03	6.03
Post Development	25 - 3	Post Development Storage	91.0080	1.93	6.05
Post Development	25 - 3	Post Development Storage	92.0013	1.81	6.08
Post Development	25 - 3	Post Development Storage	93.0027	1.65	6.10
Post Development	25 - 3	Post Development Storage	94.0007	1.23	6.12
Post Development	25 - 3	Post Development Storage	95.0002	0.61	6.14
Post Development	25 - 3	Post Development Storage	96.0035	0.03	6.14
Post Development	25 - 3	Post Development Storage	97.0035	0.01	6.14
Post Development	25 - 3	Post Development Storage	98.0035	0.01	6.14
Post Development	25 - 3	Post Development Storage	99.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	100.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	101.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	102.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	103.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	104.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	105.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	106.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	107.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	108.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	109.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	110.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	111.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	112.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	113.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	114.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	115.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	116.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	117.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	118.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	119.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	120.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	121.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	122.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	123.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	124.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	125.0035	0.00	6.14

Scenario	Sim	Node Name	Relative Time [hrs]	Stage [ft]	Total Outflow Volume [ac_ft]
Post Development	25 - 3	Post Development Storage	126.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	127.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	128.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	129.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	130.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	131.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	132.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	133.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	134.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	135.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	136.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	137.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	138.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	139.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	140.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	141.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	142.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	143.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	144.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	145.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	146.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	147.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	148.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	149.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	150.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	151.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	152.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	153.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	154.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	155.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	156.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	157.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	158.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	159.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	160.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	161.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	162.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	163.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	164.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	165.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	166.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	167.0035	0.00	6.14

Scenario	Sim	Node Name	Relative Time [hrs]	Stage [ft]	Total Outflow Volume [ac_ft]
Post Development	25 - 3	Post Development Storage	168.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	169.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	170.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	171.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	172.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	173.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	174.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	175.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	176.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	177.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	178.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	179.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	180.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	181.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	182.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	183.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	184.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	185.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	186.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	187.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	188.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	189.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	190.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	191.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	192.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	193.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	194.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	195.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	196.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	197.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	198.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	199.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	200.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	201.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	202.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	203.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	204.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	205.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	206.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	207.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	208.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	209.0035	0.00	6.14

Scenario	Sim	Node Name	Relative Time [hrs]	Stage [ft]	Total Outflow Volume [ac_ft]
Post Development	25 - 3	Post Development Storage	210.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	211.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	212.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	213.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	214.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	215.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	216.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	217.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	218.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	219.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	220.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	221.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	222.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	223.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	224.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	225.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	226.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	227.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	228.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	229.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	230.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	231.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	232.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	233.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	234.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	235.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	236.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	237.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	238.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	239.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	240.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	241.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	242.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	243.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	244.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	245.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	246.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	247.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	248.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	249.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	250.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	251.0035	0.00	6.14

Scenario	Sim	Node Name	Relative Time [hrs]	Stage [ft]	Total Outflow Volume [ac_ft]
Post Development	25 - 3	Post Development Storage	252.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	253.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	254.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	255.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	256.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	257.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	258.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	259.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	260.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	261.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	262.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	263.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	264.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	265.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	266.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	267.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	268.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	269.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	270.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	271.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	272.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	273.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	274.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	275.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	276.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	277.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	278.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	279.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	280.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	281.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	282.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	283.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	284.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	285.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	286.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	287.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	288.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	289.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	290.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	291.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	292.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	293.0035	0.00	6.14

Scenario	Sim	Node Name	Relative Time [hrs]	Stage [ft]	Total Outflow Volume [ac_ft]
Post Development	25 - 3	Post Development Storage	294.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	295.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	296.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	297.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	298.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	299.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	300.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	301.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	302.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	303.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	304.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	305.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	306.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	307.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	308.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	309.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	310.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	311.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	312.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	313.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	314.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	315.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	316.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	317.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	318.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	319.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	320.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	321.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	322.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	323.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	324.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	325.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	326.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	327.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	328.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	329.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	330.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	331.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	332.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	333.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	334.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	335.0035	0.00	6.14

Scenario	Sim	Node Name	Relative Time [hrs]	Stage [ft]	Total Outflow Volume [ac_ft]
Post Development	25 - 3	Post Development Storage	336.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	337.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	338.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	339.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	340.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	341.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	342.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	343.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	344.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	345.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	346.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	347.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	348.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	349.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	350.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	351.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	352.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	353.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	354.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	355.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	356.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	357.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	358.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	359.0035	0.00	6.14
Post Development	25 - 3	Post Development Storage	360.0035	0.00	6.14

Appendix D: Geotechnical Report

UNIVERSAL
ENGINEERING SCIENCES

GEOTECHNICAL EXPLORATION

ATLANTIC POINT YACHT CLUB & MARINA
REDEVELOPMENT PROJECT
75 NW FLAGLER AVENUE
STUART, FLORIDA

UES PROJECT NO. 3330.2100078.0000

PREPARED FOR:

Straticon Construction Services
451 SW Federal Highway
Stuart, Florida 34994

Attn: Mr. Dan Moore

PREPARED BY:

Universal Engineering Sciences
607 NW Commodity Cove
Port St. Lucie, Florida 34986
(772) 924-3575

October 20, 2021

Consultants in: Geotechnical Engineering • Environmental Sciences
• Construction Materials Testing • Threshold Inspection

UNIVERSAL
ENGINEERING SCIENCES
Consultants In: Geotechnical Engineering • Environmental Sciences
Geophysical Services • Construction Materials Testing • Threshold Inspection
Building Inspection • Plan Review • Building Code Administration

October 20, 2021

Mr. Dan Moore
Straticon Construction Services
451 SW Federal Highway
Stuart, Florida 34994

Subject: Report of Geotechnical Exploration
Atlantic Point Yacht Club & Marina Redevelopment Project
75 NW Flagler Avenue, Stuart, Florida
UES Project No. 3330.2100209.0000

Dear Mr. Moore:

Universal Engineering Sciences (UES) has completed the subsurface exploration and geotechnical engineering evaluation for the above referenced project in accordance with the geotechnical and engineering service agreement for this project. The scope of services was completed in general accordance with our Geotechnical Engineering Proposal No. 21-1508.00 dated July 26, 2020, planned in conjunction with and authorized by you.

EXECUTIVE SUMMARY

The purpose of our geotechnical exploration was to determine the nature of the subsurface soils and general geomorphic conditions at the site and evaluate their impact upon the proposed construction. This report contains the results of our subsurface exploration and our engineering interpretations of these with respect to the project characteristics described to us, including providing recommendations for foundation design, pavement design, and site preparation.

Per our recent telephone discussions and email correspondence with you we understand that you are looking to redevelop the Atlantic Point Marina. At this time, UES has been provided with a site plan of the proposed new site, along with renderings of the planned project. The plans for construction include a multi-story warehouse to include retail outlets, three smaller commercial buildings, new pavement roadways and parking, new piers and bulkhead.

Structural plans are unavailable at this time. However, we have been provided a Site Plan dated July 12, 2021 which provided the basis for our scope of services. It is our understanding that the new water structures will require floating docks, dredging and piles however pile design will be determined at a later date. For the foundation recommendations presented in this report, we assumed a maximum wall loading of 4 kips per linear foot and a maximum column load of 50 kips for the smaller commercial buildings, while assuming a maximum wall loading of 20 kips and maximum column load of 150 for the three-story shopping structure. Additionally, we have assumed that the three-story building will utilize tilt panel construction.

The recommendations provided herein are based upon the above considerations. If the stated conditions are incorrect or if the project description is revised, please inform UES so that we may review our recommendations with respect to any modifications.

The waterside borings included seven (7) standard penetration test (SPT) borings (50-1 through 50-3 and 12-1 through 12-4), advanced to approximate depths of 12 to 50 feet below the existing mudline. These borings were performed at the proposed floating docks and dredging locations. Note that the mudline was generally encountered at approximate depths of 4 to 10 feet below the water level.

The landside borings included seventeen (17) standard penetration test (SPT) borings (5-1, 40-1 through 40-12, 50-4), advanced to approximate depths of 6 to 50 feet below the existing ground surface. These borings were completed within the proposed roadway, bulkhead and buildings. One (1) auger boring with hand cone penetrometer (HCP) testing (AB-5-2), advanced to depths of approximately 5 feet below the existing ground surface, were completed for within the proposed parking lot. Finally, three (3) hand auger borings with HCP testing advanced to depths of approximately 6 feet below existing grade with accompanying exfiltration tests (EX-1 through EX-3) were performed within the proposed parking areas for buried stormwater systems. The boring depths were established based upon our knowledge of vicinity soils and confined to the zone of soil likely to be influenced by the planned construction. The locations of the borings are illustrated on the Test Location Plan in Appendix B.

The subsurface soil conditions encountered in the waterside borings generally consisted of very loose to dense fine sand (SP), shelly sand (SP), fine sand with silt (SP-SM), and silty fine sand (SM) to the termination depths.

The subsurface soil conditions encountered in the landside borings generally consisted of very loose to medium dense fine sand (SP), shelly sand (SP), fine sand with silt (SP-SM), silty fine sand (SM), fine sand with clay and firm lean clay (CL) to the termination depths. Layers of organic soils or “muck,” with varying amounts of organic contents (OL, SM-OL, ML-OL, SC-OL, SC-OL, SP-SM-OL and PT) were also encountered in borings 40-1, 40-2, 40-4, 40-6, 40-7, 40-8, 50-4, and EX-1 which are in locations that impact every building on the site. The organic soil layers were present at varying depths from 2.5 to 28.5 feet of the soil profile.

The results of the borings were considered to develop design and installation criteria for driven steel pipe piles, sheet piles and augered cast-in-place (ACIP) piles to support the proposed new construction. In addition, pavement design criteria were developed for the project.

We appreciate the opportunity to be of service during this phase of the project and look forward to a continued association. Please do not hesitate to contact us if you have any questions or comments, or if we may further assist you as your plans proceed.

Respectfully Submitted,
Universal Engineering Sciences
Florida Registry No. 4930

Digitally signed by
Allan Abubakar
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This item has been digitally signed and sealed by Allan G. Abubakar, P.E. 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.

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Appendix A - Vicinity Map
Appendix B - Boring and Test Pit Location Plans
Appendix C - Notes Related to Borings
Appendix D – Land Boring Logs
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1.0 INTRODUCTION

1.1 Scope of Services

The objective of our geotechnical services was to collect subsurface data for the subject project, summarize the test results, and discuss any apparent site conditions that may have geotechnical significance for the proposed construction. The following scope of services is provided within this report:

1. Prepare boring logs depicting the subsurface soil conditions encountered during our field exploration.

2. Review the soil samples obtained during our field exploration for classification and additional testing if necessary.

3. Evaluate the existing soil conditions found during our exploration with respect to foundation support for the proposed construction.

4. Provide design and installation recommendations for driven steel pipe piles, sheet piles and augered cast-in-place (ACIP) piles.

5. Provide recommendations for the design and construction of new pavement sections.

6. Provide recommendations for site preparation and earthwork construction.

1.2 Project Description

Per our recent telephone discussions and email correspondence with you we understand that you are looking to redevelop the Atlantic Point Marina. At this time, UES has been provided with a site plan of the proposed new site, along with renderings of the planned project. The plans for construction include a multi-story warehouse to include retail outlets, three smaller commercial buildings, new pavement roadways and parking, new piers and bulkhead.

Structural plans are unavailable at this time. However, we have been provided a Site Plan dated July 12, 2021 which provided the basis for our scope of services. It is our understanding that the new water structures will require floating docks, dredging and piles however pile design will be determined at a later date. For the foundation recommendations presented in this report, we assumed a maximum wall loading of 4 kips per linear foot and a maximum column load of 50 kips for the smaller commercial buildings, while assuming a maximum wall loading of 20 kips and maximum column load of 150 for the three-story shopping structure. Additionally, we have assumed that the three-story building will utilize tilt panel construction.

The recommendations provided herein are based upon the above considerations. If the stated conditions are incorrect or if the project description is revised, please inform UES so that we may review our recommendations with respect to any modifications.

2.0 OBSERVATIONS

2.1 Site Description

As illustrated on the Site Vicinity Map in Appendix A, the site is at 75 NW Flagler Avenue in Stuart, Florida. At the time of our field exploration, the site was developed with a marina and associated infrastructure.

2.2 Field Exploration

The waterside borings included seven (7) standard penetration test (SPT) borings (50-1 through 50-3 and 12-1 through 12-4), advanced to approximate depths of 12 to 50 feet below the existing mudline. These borings were performed at the proposed floating docks and dredging locations. Note that the mudline was generally encountered at approximate depths of 4 to 10 feet below the water level.

The landside borings included seventeen (17) standard penetration test (SPT) borings (5-1, 40-1 through 40-12, 50-4), advanced to approximate depths of 6 to 50 feet below the existing ground surface. These borings were completed within the proposed roadway, bulkhead and buildings. One (1) auger boring with hand cone penetrometer (HCP) testing (AB-5-2), advanced to depths of approximately depths of 5 feet below the existing ground surface, were completed for within the proposed parking lot. Finally, three (3) hand auger borings with HCP testing advanced to depths of approximately 6 feet below existing grade with accompanying exfiltration tests (EX-1 through EX-3) were performed within the proposed parking areas for buried stormwater systems. The boring depths were established based upon our knowledge of vicinity soils and confined to the zone of soil likely to be influenced by the planned construction. The locations of the borings are illustrated on the Test Location Plan in Appendix B.

The Standard Penetration Tests (SPT) were performed in general accordance with ASTM D 1586, “Standard Test Method for Standard Penetration Test (SPT) and Split-Barrel Sampling of Soils.” The SPT test procedure consists of driving a 1.4-inch I.D. split-barrel sampler into the soil profile using a 140-pound hammer falling 30 inches. The number of blows per foot, for the second and third 6-inch increment, is referred to as the N-value. The N-value has been empirically correlated with various soil properties and provides an indication of soil strength.

The auger borings were performed in general accordance with ASTM D 1452, “Standard Practice for Soil Exploration and Sampling by Auger Borings.” Hand Cone Penetrometer (HCP) tests were conducted at approximate one-foot depth intervals in the auger borings. The HCP test, in conjunction with information about the soil type, is empirically correlated to the relative density of subsurface soils.

Site specific survey staking of the borings and exfiltration test was not performed for our field exploration. The boring and exfiltration test locations were approximated using the provided Master Site Plan, GPS coordinates, and by estimating distances and relationships to existing site features.

2.3 Laboratory Testing

Soil samples recovered from our field exploration were returned to our laboratory where they were visually classified by a geotechnical engineer in general accordance with the Unified Soil Classification System (ASTM D 2488). Representative soil samples were then selected from the retained soils and tested in our laboratory for sample specific classification in general accordance with the guidelines of ASTM D 2487 Standard Classification of Soils for Engineering Purposes (Unified Soil Classification System). Selected samples were tested for moisture content (ASTM D 2216), organic content (ASTM D2974), and fines content (ASTM D 1140). The laboratory test results are summarized in Table2.3.1 below and are also contained on the boring logs.

Table 2.3.1 - Laboratory Test Results

Boring No.	Strata Depth (feet)	Sample Description	Moisture Content (%)	Fines Content (%)	Organic Content (%)
40 - 1	13.5 -18.5	Dark gray organically sandy silt (ML-OL)	174.9	55.6	-
40 - 1	23.5 – 28.5	Dark gray organically clayey sand (SC-OL)	108.6	43.1	11.0
40 - 04	6 - 8	Dark gray organic sand (OL)	124.6	11.4	29.0
40 - 06	6 – 13.5	Dark brown silty fine sand with organics (SM-OL)	91.5	16.1	-
40 - 07	6 – 8.5	Dark gray organic sand (OL)	124.7	45.3	-
50 - 4	2.5 - 4	Dark gray organic silt (ML-OL)	154.8	61.4	-
EX-1	5 - 6	Dark Brown Peat (PT)	298.2	12.9	52.9

The recovered samples were not evaluated, either visually or analytically, for chemical composition or environmental hazards. UES would be pleased to perform these services for an additional fee, if required. The samples will be retained in our laboratory for 30 days from the date of this report and then discarded, unless we are notified otherwise in writing.

2.4 Geomorphic Conditions

The geology of the site (landside) as mapped on the USDA Soil Survey website consists of Urban land, 0 to 2 percent slopes (23) and Arents, 0 to 2 percent (36). **These are sandy soils and organic soils are not indicated.** However, since Arents are areas where the soils have been generally altered by grading, shaping, and covered with fill, the soils can be variable. Note that the Soil Survey generally extends to a maximum depth of 80 inches below ground surface and is not indicative of deeper soil conditions.

Boring logs resulting from our field exploration are presented in Appendix D - Log of Boring Records. The logs contain the soil descriptions, the standard penetration test (SPT) N-values, and the hand cone penetrometer (HCP) values logged during the drilling and sampling activities. Note that the soil boring data reflect information from the specific test locations only and the soil conditions may vary between the strata interfaces indicated on the logs. The soil classifications

and descriptions shown on the logs are generally based upon visual characterizations of the recovered samples using the Unified Soil Classification System. See Appendix E - Discussion of Soil Groups, for a detailed description of various soil groups.

The subsurface soil conditions encountered in the waterside borings generally consisted of very loose to dense fine sand (SP), shelly sand (SP), fine sand with silt (SP-SM), and silty fine sand (SM) to the termination depths.

The subsurface soil conditions encountered in the landside borings generally consisted of very loose to medium dense fine sand (SP), shelly sand (SP), fine sand with silt (SP-SM), silty fine sand (SM), fine sand with clay and firm lean clay (CL) to the termination depths. Layers of organic soils or "muck," with varying amounts of organic contents (OL, SM-OL, ML-OL, SC-OL, SC-OL, SP-SM-OL and PT) were also encountered in borings 40-1, 40-2, 40-4, 40-6, 40-7, 40-8, 50-4, and EX-1 which are in locations that impact every building on the site. The organic soil layers were present at varying depths from 2.5 to 28.5 feet of the soil profile.

2.5 Exfiltration Testing

The exfiltration test was performed in accordance with the South Florida Water Management District method for open hole constant head field testing. The results are presented on the Exfiltration Test Report in Appendix F- Hydraulic Conductivity Tests. The hydraulic conductivity (K) value determined at the test site is presented in the table below.

Test Location	K (cfs/ft^2-ft)
EX-1	1.19 X 10^{-04}
EX-2	1.84 X 10^{-04}
EX-3	5.46 X 10^{-04}

2.6 Hydrogeological Conditions

On the dates of our field exploration (August 23-26, and September 8, 10, 11, 15 & 16, 2021), the mudline was encountered in the waterside borings at approximate depths of 4 to 10 feet below the water surface. Groundwater was encountered in the landside borings at approximate depths of 3 to 7 feet below the existing ground surface. The groundwater table typically fluctuates seasonally depending upon local rainfall and other site specific and/or local influences, including tidal variations in the Stuart Channel. Brief ponding of stormwater may occur across the site after heavy or extended rainfall events.

No additional evaluation was included in our scope of work in relation to the wet seasonal high groundwater table or any existing well fields in the vicinity. Well fields may influence water table levels and cause significant fluctuations. If a more comprehensive water table analysis is necessary, please contact our office for additional guidance.

3.0 ENGINEERING EVALUATION AND RECOMMENDATIONS

3.1 General

Our geotechnical engineering evaluation of the site and subsurface conditions at the property, with respect to the planned construction, and our recommendations for foundation design, pavement design, and site preparation, are based upon (1) our site observations, (2) the field data obtained, and (3) our understanding of the project information and structural conditions as presented in this report. If the stated conditions are incorrect, or if the project description is revised, please inform UES so that we may review our recommendations with respect to any modifications.

We note that the applicability of geotechnical recommendations is very dependent upon project characteristics, specifically (1) improvement locations, (2) grade alterations, (3) and actual applied structural loads. For that reason, UES must be provided with and review the preliminary and final site and grading plans, and structural design loads to validate all recommendations provided in this report. Without performing this review, our recommendations should not be relied upon for final design or construction of any site improvements.

3.2 Driven Pile Foundations

Based on the results of the borings, the recommended deep foundations to support the floating docks to which we have been informed by you that the intension is to tie concrete floating wave attenuators anchored to steel pipe piles. We have assumed that the pipe piles utilized will be closed end piles. The results of our pile capacity analysis are summarized in Table 3.2.1 below. The evaluations were performed using the commercially available ALLPILE 7.0 software with a factory of safety of 2.

Table 3.2.1 - Summary of Driven Pile Capacities (Closed End Steel Pipe Piles)

Location	Pile Diameter (inches)	Pile Embedment Depth [1] (feet)	Allowable Compression Capacity [2] (tons)	Allowable Tension Capacity [3] (tons)
Floating Docks	14	35	12.8	6.2
	16	35	16.8	7.6

[1] Embedment depth is based upon UES's local experience, the results of the SPT borings, and is measured from the mudline.
[2] Allowable capacity if driven into medium dense soils.
[3] Some types of piles are limited in their tensile load capacities. The designer must check with the manufacturer so that this maximum tensile load is not exceeded.

UES recommends a minimum center-to-center pile spacing of 3 times the nominal pile diameter or dimension. The pile lengths presented in the above tables represent our best engineering

value for cost estimates in any bid preparation. Unit costs per foot for added or subtracted pile length should also be included in any bid document.

The contractor should submit information about the intended pile driving hammer and cushions to be used for approval by the project Geotechnical Engineer. Prior to installation of the production piles for the project, two (2) test piles should be driven at the boring locations. After the test piles are driven, the results should be reviewed by the project Geotechnical Engineer. Following the monitoring and evaluation of the test pile program by UES, production pile lengths and driving criteria can be established.

UES should be retained to monitor the installation of the driven pile foundation system for this project. UES's pile installation monitoring services will include monitoring the installation of each pile, documenting the number of hammer blows required to drive each pile for each linear foot, and evaluation of the pile driving records. Once the pile driving equipment to be used for this project has been determined, UES will establish pile driving criteria (i.e., the required number of blows per foot to ensure the required capacity is achieved) for this project. Each pile should be driven until the established driving criteria have been achieved.

Piles should be driven with a hammer having a minimum energy proportionate to the size of the pile being driven. All pile driving operations should be performed in accordance with industry standards, applicable building codes, and the guidelines published by the Deep Foundations Institute (DFI).

3.3 Augered Cast-In-Place (ACIP) Pile Foundations

UES recommends that the proposed three-level building along with the other three single story buildings be supported by a deep foundation system consisting of augered cast-in-place (ACIP) piles. ACIP pile design should be in accordance with the applicable sections of the 2020 Florida Building Code, Seventh Edition, the latest edition of the Deep Foundations Institute's Augered Cast-In-Place Piles Manual, and other applicable federal, state, and local requirements.

3.3.1 ACIP Pile Foundation Design

The results of our ACIP pile capacity analysis are summarized in Table 3.3.1.1 and 3.3.1.2 below. The evaluations were performed using the commercially available ALLPILE 7.0.

Table 3.3.1.1 - ACIP Pile Design Recommendations for 14-Inch Diameter Piles

Nominal Pile Diameter (in)	Pile Top Elevation	Recommended Pile Tip Elevation	Pile Length (feet)	Maximum Allowable Pile Compression Capacity (tons)	Pile Allowable Tension Capacity (tons)	Grout Strength (psi)
14	Unknown	Unknown	30	15.6	5.4	5,000
14	Unknown	Unknown	40	20.3	8.3	5,000

Table 3.3.1.2 - ACIP Pile Design Recommendations for 16-Inch Diameter Piles						
Nominal Pile Diameter (in)	**Pile Top Elevation**	**Recommended Pile Tip Elevation**	**Pile Length (feet)**	**Maximum Allowable Pile Compression Capacity (tons)**	**Pile Allowable Tension Capacity (tons)**	**Grout Strength (psi)**
16	Unknown	Unknown	30	21.6	6.5	5,000
16	Unknown	Unknown	40	28.1	10.5	5,000

The design pile depths in the above table are based on installing the piles at the site grade existing at the boring locations at the time of drilling. Any fill required to raise the site to achieve design grade will result in the piles being longer based upon the thickness of the placed fill. If piles having depths and/or capacities other than those presented in the above table are desired, UES will be pleased to provide further recommendations upon request.

The following notes are also applicable to the ACIP pile design:

1. UES assumed that the piles will have a minimum of 1 percent steel reinforcement for the analysis. ACIP piles should be reinforced over their entire length for tension capacity. The reinforcement should be designed by the project Structural Engineer.

2. Structural stresses in the piles may impose a more severe limitation on the design capacity. Therefore, we recommend the allowable stresses be verified for the selected pile section by the project Structural Engineer.

3. The pile reinforcement should be sufficiently embedded in the pile cap to afford a fixed end connection, as required.

3.3.2 ACIP Pile Foundation Installation

Pile installation should be in accordance with the applicable sections of the 2020 Florida Building Code, Seventh Edition and other applicable federal, state, and local requirements. In addition, piles should be installed in accordance with the following:

1. Pile Length - The proposed piles should be installed as determined by the inspecting Geotechnical Engineer.

2. Spacing - Piles installed in groups should be spaced at a center-to-center distance of not less than 3 pile diameters.

3. Plan Location - The center of the top of any pile at cut-off should be displaced laterally no more than 3 inches from the position shown on the plans. This applies to both single piles and piles installed in groups.

4. Vertical Alignment - The vertical alignment of the piles should not deviate from the plumb by more than 1/4 inch per foot of length.

5. Reinforcing Cage Positioning - The top of the reinforcing cages installed in the piles should not be more than 6 inches above and no more than 3 inches below the positions shown in the plans. The reinforcing cages should be positioned concentrically within the grouted pile shaft. The grout cover over longitudinal reinforcing bars should not be less than 3 inches. Reinforcing centralizers should be placed at maximum spacing of 15 feet at the lower portion of the pile and at 5 feet from the top of the cage.

6. Adjacent Piles - A minimum elapsed time of 12 hours should be specified for the installation of piles located within 5 feet, center-to-center, of each other.

7. Grout Factor - The minimum acceptable grout factor (i.e., actual grout volume divided by the theoretical grout volume) should be 1.1.

3.4 Soil Parameters for Bulkhead Sheet Pile Design

UES understands that Straticon intends on redoing bulkhead with sheet piling which can be accomplished utilizing either an anchored or cantilever system. For either design, soil parameters will be necessary for both soil stability analysis and final design. Tables 3.4.1, 3.4.2 and 3.4.3 present recommended soil parameters for design of the sheet pile walls based on the results of the borings per the FDOT Soils and Foundations Handbook 2021. Note that the soil layers were grouped based on notable changes in relative density and USCS classification.

Table 3.4.1
Sheet Pile Soil Parameters: Boring 30-1

Depth** (feet)	Soil Description	Avg. N-Value	Wet Unit Weight γ_t (pcf)	Sub. Unit Weight γ_{sub} (pcf)	Friction Angle (deg)	K_a	K_p	K_o	Horiz. Subgrade Modulus k (pci)*
0 - 4	Fine sand (SP)	8	113	50	29	0.35	2.88	0.52	25
4 – 8.5	Fine sand (SP)	2	102	40	26	0.39	2.56	0.56	10
8.5 – 30	Fine sand (SP)	7	113	50	29	0.35	2.88	0.52	25

Table 3.4.2
Sheet Pile Soil Parameters: Boring 30-2

Depth** (feet)	Soil Description	Avg. N-Value	Wet Unit Weight γ_t (pcf)	Sub. Unit Weight γ_{sub} (pcf)	Friction Angle (deg)	K_a	K_p	K_o	Horiz. Subgrade Modulus k (pci)*
0 - 4	Fine sand (SP)	10	113	50	30	0.33	3.00	0.50	50
4 – 28.5	Fine sand (SP) and silty sand (SM)	2	102	40	26	0.39	2.56	0.56	10
28.5 – 30	Fine sand (SP)	13	113	50	30	0.33	3.00	0.50	50

*Submerged condition
**Indicated depth is depth below grade at respective boring location

Table 3.4.3
Sheet Pile Soil Parameters: Boring 30-3

Depth** (feet)	Soil Description	Avg. N-Value	Wet Unit Weight γ_t (pcf)	Sub. Unit Weight γ_{sub} (pcf)	Friction Angle (deg)	K_a	K_p	K_o	Horiz. Subgrade Modulus k (pci)*
0 - 4	Fine sand (SP)	19	118	55	32	0.31	3.25	0.47	75
4 – 28.5	Fine sand (SP) and silty sand (SM)	4	108	40	28	0.36	2.77	0.53	15
28.5 – 30	Fine sand (SP)	5	113	50	29	0.35	2.88	0.52	25

*Submerged condition
**Indicated depth is depth below grade at respective boring location

We recommend that the sheet piles be installed in accordance with Florida Department of Transportation Standard Specifications for Road and Bridge Construction, 2019, Section 455-9, Structures Foundations – Sheet Piling. All sheet piles should be cut off true to line and grade, with any excess steel or damaged sections be removed or replaced. If rock or dense soils are encountered as such to prevent the installation of sheet piles via driving or punching, these soils will need to be removed via acceptable means such as excavation and backfilling.

3.5 Anchor Pile Design

UES understands that if a cantilever system for the sheet pile is deemed inefficient for the project, that anchor piles are an alternate option to laterally stabilize the sheet pile. Other options may include whalers, batter piles, dead-men anchors and tie-backs, grout anchors, or helical anchors. Construction of the new bulkhead is feasible utilizing piles either by installing horizontally loaded piles immediately upland or immediately waterward of the bulkhead.

Based on the soil profile revealed by the SPT borings, it is UES's opinion that the proposed bulkhead can be supported utilizing laterally stabilizing piles. Due to the multitude of pile design options that may be suitable for this project, UES has not performed pile analysis at this time. Once Straticon has narrowed down options for the design, elevations, and locations of the piles, UES will perform pile analysis.

3.6 Site Preparation

Initial site preparation should consist of removing all surface vegetation, near surface roots, and other deleterious materials within, and to five (5) feet beyond, the perimeter of the footprint of the planned construction. Foundations and the below grade remains of former structures that are within the footprint of the new construction should also be removed. Similarly, utility lines should be removed or properly abandoned so that they will not adversely impact new overlying structures

3.7 Fill Placement and Compaction

Prior to initiating fill placement, the stripped surface should be compacted until the upper 2 feet of soil achieves at least 95 percent of modified Proctor maximum dry density (ASTM D 1557). We recommend using a steel drum vibratory roller having sufficient static weight to achieve the required compaction. Density tests should be performed on the compacted surface at a frequency of not less than one test per 2,500 square feet, or a minimum of three (3) tests, whichever is greater. The density tests should be performed using either the nuclear method (ASTM D 6839) or the sand cone method (ASTM D 1556). Hand Cone Penetrometer (HCP) tests may also be performed to evaluate soil density.

Fill required for the project should be inorganic (i.e., contain less than 5 percent by weight organic material) and classified as SP, SW, GP, GW, SP-SM, SW-SM, GW-GP, or GP-GM. **UES does not recommend using fill having silt/clay-size soil fines contents exceeding 12 percent.** In general, fill required to attain design grades should be placed in maximum 12-inch thick loose lifts and compacted to at least 95 percent of modified Proctor maximum dry density (ASTM D 1557). Each lift of fill should be compacted and tested prior to the placement of the next lift. Density tests should be performed within the fill at the same frequency noted above.

Following installation of the ACIP piles and construction of the pile caps and grade beams, the areas next to the pile caps and grade beams will require backfilling. This fill should be placed in maximum 8-inch thick loose lifts and compacted to at least 95 percent of modified Proctor maximum dry density (ASTM D 1557). The compaction should be performed using portable equipment, such as vibratory sleds, jumping jacks, or walk-behind rollers.

3.8 Quality Control and Vibration Monitoring

We strongly recommend that a UES representative be on site throughout the driven pile and ACIP pile installation. This is necessary to determine if the piles are being installed in accordance with the project plans and specifications, provide an accurate record of the installation, and provide an opportunity to correct any anomalous conditions during the pile placement work. In addition, the grout mix used to form the ACIP piles should be sampled and tested for strength on a regular basis.

The proposed construction will be close to structures and roadways that may be susceptible to damage from vibrations generated at the site. UES recommends that during all aspects of construction, nearby buildings and bordering landmarks be monitored using a seismograph to determine the magnitude of vibrations impacting these structures. The seismograph should have the capability to measure ground velocities along vertical, transverse, and longitudinal axes. The project Structural Engineer should establish the allowable ground velocities that the bordering facilities can safely withstand without experiencing damage. A representative from our office can monitor the vibration disturbance of adjacent structures. A proposal for providing these services will be provided upon request.

4.0 PAVEMENT AREA DESIGN AND CONSTRUCTION CONSIDERATIONS

4.1 Organic Soil Remediation

A substantial portion of the subject property will consist of paved parking areas and drive lanes. Based on the results of our borings, organic soils were encountered to varying depths within portions of the site. Complete removal and replacement of the organic soils within pavement areas would not be an economically viable option for this project due to the depth of the organic soils. **Therefore, it is our opinion that a partial excavation program and construction of a geogrid reinforced subgrade section would be a practical remedial option to extend the useful life of pavements constructed over the organic soils.** Detailed recommendations for a geogrid reinforced section are presented in Section 4.10 below.

4.2 Pavement Design Sections

The pavement sections were designed considering assumed traffic loading and previous experience with similar projects. Flexible pavement sections in the geographic area typically consist of an asphaltic wearing course, a base course, and a stabilized subgrade layer. Rigid pavements are constructed either directly upon prepared soil subgrades or upon a base course and stabilized subgrade for heavier loads.

Based on our prior experience and the assumed traffic loading criteria, recommended pavement section thicknesses are provided in Table 4.2.1 below.

Table 4.2.1 - Design Pavement Sections

Pavement Type	Layer	Material Description	Layer Thickness	
			Light Duty	Heavy Duty
Flexible	(A)	Asphalt Wearing Surface FDOT SP-9.5 or SP-12.5	1.5	2.5
	(B)	Base rock (minimum LBR of 100), compacted to 98 percent of modified Proctor maximum dry density	6	8
	(SSG)	Stabilized subgrade (minimum LBR of 40), compacted to 98 percent of modified Proctor maximum dry density	12	12
	STRUCTURAL NUMBER (SN)		**2.7**	**3.5**
Rigid	(C)	FDOT Portland Cement Concrete	NA	8
	(B)	Base rock (minimum LBR of 100), compacted to 98 percent of modified Proctor maximum dry density	NA	-
	(CSG)	Soil subgrade compacted to 98 percent of modified Proctor maximum dry density	NA	12

4.3 Compacted Subgrade or Embankment Fill

The subgrade or embankment fill is the layer that supports the structural pavement section. Subgrade and embankment fill should be constructed following the criteria and procedures presented in Section 4.10 of this report.

4.4 Stabilized Subgrade

The stabilized subgrade is the portion of the pavement section between the compacted subgrade or embankment fill and the base course. We recommend that subgrade material be compacted to at least 98 percent of modified Proctor maximum dry density (AASHTO T-180). The stabilized subgrade material should have a minimum Limerock Bearing Ratio (LBR) value of 40. Compliance tests should be performed upon the stabilized subgrade for full depth at a frequency of one test per 5,000 square feet, or at a minimum of two test locations, whichever is greater.

4.5 Base Course

The base course is the portion of the pavement section between the surface course and stabilized subgrade. In areas where separation of at least 1.5 feet between the estimated wet seasonal high groundwater table and the bottom of the base material occurs, we recommend the base course be limerock or cemented coquina having a minimum Limerock Bearing Ratio (LBR) value of 100. The base material should be obtained from an approved source. The base material should be placed in maximum 6-inch thick lifts and compacted to at least 98 percent of modified Proctor maximum dry density (AASHTO T-180).

If the separation between the estimated wet seasonal high groundwater table and the bottom of the base material is less than 1.5 feet, we recommend that asphaltic concrete base (FDOT SP-12.5) be used in lieu of limerock or cemented coquina. The subgrade should be mechanically stabilized (compacted) to a minimum of 98 percent of modified Proctor maximum dry density (AASHTO T-180). Compliance tests should be performed on the base course at a frequency of one test per 5,000 square feet, or a minimum of two test locations, whichever is greater.

4.6 Flexible (Asphalt) Pavement

Asphalt pavement should consist of either FDOT SP-9.5 or SP-12.5 asphaltic concrete. The mixes should be a current FDOT approved design for the materials used for the project. Samples of the materials delivered to the project should be tested to verify that the aggregate gradation and asphalt content satisfies the mix design specifications.

The asphalt should be compacted to meet the requirements of the latest edition of the FDOT *Standard Specifications for Road and Bridge Construction*. Compliance tests should be performed by obtaining cores to evaluate material thickness and density at a frequency of one test per 10,000 square feet, or a minimum of two test locations, whichever is greater.

4.7 Rigid (Concrete) Pavement

Rigid pavements should be constructed using concrete having a minimum 28-day compressive strength of 4,000 psi. Fill required to raise grades in pavement areas should be compacted to at least 98 percent of modified Proctor maximum dry density (AASHTO T-180).

The pavement slabs should be reinforced to make them as rigid as practical. Proper joints should be provided at the junctions of slabs so that a small amount of independent movement

can without causing structural damage. Construction and control joints should be accordance with current American Concrete Institute (ACI) and industry practices.

The pavement sections presented in this report are minimum pavement section thicknesses typically used for similar type projects. The pavement materials and construction procedures should conform to FDOT, ACI, or appropriate city/county requirements.

4.8 Effects of Water

Premature pavement section deterioration can occur due to intrusion of the wet season high groundwater table and/or improper surface water runoff management. We recommend the pavement areas be constructed to have a minimum separation of 1.5 feet between the wet season high groundwater table and the base course, regardless of the type of base material. In addition, we recommend that full-depth curb sections be designed and constructed. Using either extruded curb sections, which lie directly on top of the final surface course, or eliminating the curbing entirely, may allow runoff and/or irrigation water to migrate between the base and surface course. This condition can result in the separation of the surface course from the base course, causing a rippling effect, which results in premature deterioration of the pavement.

4.9 Construction Traffic

Incomplete pavement sections or pavement areas designed for light duty traffic will not perform satisfactorily under typical construction traffic loading. We recommend that all construction traffic (i.e., construction equipment, vehicles, etc.) either be re-routed away from these areas or the pavement sections be designed to support construction phase loading conditions.

4.10 Pavement Site Preparation

Our recommendations for preparation of the site for pavement construction are noted below. This approach to improving and maintaining site soils has been found to be successful with similar soil conditions.

1. The proposed construction limits should be cleared, stripped, and grubbed of all surface vegetation, topsoil, and associated root systems to depths of their vertical reaches. This should be performed within and to a distance of 5 feet beyond the limits of the pavement areas.

2. **Where organic soils and buried wood debris are encountered, we recommend undercutting the organic soils to a depth of at least 3 feet below the base course elevation and backfilling with compacted clean sand. If organic soils and/or wood debris are present at the bottom of the excavations, we recommend placing a separation geotextile along the excavation bottom to facilitate placement and compaction of the backfill soils. An initial "bridge" lift of sand fill may be necessary to prevent damage to the separation geotextile during the compaction operations.**

   After backfilling the excavations and construction of the stabilized subgrade layer, Tensar TX-160 geogrid should be installed above the stabilized subgrade (i.e.,

immediately below the base course layer). The installation of the geogrid will significantly improve the performance of the pavement section and reduce the amount of maintenance over the pavement design life. Note that additional layers of geogrid may be required depending on final grading design.

3. Prior to initiating fill operations within the remainder of the pavement areas, the existing ground surface should be compacted (proof rolled) using a steel drum vibratory roller having sufficient static weight and vibratory impact energy to achieve the required compaction. After completing the proof rolling, density tests should be performed at a frequency of one test per 5,000 square feet, or at a minimum of two test locations, whichever is greater, to confirm a minimum compaction compliance of 98 percent of modified Proctor maximum dry density (AASHTO T-180).

4. Fill material should be inorganic (classified as SP/GW) containing not more than 5 percent (by weight) fibrous organic materials. **Fill material having silt/clay-size fines contents greater than 5 percent should not be used, including cyclone sand material.** The fill should be placed in maximum 12-inch thick lifts. Each lift should be compacted to a minimum density of 98 percent of modified Proctor maximum dry density (AASHTO T-180).

5. Compliance density tests should be performed within the fill at a frequency of not less than one test per 5,000 square feet per lift, or at a minimum of two test locations, whichever is greater.

6. Representative samples of both on-site and import materials proposed for use as fill should be obtained and tested to determine compliance with the project specifications. The testing should include moisture-density relations (AASHTO T-180) and particle size analysis.

7. The contractor should consider the contours contained on the final grading, paving, and drainage plans when executing backfilling and compaction operations.

5.0 REPORT LIMITATIONS

This consulting report has been prepared for the exclusive use of Straticon and members of the design team for the proposed Atlantic Point Yacht Club project located at in Stuart, Florida. This report has been prepared in accordance with generally accepted local geotechnical engineering practices; no other warranty, either express or implied, is made.

The evaluation submitted in this report is based in part upon the data collected during a field exploration. However, the nature and extent of variations throughout the subsurface profile may not become evident until construction. If variations then appear evident, it may be necessary to reevaluate information and professional opinions provided in this report. In the event changes are made in the nature, design, or location of the proposed construction, the evaluation and opinions contained in this report should not be considered valid unless the changes are reviewed, and conclusions modified or verified in writing by UES.

UES should be provided the opportunity to review the final project plans and specifications to determine if UES's recommendations have been properly interpreted, communicated, and

implemented. If UES is not afforded the opportunity to participate in construction related aspects of site grading and foundation installation as recommended in this report or any report addendum, UES cannot accept responsibility for the interpretation of our recommendations made in this report or in a report addendum for foundation or pavement performance.

6.0 BASIS FOR RECOMMENDATIONS

The recommendations submitted in this report are based on the data obtained from the tests performed at the locations indicated on the Test Location Plans in Appendix B. This report does not reflect any variations which may occur between borings. While the borings are representative of the subsurface conditions at their respective locations and for their vertical reaches, local variations characteristic of the subsurface soils of the region are anticipated and may be encountered. The delineation between soil types shown on the boring logs is approximate and the descriptions represent our interpretation of the subsurface conditions at the designated boring locations on the specific dates drilled.

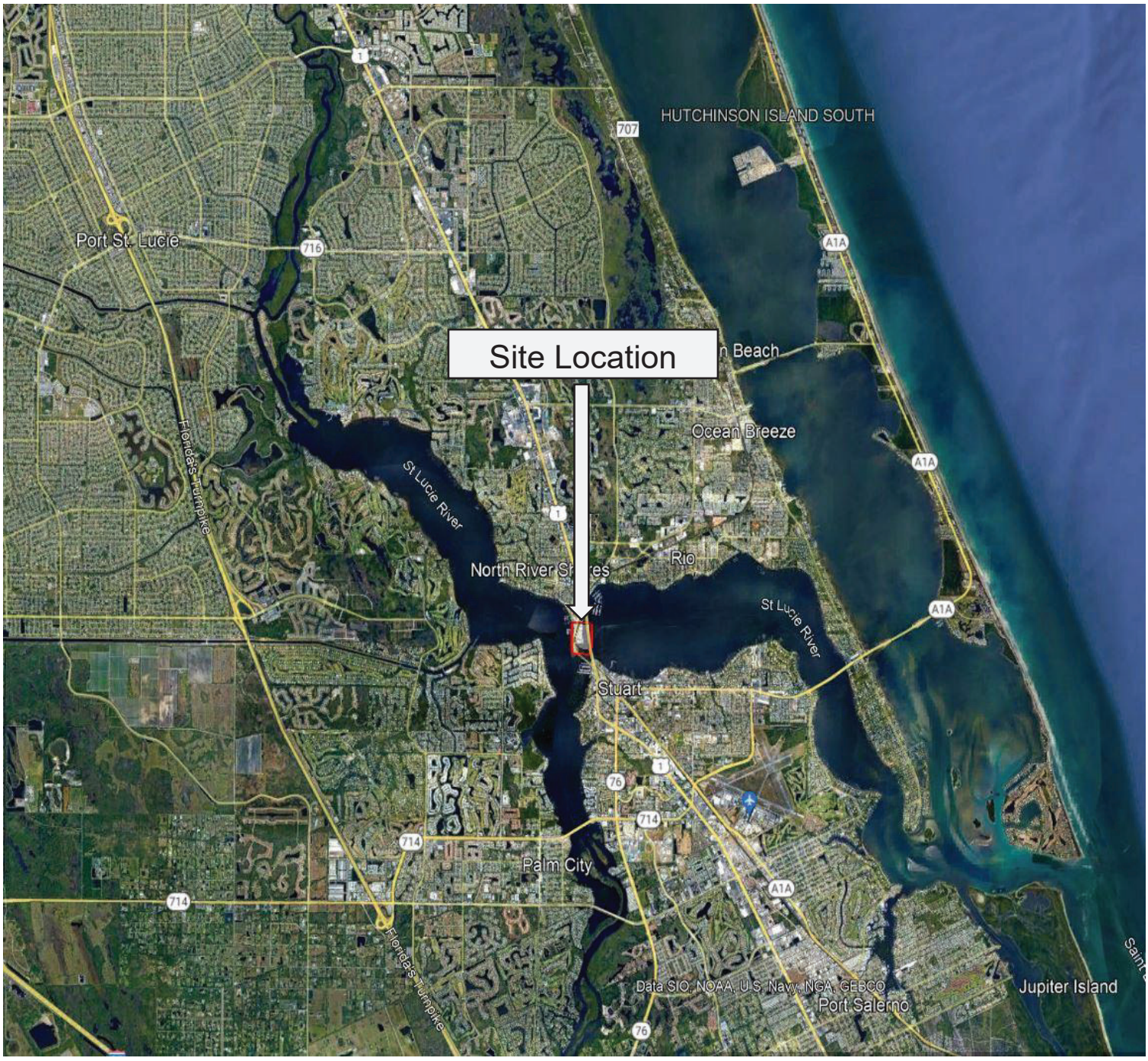
Any third-party reliance of our geotechnical report or parts thereof is strictly prohibited without the express written consent of Universal Engineering Sciences. The applicable SPT methodology (ASTM D 1586) and auger boring methodology (ASTM D 1452) used in performing our borings, and for determining penetration resistance and soil relative density, is specific to the sampling tools utilized and does not reflect the ease or difficulty to advance other tools or materials.

Appendix A - Vicinity Map

Site Vicinity Map

Atlantic Point Yacht Club
75 NW Flagler Avenue, Stuart, Florida

Project No.3330.2100209.0000	**Drafted by: JR**	**Reviewed By: AA**	**Date: 09/27/2021**



N

Appendix B - Test Location Plan

Test Location Plan

Atlantic Point Yacht Club
75 NW Flagler Avenue, Stuart, Florida

Project No.: 3330.2100209.0000	Drafted by: JR
Date: 9/27/2021	Reviewed By: AA

Appendix C - Notes Related to Borings

NOTES RELATED TO BORING RECORDS AND GENERALIZED SUBSURFACE PROFILES

1. Groundwater levels (if encountered) were recorded either during or following the boring completion on the date indicated. Fluctuations in groundwater levels are common - see the report text for a discussion.
2. The boring locations were identified in the field by estimated distances and offsets from existing reference marks and/or other site landmarks.
3. The completed boreholes were backfilled to adjacent site grade using drilling spoils and patched with asphalt cold mix in pavement areas.
4. The Log of Boring records represent our interpretation of soil conditions based on visual classification of the soil samples recovered from the borings.
5. The Log of Boring records are subject to the limitations, conclusions, and recommendations presented in the report text.
6. The Standard Penetration Test (SPT) N-values contained on the Log of Boring records refer to the total blow counts of a 140-pound drop hammer falling 30 inches required to drive a split-barrel sampler a total distance of 12 inches into soil strata at specific depth intervals.
7. The Hand Cone Penetrometer (HCP) values contained on Log of Boring records and the Cone Penetration Test (CPT) values contained on the Cone Penetration Sounding logs refer to the cone tip resistance recorded when pushing the cone tip into the soil strata at specific depth intervals.
8. The soil and/or rock strata interfaces shown on the Log of Boring records are approximate and may vary from those shown on the logs. The soil and/or rock descriptions shown on the Log of Boring records refer to conditions at the specific location tested. Soil/rock conditions may vary between test locations.
9. Relative density for coarse-grained soils (sands/gravels) and consistency for fine-grained soils (silts/clays) are described as follows:

Coarse Grained Soils (Sands and Gravels)				Fine Grained Soils (Silts and Clays)			
SPT N-Value	HCP Value (kg/cm^2)	CPT Value (tsf)	Relative Density	SPT N-Value	HCP Value (kg/cm^2)	CPT Value (tsf)	Consistency
0-4	0-16	0-20	Very Loose	0-2	0-20	0-3	Very Soft
5-10	17-36	21-40	Loose	3-4	21-35	4-6	Soft
11-30	37-116	41-120	Med. Dense	5-8	>35	7-12	Firm
31-50	117-196	121-200	Dense	9-15		13-25	Stiff
>50	> 196	>200	Very Dense	16-30		26-50	Very Stiff
				>30		>50	Hard

10. Grain size descriptions are as follows:

Description	Particle Size Limits
Boulder	Greater than 12 inches
Cobble	3 to 12 inches
Coarse Gravel	3/4 to 3 inches
Fine Gravel	No. 4 sieve to 3/4 inch
Coarse Sand	No. 10 to No. 4 sieve
Medium Sand	No. 40 to No. 10 sieve
Fine Sand	No. 200 to No. 40 sieve
Fines (Silt/Clay)	Smaller than No. 200 sieve

11. Definitions for modifiers used in soil/rock descriptions:

Proportion	Modifier	Approximate Root Diameter	Modifier
<5%	Trace	Less than 1/32"	Fine roots
5% to 12%	Little	1/32" to 1/4"	Small roots
12% to 30%	Some	1/4" to 1"	Medium roots
30% to 50%	And	Greater than 1"	Large roots

Organic Soils: Soils containing vegetative tissue in various stages of decomposition having a fibrous to amorphous texture. Usually having a dark brown to black color and an organic odor.
Organic Content Modifiers: <25%: Slightly to Highly Organic; 25% to 75%: Muck; >75%: Peat

Appendix D - Land Boring Logs

SPT LOGS - GFA DATA TEMPLATE.GDT - 9/20/21 10:45 - Y:\PROJECTS_UES PROJECT SETUP\3330.2100209.0000 - ATLANTIC POINT YACH CLUB & MARINA REDEVELOPMENT PROJECT - GEO - CMT - INS\21-1508.00 - ATLANTIC POINT YACHT CLUB & MARINA RE

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607 NW Commodity Cove
Port Saint Lucie, Florida 34986
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LOG OF BORING B- 30-1

CLIENT Straticon Construction Services
PROJECT NAME Atlantic Point Yacht Club & Marina Redevelopment
PROJECT NUMBER 3330.2100209.0000
PROJECT LOCATION 75 NW Flagler Avenue, Stuart, Florida
DRILLING CONTRACTOR Universal Engineering Sciences
HOLE DEPTH 30 ft
HOLE DIAMETER 3 in
DRILLER MJ/RV
DATE STARTED 8/26/21
COMPLETED 8/26/21
DRILL RIG GeoProbe
GROUND WATER LEVEL: ▽ **AT TIME OF DRILLING** 6.00 ft
METHOD SPT
LATITUDE
LONGITUDE
NOTE:
HAMMER TYPE

DEPTH (ft)	SAMPLE	SAMPLE NUMBER	BLOW COUNTS	N VALUE	GRAPHIC LOG	MATERIAL DESCRIPTION	MOISTURE CONTENT (%)	FINES CONTENT (%)	ORGANIC CONTENT (%)
	X	1	5 6 5 7	11		Gray fine sand (SP)			
	X	2	3 4 3 4	7					
5	X	3	0 0 0 0	WOH					
	X	4	1 2 1 2	3		6.0 ▽ Dark gray fine sand (SP)			
	X	5	3 4 4 4	8		8.5 Gray fine sand (SP)			
10									
	X	6	1 2 2	4					
15									
	X	7	0 1 4	5					
20									
	X	8	1 2 4	6					
25									
	X	9	3 5 8	13		28.5 Gray fine sand and shell (SP)			
30						30.0 Bottom of borehole at 30.0 feet.			

SPT LOGS - GFA DATA TEMPLATE.GDT - 9/20/21 10:45 - Y:\PROJECTS_UES PROJECT SETUP\3330.2100209.0000 - ATLANTIC POINT YACH CLUB & MARINA REDEVELOPMENT PROJECT - GEO - CMT - INS\21-1508.00 - ATLANTIC POINT YACHT CLUB & MARINA RE

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LOG OF BORING B- 30-2

CLIENT Straticon Construction Services
PROJECT NAME Atlantic Point Yacht Club & Marina Redevelopment
PROJECT NUMBER 3330.2100209.0000
PROJECT LOCATION 75 NW Flagler Avenue, Stuart, Florida
DRILLING CONTRACTOR Universal Engineering Sciences
HOLE DEPTH 30 ft
HOLE DIAMETER 3 in
DRILLER MJ/PS
DATE STARTED 8/24/21
COMPLETED 8/24/21
DRILL RIG GeoProbe
GROUND WATER LEVEL: ▽ **AT TIME OF DRILLING** 6.00 ft
METHOD SPT
LATITUDE
LONGITUDE
NOTE:
HAMMER TYPE

DEPTH (ft)	SAMPLE	SAMPLE NUMBER	BLOW COUNTS	N VALUE	GRAPHIC LOG	MATERIAL DESCRIPTION	MOISTURE CONTENT (%)	FINES CONTENT (%)	ORGANIC CONTENT (%)
		1	80 80			Light brown fine sand, trace root and shell fragments (SP)			
						2.0			
		2	80 60			Light brown fine sand, trace shell fragments (SP)			
						4.0			
5		3	30 30			Gray fine sand, trace shell (SP) ▽			
		4	1 0 0 2	WOH					
						8.0			
		5	1 2 1 3	3		Gray fine sand (SP)			
10									
						13.5			
		6	1 2 1	3		Gray fine sand, trace shell (SP)			
15									
						18.5			
		7	0 0 0	WOH		Gray fine sand (SP)			
20									
						23.5			
		8	1 1 1	2		Dark gray silty fine sand (SM)			
25									
						28.5			
		9	4 6 7	13		Gray fine sand, trace shell fragments (SP)			
30						30.0			

Bottom of borehole at 30.0 feet.

SPT LOGS - GFA DATA TEMPLATE.GDT - 9/20/21 10:45 - Y:\PROJECTS_UES PROJECT SETUP\3330.2100209.0000 - ATLANTIC POINT YACH CLUB & MARINA REDEVELOPMENT PROJECT - GEO - CMT - INS\21-1508.00 - ATLANTIC POINT YACHT CLUB & MARINA RE

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LOG OF BORING B- 30-3

CLIENT Straticon Construction Services
PROJECT NAME Atlantic Point Yacht Club & Marina Redevelopment
PROJECT NUMBER 3330.2100209.0000
PROJECT LOCATION 75 NW Flagler Avenue, Stuart, Florida
DRILLING CONTRACTOR Universal Engineering Sciences
HOLE DEPTH 30 ft
HOLE DIAMETER 3 in
DRILLER MJ/MP
DATE STARTED 8/25/21
COMPLETED 8/25/21
DRILL RIG GeoProbe
GROUND WATER LEVEL: ▽ **AT TIME OF DRILLING** 6.00 ft
METHOD SPT
LATITUDE
LONGITUDE
NOTE:
HAMMER TYPE

DEPTH (ft)	SAMPLE	SAMPLE NUMBER	BLOW COUNTS	N VALUE	GRAPHIC LOG	MATERIAL DESCRIPTION	MOISTURE CONTENT (%)	FINES CONTENT (%)	ORGANIC CONTENT (%)
	X	1	9 10 11 13	21		Gray fine cemented sand with rock (SP)			
						2.0			
	X	2	7 8 8 9	16		Brown fine sand, trace shell (SP)			
						4.0			
5	X	3	3 4 4 3	8		Gray fine sand, trace shell (SP) ▽			
	X	4	3 3 2 1	5					
	X	5	1 4 6 5	10					
10									
						13.5			
	X	6	0 0 1	1		Brown fine sand (SP)			
15									
	X	7	0 0 0	WOH					
20									
						23.5			
	X	8	0 0 0	WOH		Dark gray silty fine sand (SM)			
25									
	X	9	2 2 3	5					
30						30.0			

Bottom of borehole at 30.0 feet.

SPT LOGS - GFA DATA TEMPLATE.GDT - 9/29/21 10:48 - V:\PROJECTS_UES PROJECT SETUP\3330.2100209.0000 - ATLANTIC POINT YACH CLUB & MARINA REDEVELOPMENT PROJECT - GEO - CMT - INS\21-1508.00 - ATLANTIC POINT YACHT CLUB & MARINA RE

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LOG OF BORING B- 40-01

CLIENT Straticon Construction Services
PROJECT NAME Atlantic Point Yacht Club & Marina Redevelopment
PROJECT NUMBER 3330.2100209.0000
PROJECT LOCATION 75 NW Flagler Avenue, Stuart, Florida
DRILLING CONTRACTOR Universal Engineering Sciences
HOLE DEPTH 40 ft
HOLE DIAMETER 3 in
DRILLER MJ/PS
DATE STARTED 8/23/21
COMPLETED 8/23/21
DRILL RIG GeoProbe
GROUND WATER LEVEL: ▽ **AT TIME OF DRILLING** 6.00 ft
METHOD SPT
LATITUDE
LONGITUDE
NOTE:
HAMMER TYPE

DEPTH (ft)	SAMPLE	SAMPLE NUMBER	BLOW COUNTS	N VALUE	GRAPHIC LOG	MATERIAL DESCRIPTION	MOISTURE CONTENT (%)	FINES CONTENT (%)	ORGANIC CONTENT (%)
		1	80/80			Gray fine sand, trace shell fragments (SP)			
		2	80/70						
						4.0			
5		3	80/30			Brown fine sand, trace shell (SP)			
						6.0 ▽			
		4	1/0/0/1	WOH		Gray fine sand, trace shell (SP)			
		5	3/2/3/2	5					
10									
						13.5			
		6	0/0/0	WOH		Dark gray organic sandy silt (ML-OL)	174.9	55.6	
15									
						18.5			
		7	1/1/1	2		Gray fine sand (SP)			
20									
						23.5			
		8	0/0/0	WOH		Dark gray organic clayey sand (SC-OL)	108.6	43.1	11.0
25									
						28.5			
		9	2/5/6	11		Gray fine sand, trace shell (SP)			
30									
						33.5			
		10	4/5/5	10		Gray fine sand (SP)			
35									
		11	4/6/7	13					
40						40.0			

Bottom of borehole at 40.0 feet.

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LOG OF BORING B- 40-02

CLIENT Straticon Construction Services
PROJECT NAME Atlantic Point Yacht Club & Marina Redevelopment
PROJECT NUMBER 3330.2100209.0000
PROJECT LOCATION 75 NW Flagler Avenue, Stuart, Florida
DRILLING CONTRACTOR Universal Engineering Sciences
HOLE DEPTH 40 ft
HOLE DIAMETER 3 in
DRILLER MJ/PS
DATE STARTED 8/23/21
COMPLETED 8/23/21
DRILL RIG GeoProbe
GROUND WATER LEVEL: ▽ **AT TIME OF DRILLING** 6.00 ft
METHOD SPT
LATITUDE
LONGITUDE
NOTE:
HAMMER TYPE

DEPTH (ft)	SAMPLE	SAMPLE NUMBER	BLOW COUNTS	N VALUE	GRAPHIC LOG	MATERIAL DESCRIPTION	MOISTURE CONTENT (%)	FINES CONTENT (%)	ORGANIC CONTENT (%)
		1	80/80			Light brown fine sand, trace shell (SP)			
						2.0			
		2	50/60			Light gray fine sand (SP)			
						4.0			
5		3	80/80			Gray fine sand, trace shell fragments (SP)			
						6.0 ▽			
		4	3/5/6/8	11		Gray fine sand, trace shell (SP)			
						8.0			
		5	1/2/2/2	4		Dark gray fine sand, trace shell (SP)			
10									
						13.5			
		6	0/0/0	WOH		Dark gray fine sand (SP)			
15									
						18.5			
		7	1/3/2	5		Gray fine sand (SP)			
20									
						23.5			
		8	0/0/0	WOH		Dark gray organic sandy clay (CL-OL)			
25									
						28.5			
		9	4/7/8	15		Gray fine sand (SP)			
30									
						33.5			
		10	2/2/2	4		Gray fine sand, trace root (SP)			
35									
		11	3/3/4	7		40.0			
40						Bottom of borehole at 40.0 feet.			

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LOG OF BORING B- 40-03

CLIENT Straticon Construction Services
PROJECT NAME Atlantic Point Yacht Club & Marina Redevelopment
PROJECT NUMBER 3330.2100209.0000
PROJECT LOCATION 75 NW Flagler Avenue, Stuart, Florida
DRILLING CONTRACTOR Universal Engineering Sciences
HOLE DEPTH 40 ft
HOLE DIAMETER 3 in
DRILLER MJ/PS
DATE STARTED 8/23/21
COMPLETED 8/23/21
DRILL RIG GeoProbe
GROUND WATER LEVEL: ▽ **AT TIME OF DRILLING** 6.00 ft
METHOD SPT
LATITUDE
LONGITUDE
NOTE:
HAMMER TYPE

DEPTH (ft)	SAMPLE	SAMPLE NUMBER	BLOW COUNTS	N VALUE	GRAPHIC LOG	MATERIAL DESCRIPTION	MOISTURE CONTENT (%)	FINES CONTENT (%)	ORGANIC CONTENT (%)
		1	80 80			Gray fine sand (SP)			
						2.0			
		2	70 80			Brown fine sand, trace shell (SP)			
						4.0			
5		3	60 70			Light brown fine sand, trace shell (SP) ▽			
		4	4 4 3 4	7		8.0			
		5	2 3 3 2	6		Brown fine sand (SP)			
10									
		6	0 0 0	WOH					
15									
						18.5			
		7	0 0 0	WOH		Gray fine sand (SP)			
20									
						23.5			
		8	1 1 1	2		Dark gray clay (CL)			
25									
						28.5			
		9	2 3 5	8		Gray fine sand, trace shell (SP)			
30									
						33.5			
		10	2 4 6	10		Gray fine sand (SP)			
35									
		11	2 6 9	15		40.0			
40						Bottom of borehole at 40.0 feet.			

SPT LOGS - GFA DATA TEMPLATE.GDT - 9/29/21 10:48 - V:\PROJECTS_UES PROJECT SETUP\3330.2100209.0000 - ATLANTIC POINT YACH CLUB & MARINA REDEVELOPMENT PROJECT - GEO - CMT - INS\21-1508.00 - ATLANTIC POINT YACHT CLUB & MARINA RE

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LOG OF BORING B- 40-04

CLIENT Straticon Construction Services
PROJECT NAME Atlantic Point Yacht Club & Marina Redevelopment
PROJECT NUMBER 3330.2100209.0000
PROJECT LOCATION 75 NW Flagler Avenue, Stuart, Florida
DRILLING CONTRACTOR Universal Engineering Sciences
HOLE DEPTH 40 ft
HOLE DIAMETER 3 in
DRILLER JB/RV/LO
DATE STARTED 9/15/21
COMPLETED 9/15/21
DRILL RIG GeoProbe
GROUND WATER LEVEL: ▽ **AT TIME OF DRILLING** 3.30 ft
METHOD SPT
LATITUDE
LONGITUDE
NOTE:
HAMMER TYPE

DEPTH (ft)	SAMPLE	SAMPLE NUMBER	BLOW COUNTS	N VALUE	GRAPHIC LOG	MATERIAL DESCRIPTION	MOISTURE CONTENT (%)	FINES CONTENT (%)	ORGANIC CONTENT (%)
		1	60 60			Brown fine sand, trace rock (SP)			
		2	50 40			3.0 ▽ 4.0 Light gray fine sand (SP)			
5		3	3 4 2 2	6		Gray fine sand (SP) 6.0			
		4	1 0 0 1	WOH		Dark Gray organic sand (OL) 8.0	124.6	11.4	29.0
		5	4 6 10 11	16		Dark gray fine sand (SP)			
10						13.5			
		6	2 4 6	10		Gray fine sand, trace shell (SP)			
15						18.5			
		7	3 3 3	6		Gray fine sand (SP)			
20									
		8	2 2 3	5					
25									
		9	3 4 4	8					
30									
						33.5			
		10	6 7 7	14		Light gray fine sand and shell (SP)			
35									
		11	6 6 6	12		40.0			
40						Bottom of borehole at 40.0 feet.			

SPT LOGS - GFA DATA TEMPLATE.GDT - 9/29/21 10:48 - V:\PROJECTS_UES PROJECT SETUP\3330.2100209.0000 - ATLANTIC POINT YACH CLUB & MARINA REDEVELOPMENT PROJECT - GEO - CMT - INS\21-1508.00 - ATLANTIC POINT YACHT CLUB & MARINA RE

Universal Engineering Sciences
607 NW Comodity Cove
Port St. Lucie, Florida 34986
(772) 924-3575

LOG OF BORING B- 40-05

CLIENT Straticon Construction Services
PROJECT NAME Atlantic Point Yacht Club & Marina Redevelopment
PROJECT NUMBER 3330.2100209.0000
PROJECT LOCATION 75 NW Flagler Avenue, Stuart, Florida
DRILLING CONTRACTOR Universal Engineering Sciences
HOLE DEPTH 40 ft
HOLE DIAMETER 3 in
DRILLER MJ/MP
DATE STARTED 8/25/21
COMPLETED 8/25/21
DRILL RIG GeoProbe
GROUND WATER LEVEL: **AT TIME OF DRILLING** ---
METHOD SPT
LATITUDE
LONGITUDE
NOTE:
HAMMER TYPE

DEPTH (ft)	SAMPLE	SAMPLE NUMBER	BLOW COUNTS	N VALUE	GRAPHIC LOG	MATERIAL DESCRIPTION	MOISTURE CONTENT (%)	FINES CONTENT (%)	ORGANIC CONTENT (%)
		1	80 80			Rock with light brown fine sand (SP)			
						2.0			
		2	60 60			Gray fine sand (SP)			
5		3	70 60			6.0			
	X	4	4 4 6 2	10		Brown fine sand, trace shell (SP)			
	X	5	3 4 6 5	10		8.0			
10						Gray fine sand, trace root (SP)			
						13.5			
	X	6	4 7 8	15		Gray fine sand (SP)			
15						18.5			
	X	7	1 1 2	3		Light brown fine to medium sand (SP)			
20						23.5			
	X	8	3 3 6	9		Gray fine sand (SP)			
25									
	X	9	4 6 9	15					
30									
	X	10	6 4 5	9					
35									
						38.5			
	X	11	5 4 4	8		Dark gray fine sand (SP)			
40						40.0			

Bottom of borehole at 40.0 feet.

SPT LOGS - GFA DATA TEMPLATE.GDT - 9/29/21 10:48 - V:\PROJECTS_UES PROJECT SETUP\3330.2100209.0000 - ATLANTIC POINT YACH CLUB & MARINA REDEVELOPMENT PROJECT - GEO - CMT - INS\21-1508.00 - ATLANTIC POINT YACHT CLUB & MARINA RE

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LOG OF BORING B- 40-06

CLIENT Straticon Construction Services
PROJECT NAME Atlantic Point Yacht Club & Marina Redevelopment
PROJECT NUMBER 3330.2100209.0000
PROJECT LOCATION 75 NW Flagler Avenue, Stuart, Florida
DRILLING CONTRACTOR Universal Engineering Sciences
HOLE DEPTH 40 ft
HOLE DIAMETER 3 in
DRILLER MJ/RV
DATE STARTED 8/26/21
COMPLETED 8/26/21
DRILL RIG GeoProbe
GROUND WATER LEVEL: **AT TIME OF DRILLING** ---
METHOD SPT
LATITUDE
LONGITUDE
NOTE:
HAMMER TYPE

DEPTH (ft)	SAMPLE	SAMPLE NUMBER	BLOW COUNTS	N VALUE	GRAPHIC LOG	MATERIAL DESCRIPTION	MOISTURE CONTENT (%)	FINES CONTENT (%)	ORGANIC CONTENT (%)
	X	1	8 7 7 9	14		Gray fine sand (SP)			
	X	2	7 7 8 10	15					
5	X	3	0 0 0 0	WOH					
	X	4	0 0 0 0	WOH		6.0 Dark brown silty fine sand organics (SM-OL)			
	X	5	0 0 0 3	WOH			91.5	16.1	
10									
	X	6	3 4 5	9		13.5 Gray fine sand (SP)			
15									
	X	7	1 1 1	2					
20									
	X	8	2 5 6	11					
25									
	X	9	3 5 5	10					
30									
	X	10	4 5 4	9		33.5 Light gray fine sand and shell fragments (SP)			
35									
	X	11	2 3 4	7		38.5 Gray fine sand, trace rock (SP)			
40						40.0			

Bottom of borehole at 40.0 feet.

SPT LOGS - GFA DATA TEMPLATE.GDT - 9/29/21 10:48 - V:\PROJECTS_UES PROJECT SETUP\3330.2100209.0000 - ATLANTIC POINT YACH CLUB & MARINA REDEVELOPMENT PROJECT - GEO - CMT - INS\21-1508.00 - ATLANTIC POINT YACHT CLUB & MARINA RE

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LOG OF BORING B- 40-07

CLIENT Straticon Construction Services
PROJECT NAME Atlantic Point Yacht Club & Marina Redevelopment
PROJECT NUMBER 3330.2100209.0000
PROJECT LOCATION 75 NW Flagler Avenue, Stuart, Florida
DRILLING CONTRACTOR Universal Engineering Sciences
HOLE DEPTH 40 ft
HOLE DIAMETER 3 in
DRILLER JB/SC
DATE STARTED 8/25/21
COMPLETED 8/25/21
DRILL RIG D-25
GROUND WATER LEVEL: ▽ **AT TIME OF DRILLING** 3.80 ft
METHOD SPT
LATITUDE
LONGITUDE
NOTE:
HAMMER TYPE

DEPTH (ft)	SAMPLE	SAMPLE NUMBER	BLOW COUNTS	N VALUE	GRAPHIC LOG	MATERIAL DESCRIPTION	MOISTURE CONTENT (%)	FINES CONTENT (%)	ORGANIC CONTENT (%)
		1	60 40			0.1 Asphalt Base (1.3")			
						2.0 Brown fine sand, trace organics and roots (SP)			
		2	40 40			Gray fine sand (SP)			
						4.0 ▽			
5		3	3 4 4 1	8		Gray fine sand, trace shell fragments (SP)			
						6.0			
		4	1 1 0 0	1		Dark gray organic sand (OL)	124.7	45.3	
						8.5			
		5	3 4 5 6	9		Gray fine sand (SP)			
10									
						13.5			
		6	4 5 7	12		Gray fine sand, little shell (SP)			
15									
						18.5			
		7	1 1 1	2		Dark gray fine sand with shell fragments (SP)			
20									
						23.5			
		8	1 1 1	2		Gray fine sand, trace shell fragments (SP)			
25									
						28.5			
		9	2 2 1	3		Light brown fine sand (SP)			
30									
						33.5			
		10	1 1 1	2		Gray fine sand (SP)			
35									
						38.5			
		11	3 3 4	7		Light brown-gray clayey fine sand (SC)			
40						40.0			

Bottom of borehole at 40.0 feet.

SPT LOGS - GFA DATA TEMPLATE.GDT - 9/29/21 10:48 - V:\PROJECTS_UES PROJECT SETUP\3330.2100209.0000 - ATLANTIC POINT YACH CLUB & MARINA REDEVELOPMENT PROJECT - GEO - CMT - INS\21-1508.00 - ATLANTIC POINT YACHT CLUB & MARINA RE

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LOG OF BORING B- 40-08

CLIENT Straticon Construction Services
PROJECT NAME Atlantic Point Yacht Club & Marina Redevelopment
PROJECT NUMBER 3330.2100209.0000
PROJECT LOCATION 75 NW Flagler Avenue, Stuart, Florida
DRILLING CONTRACTOR Universal Engineering Sciences
HOLE DEPTH 40 ft
HOLE DIAMETER 3 in
DRILLER JB/MR/LO/MP
DATE STARTED 9/16/21
COMPLETED 9/16/21
DRILL RIG GeoProbe
GROUND WATER LEVEL: ▽ **AT TIME OF DRILLING** 3.00 ft
METHOD SPT
LATITUDE
LONGITUDE
NOTE:
HAMMER TYPE

DEPTH (ft)	SAMPLE	SAMPLE NUMBER	BLOW COUNTS	N VALUE	GRAPHIC LOG	MATERIAL DESCRIPTION	MOISTURE CONTENT (%)	FINES CONTENT (%)	ORGANIC CONTENT (%)
	X	1	1 2 2 2	4		Light brown fine sand (SP)			
						2.0			
	X	2	2 3 2 2	5		▽ Gray fine sand (SP)			
						5.0			
5	X	3	2 1 2 1	3		6.0 Wood			
	X	4	1 0 0 0	WOH		Gray fine sand with silt, some organics (SP-SM-OL)			
						8.0			
	X	5	2 2 3 4	5		Gray fine sand (SP)			
10									
						13.5			
	X	6	3 5 5	10		Brown fine sand (SP)			
15									
						18.5			
	X	7	3 4 4	8		Gray fine sand (SP)			
20									
	X	8	2 3 2	5					
25									
	X	9	3 3 2	5					
30									
	X	10	5 7 6	13					
35									
	X	11	4 6 10	16					
40						40.0			

Bottom of borehole at 40.0 feet.

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LOG OF BORING B- 40-09

CLIENT Straticon Construction Services
PROJECT NAME Atlantic Point Yacht Club & Marina Redevelopment
PROJECT NUMBER 3330.2100209.0000
PROJECT LOCATION 75 NW Flagler Avenue, Stuart, Florida
DRILLING CONTRACTOR Universal Engineering Sciences
HOLE DEPTH 40 ft
HOLE DIAMETER 3 in
DRILLER JB/SC
DATE STARTED 8/25/21
COMPLETED 8/25/21
DRILL RIG D-25
GROUND WATER LEVEL: ▽ **AT TIME OF DRILLING** 4.00 ft
METHOD SPT
LATITUDE
LONGITUDE
NOTE:
HAMMER TYPE

DEPTH (ft)	SAMPLE	SAMPLE NUMBER	BLOW COUNTS	N VALUE	GRAPHIC LOG	MATERIAL DESCRIPTION	MOISTURE CONTENT (%)	FINES CONTENT (%)	ORGANIC CONTENT (%)
		1	60 40			0.2 Asphalt Base (2")			
		2	30 20			2.0 Brown fine sand, trace organics and clay (SP) Dark gray fine sand, small root fibers (SP)			
						4.0 ▽			
5		3	1 2 1 2	3		Brown fine sand (SP)			
		4	2 1 2 2	3		8.0			
		5	3 4 4 5	8		Light brown fine sand (SP)			
10									
						13.5			
		6	2 2 3	5		Gray fine sand, trace shell fragments (SP)			
15									
						18.5			
		7	3 4 5	9		Light brown fine sand (SP)			
20									
		8	4 5 6	11					
25									
		9	2 2 2	4					
30									
						33.5			
		10	2 2 2	4		Gray fine sand (SP)			
35									
						38.5			
		11	3 4 5	9		Gray fine sand, trace cemented sand (SP)			
40						40.0			

Bottom of borehole at 40.0 feet.

SPT LOGS - GFA DATA TEMPLATE.GDT - 9/29/21 10:48 - V:\PROJECTS_UES PROJECT SETUP\3330.2100209.0000 - ATLANTIC POINT YACH CLUB & MARINA REDEVELOPMENT PROJECT - GEO - CMT - INS\21-1508.00 - ATLANTIC POINT YACHT CLUB & MARINA RE

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LOG OF BORING B- 40-10

CLIENT Straticon Construction Services
PROJECT NAME Atlantic Point Yacht Club & Marina Redevelopment
PROJECT NUMBER 3330.2100209.0000
PROJECT LOCATION 75 NW Flagler Avenue, Stuart, Florida
DRILLING CONTRACTOR Universal Engineering Sciences
HOLE DEPTH 40 ft
HOLE DIAMETER 3 in
DRILLER MJ/MP
DATE STARTED 8/25/21
COMPLETED 8/25/21
DRILL RIG GeoProbe
GROUND WATER LEVEL: ▽ **AT TIME OF DRILLING** 6.00 ft
METHOD SPT
LATITUDE
LONGITUDE
NOTE:
HAMMER TYPE

DEPTH (ft)	SAMPLE	SAMPLE NUMBER	BLOW COUNTS	N VALUE	GRAPHIC LOG	MATERIAL DESCRIPTION	MOISTURE CONTENT (%)	FINES CONTENT (%)	ORGANIC CONTENT (%)
		1	80 80			Light brown fine sand, trace shell fragments (SP)			
		2	70 60						
4.0									
5		3	60 60			Brown fine sand, trace shell (SP)			
6.0 ▽									
		4	4 3 3 2	6		Gray fine sand with shell fragments (SP)			
8.0									
		5	5 5 6 7	11		Gray fine sand (SP)			
10									
13.5									
		6	2 6 7	13		Brown fine sand (SP)			
15									
18.5									
		7	4 4 6	10		Light brown fine sand with shell (SP)			
20									
23.5									
		8	4 7 8	15		Gray fine sand (SP)			
25									
28.5									
		9	2 3 3	6		Gray fine sand, trace shell fragments (SP)			
30									
		10	2 2 2	4					
35									
38.5									
		11	3 3 4	7		Brown fine sand, trace shell fragments (SP)			
40						40.0			

Bottom of borehole at 40.0 feet.

SPT LOGS - GFA DATA TEMPLATE.GDT - 9/29/21 10:48 - V:\PROJECTS_UES PROJECT SETUP\3330.2100209.0000 - ATLANTIC POINT YACH CLUB & MARINA REDEVELOPMENT PROJECT - GEO - CMT - INS\21-1508.00 - ATLANTIC POINT YACHT CLUB & MARINA RE

SPT LOGS - GFA DATA TEMPLATE.GDT - 9/29/21 10:48 - V:\PROJECTS_UES PROJECT SETUP\3330.2100209.0000 - ATLANTIC POINT YACH CLUB & MARINA REDEVELOPMENT PROJECT - GEO - CMT - INS\21-1508.00 - ATLANTIC POINT YACHT CLUB & MARINA RE

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LOG OF BORING B- 40-11

CLIENT Straticon Construction Services
PROJECT NAME Atlantic Point Yacht Club & Marina Redevelopment
PROJECT NUMBER 3330.2100209.0000
PROJECT LOCATION 75 NW Flagler Avenue, Stuart, Florida
DRILLING CONTRACTOR Universal Engineering Sciences
HOLE DEPTH 40 ft
HOLE DIAMETER 3 in
DRILLER MJ/PS
DATE STARTED 8/24/21
COMPLETED 8/24/21
DRILL RIG GeoProbe
GROUND WATER LEVEL: ▽ **AT TIME OF DRILLING** 6.00 ft
METHOD SPT
LATITUDE
LONGITUDE
NOTE:
HAMMER TYPE

DEPTH (ft)	SAMPLE	SAMPLE NUMBER	BLOW COUNTS	N VALUE	GRAPHIC LOG	MATERIAL DESCRIPTION	MOISTURE CONTENT (%)	FINES CONTENT (%)	ORGANIC CONTENT (%)
		1	80/80			Light brown fine sand (SP)			
						2.0			
		2	80/80			Gray fine sand (SP)			
						4.0			
5		3	80/80			Brown fine sand, some shell fragments (SP)			
						6.0 ▽			
		4	4/6/7/5	13		Gray fine sand, some shell fragments (SP)			
						8.0			
		5	5/5/3/4	8		Gray fine sand, trace shell fragments (SP)			
10									
						13.5			
		6	1/2/2	4		Brown fine sand (SP)			
15									
		7	0/0/0	WOH					
20									
						23.5			
		8	0/0/0	WOH		Dark gray clay (CL)			
25									
						28.5			
		9	0/1/1	2		Gray fine sand, trace shell fragments (SP)			
30									
						33.5			
		10	2/6/8	14		Gray fine sand (SP)			
35									
						38.5			
		11	5/4/5	9		Gray fine sand, trace shell fragments (SP)			
40						40.0			

Bottom of borehole at 40.0 feet.

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LOG OF BORING B- 40-12

CLIENT Straticon Construction Services
PROJECT NAME Atlantic Point Yacht Club & Marina Redevelopment
PROJECT NUMBER 3330.2100209.0000
PROJECT LOCATION 75 NW Flagler Avenue, Stuart, Florida
DRILLING CONTRACTOR Universal Engineering Sciences
HOLE DEPTH 40 ft
HOLE DIAMETER 3 in
DRILLER MJ/PS
DATE STARTED 8/24/21
COMPLETED 8/24/21
DRILL RIG GeoProbe
GROUND WATER LEVEL: ▽ **AT TIME OF DRILLING** 7.00 ft
METHOD SPT
LATITUDE
LONGITUDE
NOTE:
HAMMER TYPE

DEPTH (ft)	SAMPLE	SAMPLE NUMBER	BLOW COUNTS	N VALUE	GRAPHIC LOG	MATERIAL DESCRIPTION	MOISTURE CONTENT (%)	FINES CONTENT (%)	ORGANIC CONTENT (%)
	X	1	15 12 12 14	24		Light brown fine sand, some cemented sand and rock (SP)			
						2.0			
	X	2	10 12 13 9	25		Light brown-dark brown organically stained fine sand (SP)			
						4.0			
5	X	3	8 6 8 7	14		Gray fine to medium sand (SP)			
	X	4	4 4 3 3	7		▽			
						8.0			
	X	5	2 1 1 3	2		Brown fine sand, trace root (SP)			
10									
						13.5			
	X	6	1 2 1	3		Brown fine sand (SP)			
15									
						18.5			
	X	7	1 2 2	4		Dark gray fine sand, trace shell fragments (SP)			
20									
						23.5			
	X	8	0 0 0	WOH		Dark gray fine sand, trace shell (SP)			
25									
						28.5			
	X	9	4 7 8	15		Gray fine sand, trace shell (SP)			
30									
						33.5			
	X	10	4 5 7	12		Gray fine sand, trace shell fragments (SP)			
35									
	X	11	5 4 6	10					
40						40.0			

Bottom of borehole at 40.0 feet.

SPT LOGS - GFA DATA TEMPLATE.GDT - 9/29/21 10:48 - V:\PROJECTS_UES PROJECT SETUP\3330.2100209.0000 - ATLANTIC POINT YACH CLUB & MARINA REDEVELOPMENT PROJECT - GEO - CMT - INS\21-1508.00 - ATLANTIC POINT YACHT CLUB & MARINA RE

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LOG OF BORING B- 50-4

I NOC 3 9Y 7

CLIENT hry(r2)f n u f ndry&)r2f n hsyl 2)sd
PROJECT NAME NrD(nr2) l f 2nr p( )G r u D&a %b (y2n(v sSsl sD-k snr
PROJECT NUMBER 4446H736676AH6666
PROJECT LOCATION / 5 , R YD(8Dy NI sn&sPhr&(yrPYD y2S(
DRILLING CONTRACTOR L n2 sy d(DCn82nssy2n8 h) 2sn) sd
HOLE DEPTH 56 er
HOLE DIAMETER 4 2n
DRILLER TWu V EU19
DATE STARTED AU35U73
COMPLETED AU35U73
DRILL RIG Osf l yf as
GROUND WATER LEVEL: ▽ **AT TIME OF DRILLING** 4H06 er
METHOD hl c
LATITUDE
LONGITUDE
NOTE:
HAMMER TYPE

o Cl cV gmB	h Nb l 1C	h Nb l 1C , L b WCv	W19 R u 9 L, ch	, EN1L C	Ov NI VFu 19 O	b NcCv FN1 o Chu v F cF9 ,	b 9 FncL v C u 9 , cC, c g B	YF, Ch u 9 , cC, c g B	9 v ON, Fu u 9 , cC, c g B
		3	56 76			12 8 Gr ay f i n e 2ns d(nSPry( ) s dGsDey(8k snrd ghl B			
		7	36 36			7H5 o(yt 8y(mf y8(2) d2Dgb 1.9 1B ▽ 0H6	350HJ	M3H0	
5		4	6 6 6 6	R 9 V		Wy f i n e 2ns d(nSPry( ) s yf f rd ghl B M6			
		0	3 7 3 7	4		o(yt 8y(me 2ns d(nS ghl B JH6			
36		5	7 4 0 0	/		Wy f i n e 2ns d(nS ghl B 34H5			
35		M	3 6 3 6	3		o(yt 8y(me 2ns d(nS ghl B 3JH5			
76		/	3 3 3	7		Oy(me 2ns d(nS ghl B			
75		J	7 4 0	/					

(Continued Next Page)

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LOG OF BORING B- 50-4

I NOC 7 9Y 7

CLIENT hry(r2)f n u f ndry&)r2f n hsyl 2)sd

PROJECT NAME NrD(nr2) l f 2nr p( )G r u D&a %b (y2n(v sSsl sD-k snr

PROJECT NUMBER 4446H736676AH6666

PROJECT LOCATION / 5 , R YD(8Dsy NI sn&sPhr&(yrPYD y2S(

o Cl cV gB	h Nb l 1C	h Nb l 1C , L b WCv	W19 R u 9 L , ch	, EN1L C	Ov NI VFu 19 O	b NcCv FN1 o Chu v F cF9 ,	b 9 FncL v C u 9 , cC, c g B	YF, Ch u 9 , cC, c g B	9 v ON, Fu u 9 , cC, c g B
						Oy(me2ns d(nS ghl B *(continued)*			
	X	A	7 M 5	33					
46									
	X	36	4 4 7	5					
45									
						4JH5			
	X	33	3 3 7	4		Oy(me2ns d(nSPry( )s yf)t ghl B			
06									
						04H5			
	X	37	5 5 5	36		Oy(me2ns d(nS (nS yf)t ghl B			
05									
	X	34	M 5 5	36		56H6			
56									

Wf rrf k f eaf ysGf D3 (r 56H6 essrH

HAND AUGER WITH HCP - GFA DATA TEMPLATE.GDT - 9/20/21 13:47 - Y:\PROJECTS_UES PROJECT SETUP\3330.2100209.0000 - ATLANTIC POINT YACH CLUB & MARINA REDEVELOPMENT PROJECT - GEO - CMT - INS\21-1508.00 - ATLANTIC POINT YACHT CLUB

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LOG OF BORING AB-5-2

CLIENT Straticon Construction Services
PROJECT NAME Atlantic Point Yach Club & Marina Redevelopment
PROJECT NUMBER 3330.2100209.0000
PROJECT LOCATION 75 NW Flagler Avenue, Stuart, Florida
DATE STARTED 8/26/21 **COMPLETED** 8/26/21
LATITUDE **LONGITUDE**
DRILLING CONTRACTOR Universal Engineering Sciences
GROUND WATER LEVELS:
DRILLING METHOD Auger Boring
▽ **AT TIME OF DRILLING** 2.50 ft
DRILLER MJ/RV
AT END OF ---
NOTES
ESHGT

DEPTH (ft)	HAND CONE PENETROMETER (HCP) (tsf)	GRAPHIC LOG	MATERIAL DESCRIPTION	MOISTURE CONTENT (%)	FINES CONTENT (%)	ORGANIC CONTENT (%)
0			Gray fine sand, trace roots (SP)			
1	80					
2	80		2.0			
			Gray fine sand (SP)			
3	80		▽			
4	80		4.0			
			Orange-light brown fine sand (SP)			
5	80		5.0			

Bottom of borehole at 5.0 feet.

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LOG OF BORING 5-1

hVwR 8 UF 8

CLIENT l ie(ia)s, Hs, oie9)ias, l ceJa)co
PROJECT NAME Vi(0, ia) hsa, i 7( )f i H(9n W6 (ea, (1 cScJcSYg c, i
PROJECT NUMBER GGG2.082202E.2222
PROJECT LOCATION %A N3 F(0yOeVJc, 9cPl i9(eiPFOeaS(
DRILLING CONTRACTOR M, aJceo(OR, ya, cceay l)ac,)co
HOLE DEPTH 5 ti
HOLE DIAMETER Ga,
DRILLER um/6 1 /r U/6 h
DATE STARTED E/85/08
COMPLETED E/85/08
DRILL RIG wcshesnc
GROUND WATER LEVEL: ▽ **AT TIME OF DRILLING** G22 ti
METHOD l hv
LATITUDE
LONGITUDE
NOTE:
HAMMER TYPE

CRhvD -tib	l V6 hr R	l V6 hr R NM6 mR1	mr U3 HUMNvl	N l Vr MR	w1 VhDTH r Uw	6 VvR1 Tvr CRl H1 Thv TUN	6 UT vM1 R HUNvRNv -& b	FTNRl HUNvRNv -& b	U1 wVNTH HUNvRNv -& b
8		8	8 0 G G	A		ray f i nesd, ta, c o(, SPie( )c of cOte(yg c, io -l hb			
0									
G		0	0 0 0 G	4		▽			
4					4.2	we(Bta, c o(, S -l hb			
A		G	0 G G G	5					
5					5.2				

msiisg st nsecf sO(i 5.2 tcci.

Appendix E - Water Boring Logs

C)s,raD89c)(s)rras)(his r)irD
607 NW Commodity Cove
Port Saint Lucie, Florida 34986
(772) 924-3575

LOG OF BORING B-12-1

l UOc 6 l u 6

CLIENT hG8Gsf) Lf)DGYiGf) hra,sirD
PROJECT NAME UG8)Gs l fs)G&8idGL9Ymp E8as)8yrkr,r9f%Wr)G
PROJECT NUMBER 4445H765575VH5555
PROJECT LOCATION 1J N2 u98(9raU,r)Yr.hGY8aGu9fak8
DRILLING CONTRACTOR UW/ a9v)iH
HOLE DEPTH 60 PG
HOLE DIAMETER 4 s)
DRILLER / h
DATE STARTED VT65T76
COMPLETED VT65T76
DRILL RIG m8a(r
GROUND WATER LEVEL: ▽ **AT TIME OF DRILLING** 5H55 PG
METHOD hl R
LATITUDE
LONGITUDE
NOTE:
HAMMER TYPE

/ cl RA gPB	hUEltc	hUEltc NCEocy	otl 2 LlCNRh	NFUtCc	OyUlAvL tlO	EURcyvUt / chLyvlRvlN	ElvhRCyc LlNRcNRg B	uvNch LlNRcNRg B	lyOUNvL LlNRcNRg B
						▽ 2 8Ga			
						3H5			
J		6	5 5 6 6	6		yfinesGl(a8SPs)rD8)kghlB			
						0H5			
		7	6 7 7 3	3		oafe)Ps)rD8)kghlB			
						M5			
		4	6 6 6 6	7		ts(dGmafe)bmafe)Ps)rD8)k.Ga8irDdr9Pa8(Wr)GDghlB			
						65H5			
65		3	3 4 3 0	1		Oa8SPs)rD8)k.Ga8irDdr9Pa8(Wr)GDghlB			
						67H5			
		J	3 4 3 1	1		Oa8SPs)rD8)kghlB			
6J		0	4 4 3 3	1					
						60H5			

of GGWfPmfardf9 8G60H5PrGH

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LOG OF BORING B-12-2

l UOc 6 l u 6

CLIENT hG8Gf) Lf) DGYiGf) hra,sirD
PROJECT NAME UG8)G l fs)G&8idGL9Ymp E8a)8yrkr,r9%Wr)G
PROJECT NUMBER 4445H765575VH5555
PROJECT LOCATION 1JN2 u8(9aU,r)Yr.hG8aGu9ak8
DRILLING CONTRACTOR UW/ a9v)iH
HOLE DEPTH 76 PG **HOLE DIAMETER** 4 s)
DRILLER /h
DATE STARTED VT65T76 **COMPLETED** VT65T76
DRILL RIG m8a(r
GROUND WATER LEVEL: ▽ **AT TIME OF DRILLING** 5H55 PG
METHOD hl R
LATITUDE **LONGITUDE**
NOTE:
HAMMER TYPE

/ clRA g8	hUEltc	hUEltc NCEocy	otl2 LlCNRh	NFUtCc	OyUlAvL tlO	EURcyvUt / chLyvlRvlN	ElvhRCyc LlNRcNRg+B	uVNch LlNRcNRg+B	lyOUNvL LlNRcNRg+B
						▽ 28Ga			
J						VH5			
		6	5555	2lA		Oa8SP9r D8)k8)kWYinghlB			
65		7	5555	2lA		64H5			
		4	5554	2lA		/8an(a8SDa8GSP9r D8)k.G8ir Ddr9P8(Wr)GDghEB			
6J		3	5767	4		6JH5 ts(dG(a8Sdk8an(a8SP9r D8)kghlB			
		J	5557	2lA					
75		0	6666	7		76H5			

ofGEWfPmfardf9 8G76H5 PrGH

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LOG OF BORING B-12-3

l UOc 6 l u 6

CLIENT hG8Gsf) Lf)DGYiGf) hra,sirD
PROJECT NAME UG8)Gsl lfs)G&8idGL9Ymp E8as)8yrkr,r9f%Wr)G
PROJECT NUMBER 4445H765575VH5555
PROJECT LOCATION 1J N2 u98(9raU,r)Yr.hGY8aGu9fak8
DRILLING CONTRACTOR UW/ a9v)iH
HOLE DEPTH 76 PG
HOLE DIAMETER 4 s)
DRILLER / h
DATE STARTED VT65T76
COMPLETED VT65T76
DRILL RIG m8a(r
GROUND WATER LEVEL: ▽ **AT TIME OF DRILLING** 5H55 PG
METHOD hl R
LATITUDE
LONGITUDE
NOTE:
HAMMER TYPE

/ cl RA gPB	hUEltc	hUEltc NCEocy	otl 2 LlCNRh	NFUtCc	OyUlAvL tlO	EURcyvUt / chLyvlRvlN	ElvhRCyc LlNRcNRg B	uvNch LlNRcNRg B	lyOUNvL LlNRcNRg B
						▽ 2 8Ga			
J						VH5			
65	X	6	5 5 5 5	2 l A		hdr 9Pa8(Wr)GesGmafe) Ps)r D8)k ghl B			
						66H5			
	X	7	5 5 6 6	6		oafe) Ps)r D8)k 8)k Ddr 9Pa8(Wr)Gghl B			
	X	4	5 6 6 6	7		6JH5			
6J	X	3	6 6 6 6	7		Oa8SPs)r D8)k.Ga8ir Ddr 9Pa8(Wr)Gghl B			
						61H5			
	X	J	5 5 6 6	6		Oa8SPs)r D8)k 8)k Ddr 9Pa8(Wr)Gghl B			
75	X	0	6 6 6 6	7		76H5			

of GWfPmfardf9 8G76H5PrGH

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LOG OF BORING B-12-4

l UOc 6 l u 6

CLIENT h G8G f) L f) DGY i G f) h r a, s i r D
PROJECT NAME UG8) G l l f s) G&8 i d G L 9Ymp E 8 a s) 8 y r k r , r 9 % Wr) G
PROJECT NUMBER 4445H765575VH5555
PROJECT LOCATION 1J N2 u98 (9 r a U, r) Yr . h G Y8 a G u 9 f a k 8
DRILLING CONTRACTOR UW / a 9 v) i H
HOLE DEPTH 60 PG
HOLE DIAMETER 4 s)
DRILLER / h
DATE STARTED VT66T76
COMPLETED VT66T76
DRILL RIG m8a (r
GROUND WATER LEVEL: ▽ **AT TIME OF DRILLING** 5H55 PG
METHOD h l R
LATITUDE
LONGITUDE
NOTE:
HAMMER TYPE

/ c l RA gPB	h UE l t c	h UE l t c NCE o c y	o t l 2 L l CNRh	N F Ut Cc	Oy Ul AvL t l O	E UR c y vUt / c h L y vl RvI N	El vhRCyc L l NRcNRg B	uvNch L l NRcNRg B	l y OUNvL L l NRcNRg B
						▽ 2 8 G a			
						3H5			
J		6	5 5 6 6	6		O a 8 S P s) r D 8) k . G 8 i r D d r 9 P 8 (W r) G g h l B			
						0H5			
		7	6 7 3 3	0		t s (d G m a f e) P s) r D 8) k g h l B			
		4	5 6 5 6	6					
65		3	5 5 6 6	6					
		J	5 5 5 5	2 l A					
						63H5			
6J		0	5 5 6 6	6		t s (d G (a 8 S b (a 8 S P s) r D 8) k g h l B			
						60H5			

o f G G W f P m f a r d f 9 8 G 60 H 5 P r G H

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LOG OF BORING B-50-1

BVf E 6 WF 7

CLIENT I nyGrePt s At sdry, Pred s I ayuePad
PROJECT NAME VrDDsreP Bt esr YGP) r AD M& U Gyes Gc a(auaD pg asr
PROJECT NUMBER 4445.765575/ .5555
PROJECT LOCATION 19 C8 FDDkDay Vuas, aSl r, GyrSF D ye(G
DRILLING CONTRACTOR Vg HyeDDTsP.
HOLE DEPTH 05 m **HOLE DIAMETER** 4 es
DRILLER Hl
DATE STARTED / F2R76 **COMPLETED** / F2R76
DRILL RIG MGyka
GROUND WATER LEVEL: ▽ **AT TIME OF DRILLING** 5.55 m
METHOD I BJ
LATITUDE **LONGITUDE**
NOTE:
HAMMER TYPE

HEBJO fmo	I VUBvE	I VUBvE CI U LEc	LvW8 AW CJI	C NVvI E	f c VBOTA vWf	UVJEc TVv HEl Ac TBJ TWC	UWT JI c E AWCJECJ H‰o	FTCEl AWCJECJ H‰o	Wc f VCTA AWCJECJ H‰o
						▽ 8 Gray			
9									
						65.5			
65		6	5 5 5 6	8 WO		f yGl mes a dGs(SnyGPa d) aDDnyGkg as rd Hl Bo			
		7	6 6 6 7	7		63.5			
						f yGl mes a dGs(Hl Bo			
69		4	3 4 7 7	9					
		3	7 6 6 7	7		62.5			
		9	6 6 3 3	9		f yGl mes a dGs(SnyGPa d) aDDGs(yt PmHl Bo			
75									
						74.9			
		0	4 0 1	64		f yGl mes a dGs(b er) d) aDDGs(yt PmHl Bo			
79									
						72.9			
		1	3 1 2	69		f yGl mes a dGs(SnyGPa d) aDDHl Bo			
45									

(Continued Next Page)

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LOG OF BORING B-50-1

BVf E 7 WF 7

CLIENT I nyGrePt s At sdry, Pred s I ayuePad **PROJECT NAME** VrDDsreP Bt esr YGP) r AD M& U Gyes Gc a(auaDpg asr

PROJECT NUMBER 4445.765575/ .5555 **PROJECT LOCATION** 19 C8 FDDkDayVuas, aSl r, GyrSFDye(G

HEBJO hmo	I VUBvE	I VUBvE Cl ULEc	LvW8 AW CJI	C NVvI E	f c VBOTA vWf	UVJEc TVv HEl Ac TBJTWC	UWTJI cE AWCJECJ H%o	FTCEI AWCJECJ H%o	Wc f VCTA AWCJECJ H%o
						f yGl nesa dGs(SryGPa d) aDDH Bo *(continued)*			
						44.9			
	X	2	61 62 0	73		f yGl nesa dGs(SDarDa yt PmH Bo			
49									
	X	/	3 7 4	9					
35									
	X	65	4 4 4	0					
39									
	X	66	1 3 4	1					
95									
	X	67	9 64 77	49		94.9 f yGl nesa dGs(b e) yt PmH Bo			
99									
	X	64	4 9 0	66		92.9 f yGl nesa dGs(Gs(yt PmH Bo			
05						05.5			

Lt rrt g t nM ya) t Da Gr 05.5 naar.

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LOG OF BORING B-50-2

BVf E 6 WF 7

CLIENT I nyGrePt s At sdry, Pred s I ayuePad
PROJECT NAME VrDDsreP Bt esr YGP) r AD,M& UGyesGc a(auaDDpg asr
PROJECT NUMBER 4445.765575/ .5555
PROJECT LOCATION 19 C8 FDDkDay Vuas, aSl r, GyrSFDye(G
DRILLING CONTRACTOR Vg HyeDDTsP.
HOLE DEPTH 05 m **HOLE DIAMETER** 4 es
DRILLER Hl
DATE STARTED / R6R76 **COMPLETED** / R6R76
DRILL RIG MGyka
GROUND WATER LEVEL: ▽ **AT TIME OF DRILLING** 5.55 m
METHOD I BJ
LATITUDE **LONGITUDE**
NOTE:
HAMMER TYPE

HEBJO fmo	I VUBvE	I VUBvE CI ULEc	LvW8 AWI CJI	C NVvI E	f c VBOTA vWf	UVJEc TVv HEl Ac TBJTWC	UWT JI c E AWCJECJ H‰o	FTCEI AWCJECJ H‰o	Wc f VCTA AWCJECJ H‰o
						▽ 8 Gray			
9									
						65.5			
65		6	5 5 5 5 5	8 WO		f yGl mesa dGs(SryGPa d) aDDnyGkg asrd Hl Bo			
						67.5			
		7	5 5 5 5 5	8 WO		f yGl mesa dGs(Hl Bo			
						63.5			
69		4	5 5 5 5 5	8 WO		HGymkyGl mesa dGs(SryGPa d) aDDnyGkg asrd Hl Bo			
						60.5			
		3	5 5 5 5 5	8 WO		f yGl mesa dGs(SryGPa d) aDDnyGkg asrd Hl Bo			
		9	5 5 5 5 5	8 WO					
75									
						74.9			
		0	5 5 5	8 WO		HGymkyGl mesa dGs(b e) deBSryGPa d) aDDnyGkg asrd Hl B-l Uo			
79									
						72.9			
		1	6 6 6	7		HGymkyGl mesa dGs(b e) deBPHl B-l Uo			
45									

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LOG OF BORING B-50-2

BVf E 7 WF 7

CLIENT I ryGrePt s At sdry, Pret s I ayuePad

PROJECT NAME VrDsreP Bt esr YGP) r AD,M& U Gyes Gc a(auaDpg asr

PROJECT NUMBER 4445.765575/ .5555

PROJECT LOCATION 19 C8 FDGkDay Vuas, aSl r, GyrSFDye(G

HEBJO hmo	I VUBvE	I VUBvE CI ULEc	LvW8 AWI CJI	C NVvI E	f c VBOTA vWf	UVJEc TVv HEI Ac TBJ TWC	UWT JI cE AWCJECJ h%o	FTCEI AWCJECJ h%o	Wc f VCTA AWCJECJ h%o
						HGymkyGI nesa dGs(be) deDH B-I Uo *(continued)*			
	X	2	7 4 3	1	44.9	f yGI nesa dGs(SryGPa d) aDDryGkg asrd H Bo			
49									
	X	/	7 6 6	7	42.9	Lyt bs nesa dGs(H Bo			
35									
	X	65	6 7 9	1	34.9	Lyt bs nesa dGs(SryGPa bt t (H Bo			
39									
	X	66	73 75 64	44	32.9	f yGI nesa dGs(SryGPa bt t (H Bo			
95									
	X	67	66 65 64	74	94.9	vek) r kyGI nesa dGs(be) deDGs(yt PmH B-I Uo			
99									
	X	64	/ 67 69	71	92.9	vek) r kyGI nesa dGs(be) deDH B-I Uo			
05					05.5				

Lt rrt g t nMt ya) t Da Gr 05.5 naar.

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LOG OF BORING B-50-3

BVf E 6 WF 7

CLIENT I nyGrePt s At sdry, Pred s I ayuePad
PROJECT NAME VrDDsreP Bt esr YGP) r AD,M& UGyesGc a(auaDDpg asr
PROJECT NUMBER 4445.765575/ .5555
PROJECT LOCATION 19 C8 FDDkDayVuas, aSl r, GyrSFDye(G
DRILLING CONTRACTOR Vg HyeDDTsP.
HOLE DEPTH 05 m **HOLE DIAMETER** 4 es
DRILLER HI
DATE STARTED / R6R76 **COMPLETED** / R6R76
DRILL RIG MGyka
GROUND WATER LEVEL: ▽ **AT TIME OF DRILLING** 5.55 m
METHOD I BJ
LATITUDE **LONGITUDE**
NOTE:
HAMMER TYPE

HEBJO hmo	I VUBvE	I VUBvE CI ULEc	LvW8 AWI CJI	C NVvI E	f c VBOTA vWf	UVJEc TVv HEI Ac TBJTWC	UWT JI c E AWCJECJ H‰o	FTCEI AWCJECJ H‰o	Wc f VCTA AWCJECJ H‰o
						▽ 8 Gray			
9									
						65.5			
65		6	5 5 5 5	8 WO		f yGI mesa dGs(SryGPa d) aDDnyGkg asrd HI Bo			
						67.5			
		7	5 5 6 6	6		f yGI mesa dGs(HI Bo			
69		4	6 6 6 6	7					
		3	5 6 6 6	7		62.5			
		9	5 5 5 5	8 WO		HGymkyGI mesa dGs(b e) deDHI B-I Uo			
75									
						74.9			
		0	6 6 6	7		HGymkyGI mesa dGs(Gs(d) aDDnyGkg asrd HI Bo			
79									
						72.9			
		1	5 6 6	7		f yGI mesa dGs(HI Bo			
45									

(Continued Next Page)

I BJ vWf I - f FV HVJV JEU BvVJE.f HJ - 65RR76 51:96 - Y:\Bc W_EAJ I wl El Bc W_EAJ I EJI B\4445.765575/ .5555 - VJvVCJTA BWTCJ YVAO Avl L & UVc TCV c EHENEvWBUECJ Bc W_EAJ - f EW - AUJ - TCl \76-6952.55 - VJvVCJTA BWTCJ YVAQJ Avl L & UVc TCV c E

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LOG OF BORING B-50-3

BVf E 7 WF 7

CLIENT I nyGrePt s At sdry, Pret s I ayuePad

PROJECT NAME VrDDsreP Bt esr YGP) r AD,M& UGyesGc a(auaDDpg asr

PROJECT NUMBER 4445.765575/ .5555

PROJECT LOCATION 19 C8 FDDkDayVuas, aSl r, GyrSFDye(G

HEBJO hmo	I VUBvE	I VUBvE Cl ULEc	LvW8 AW CJI	C NVvI E	f c VBOTA vWf	UVJEc TVv HEl Ac TBJTWC	UWTJI cE AWCJECJ H%o	FTCEI AWCJECJ H%o	Wc f VCTA AWCJECJ H%o
						f yGl nesa dGs(Hl Bo *(continued)*			
	X	2	5 6 7	4		44.9 f yGl nesa dGs(SnyGPa d) aDDnyGkg asrd Hl Bo			
49									
	X	/	6 6 4	3		42.9 Lytbs nesa dGs(SnyGPa yt t rd Hl Bo			
35									
	X	65	3 64 74	40		34.9 f yGl -Mytbs nesa dGs(SnyGPa yt PmHl Bo			
39									
	X	66	4 4 9	2		32.9 vek) r kyGl nesa dGs(b e) yt PmHl Bo			
95									
	X	67	65 77 73	30		94.9 ct Pmb e) Dek) r kyGl nesa dGs(Hl Bo			
99									
	X	64	67 69 62	44		05.5			
05									

Lt rrt g t nM(ya) t Da Gr 05.5 naar.

Appendix F - Hydraulic Conductivity Results

UNIVERSAL ENGINEERING SCIENCES
Consultants In: Geotechnical Engineering • Environmental Sciences
Geophysical Services • Construction Materials Testing • Threshold Inspection
Building Inspection • Plan Review • Building Code Administration

EXFILTRATION TEST REPORT

SOUTH FLORIDA WATER MANAGEMENT DISTRICT - USUAL OPEN HOLE TEST

Client: Straticon Construction Services

Project: Atlantic Point Yacht Club & Marina
75 NW Flagler Avenue
Stuart, Florida

Project No: 3330.2100209.0000

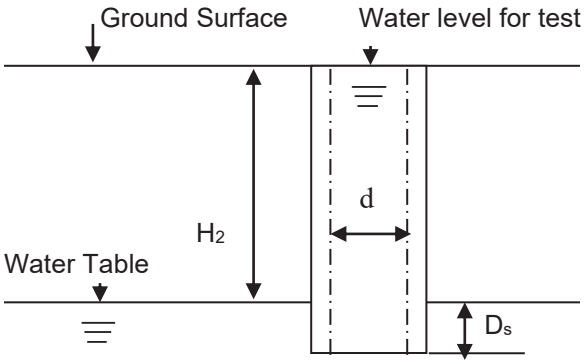
Test Date: 9/3/21

Technician: PS

SOIL PROFILE

Test Location:	Depth (feet)	Soil Description	HCP
EX-1	0.0 – 3.0	Brown fine sand, trace roots (SP)	80+
	3.0 – 5.0	Grey fine sand (SP)	80+
	5.0 – 6.0	Dark brown Peat (PT)	80+
			60
			30
			20
	Depth to Water Table from Ground Surface (feet)		5’

CALCULATION OF HYDRAULIC CONDUCTIVITY



$$K = \frac{4Q}{\pi d(2H_2^2 + 4H_2D_S + H_2d)}$$

K	Hydraulic Conductivity (cfs/ ft^2 – ft head)	**1.19×10^{-04}**
Q	Stabilized Flow Rate (cubic ft per second)	**2.23×10^{-03}**
d	Diameter of Test Hole (feet)	**0.33**
H_2	Depth to Water Table (feet)	**5.0**
D_S	Saturated Hole Depth (feet)	**1.0**
Notes:		

UNIVERSAL ENGINEERING SCIENCES
Consultants In: Geotechnical Engineering • Environmental Sciences
Geophysical Services • Construction Materials Testing • Threshold Inspection
Building Inspection • Plan Review • Building Code Administration

EXFILTRATION TEST REPORT

SOUTH FLORIDA WATER MANAGEMENT DISTRICT - USUAL OPEN HOLE TEST

Client: Straticon Construction Services

Project No: 3330.2100209.0000

Project: Atlantic Point Yacht Club & Marina
75 NW Flagler Avenue
Stuart, Florida

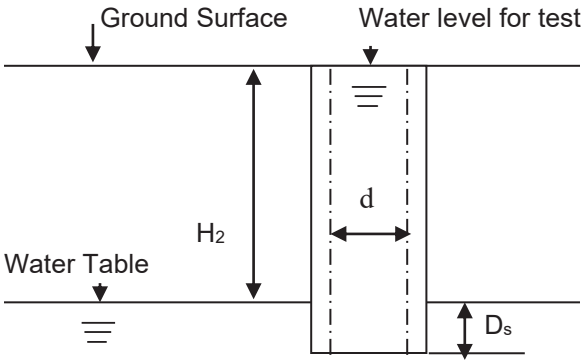
Test Date: 9/3/21

Technician: PS

SOIL PROFILE

Test Location:	Depth (feet)	Soil Description	HCP
EX-2	0.0 – 1.0	Grey fine sand (SP)	80+
	1.0 – 5.0	Light grey fine sand (SP)	80+
	5.0 – 6.0	Grey fine sand, trace shell (SP)	80+
			80+
			80+
			80+
	Depth to Water Table from Ground Surface (feet)		6’

CALCULATION OF HYDRAULIC CONDUCTIVITY



$$K = \frac{4Q}{\pi d(2H_2^2 + 4H_2D_S + H_2d)}$$

K	Hydraulic Conductivity (cfs/ ft^2 – ft head)	**1.84×10^{-04}**
Q	Stabilized Flow Rate (cubic ft per second)	**3.57×10^{-03}**
d	Diameter of Test Hole (feet)	**0.33**
H_2	Depth to Water Table (feet)	**6.0**
D_S	Saturated Hole Depth (feet)	**0.0**
Notes:		

UNIVERSAL ENGINEERING SCIENCES
Consultants In: Geotechnical Engineering • Environmental Sciences
Geophysical Services • Construction Materials Testing • Threshold Inspection
Building Inspection • Plan Review • Building Code Administration

EXFILTRATION TEST REPORT

SOUTH FLORIDA WATER MANAGEMENT DISTRICT - USUAL OPEN HOLE TEST

Client: Straticon Construction Services

Project No: 3330.2100209.0000

Project: Atlantic Point Yacht Club & Marina
75 NW Flagler Avenue
Stuart, Florida

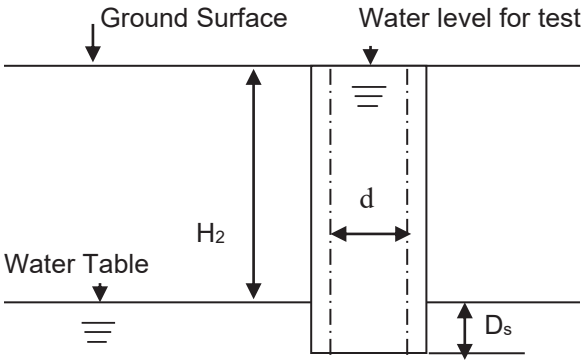
Test Date: 9/3/21

Technician: PS

SOIL PROFILE

Test Location:	Depth (feet)	Soil Description	HCP
EX-3	0.0 – 1.0	Grey fine sand (SP)	80+
	1.0 – 5.0	Light grey fine sand (SP)	80+
	5.0 – 6.0	Dark grey fine sand, trace root (SP)	80+
			60
			50
			10
	Depth to Water Table from Ground Surface (feet)		5’

CALCULATION OF HYDRAULIC CONDUCTIVITY



$$K = \frac{4Q}{\pi d(2H_2^2 + 4H_2D_S + H_2d)}$$

K	Hydraulic Conductivity (cfs/ ft^2 – ft head)	**5.46×10^{-04}**
Q	Stabilized Flow Rate (cubic ft per second)	**1.02×10^{-02}**
d	Diameter of Test Hole (feet)	**0.33**
H_2	Depth to Water Table (feet)	**5.0**
D_S	Saturated Hole Depth (feet)	**1.0**
Notes:		

Appendix G - Discussion of Soil Groups

DISCUSSION OF SOIL GROUPS

COARSE GRAINED SOILS

General. A soil is classified as coarse-grained if more than 50 percent of a representative sample of the material is retained on the No. 200 sieve.

GW and SW Groups. These groups comprise well-graded gravelly and sandy soils containing little or no plastic fines (less than 5 percent passing the No. 200 sieve). The low fines content does not noticeably change the shear strength characteristics of these soils and does not interfere with their free-draining characteristics.

GP and SP Groups. Poorly graded gravels and sands containing little or no plastic fines (less than 5 percent passing the No. 200 sieve) are in the GP and SP groups. The materials can be called uniform gravels, uniform sands, or non-uniform mixtures of very coarse materials and very fine sand, with intermediate sizes lacking (sometimes called skip-graded, gap-graded, or step-graded). This last group often results from borrow pit excavation in which gravel and sand layers are mixed.

GM and SM Groups. In general, the GM and SM groups comprise gravels or sands with fines (more than 12 percent passing the No. 200 sieve) having little or no plasticity. The plasticity index and liquid limit of soils in these groups plot below the “A” line on the plasticity chart. The gradation of the material is not considered significant and both well and poorly graded materials are included.

GC and SC Groups. In general, the GC and SC groups comprise gravelly or sandy soils containing fines (more than 12 percent passing the No, 200 sieve) having plasticity characteristics. The plasticity index and liquid limit of soils in these groups plot above the “A” line on the plasticity chart.

FINE GRAINED SOILS

General. A soil is classified as fine-grained if more than 50 percent of a representative sample of the material passes the No. 200 sieve.

ML and MH Groups. These groups comprise inorganic silts (ML) and elastic silts (MH) having either low (L) or high (H) liquid limits, respectively. ML soils have a liquid limit of less than 50 while MH soils have a liquid limit of 50 and greater. Silts and elastic silts can also contain varying amounts of sand and gravel. Also included in this group are loess sediments and rock flours.

CL and CH Groups. These groups comprise low plasticity (lean) clays (CL) and medium to high plasticity (fat) clays (CH) having either low (L) or high (H) liquid limits, respectively. CL soils have a liquid limit of less than 50 while CH soils have a liquid limit of 50 and greater. The low plasticity clays can also be sandy clays or silty clays. The moderate to high plasticity clays can also be sandy clays and include some volcanic clays.

OL and OH Groups. These groups comprise organic silts and clays. The soils are characterized by the presence of organic odor and/or dark color. The OL and OH soils are differentiated by determining and comparing their liquid limit values before and after oven drying representative soil samples.

HIGHLY ORGANIC SOILS

The highly organic soils are usually very soft and compressible and have undesirable construction characteristics. Particles of leaves, grasses, branches, or other fibrous vegetative matter are common components of these soils. They are not subdivided and are classified into one group with the symbol PT. Peat humus and swamp soils with a highly organic texture are typical soils of the group.

O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS
for
LAND USE PLAN AMENDMENT

for

Atlantic Point Marina

Prepared for:

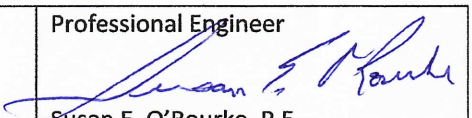
Straticon Construction – Marine Division
451 SW Federal Highway
Stuart, FL 34994

Prepared by:

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

December 2, 2021
Revised February 24, 2022

MR21072.0

Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 22 SE Seminole Street Stuart, Florida 34994 772-781-7918	Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 2/24/2022 License #: 42684

O'ROURKE
ENGINEERING & PLANNING

December 2, 2021

Mr. Dan Moore
Straticon Construction – Marine Division
451 SW Federal Highway
Stuart, FL 34994

Re: Atlantic Point Marina

Dear Mr. Moore:

O'Rourke Engineering & Planning has completed the analysis of the Land Use Plan Amendment for the proposed development to change the land use on 10.82 acres from Industrial to Marine Industrial in Stuart, Florida. The steps in the analysis and the ensuing results are presented herein.

It has been a pleasure working with you, if you have any questions or comments, please do not hesitate to contact our office.

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

Respectfully submitted,

O'Rourke Engineering & Planning

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

Atlantic Point Marina LUPA 2.24.2022

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INTRODUCTION

O'Rourke Engineering & Planning was retained to prepare a land use amendment traffic analysis for the proposed Resort and Marina to be located east of Flagler Avenue in Stuart, Florida. The project location is shown in **Figure 1,** along with roadway features.

The land use change is proposed to address specific needs of the marina project proposed for the site. For traffic purposes, the proposed marina project and restaurant does not represent the worst-case scenario for traffic generators. This analysis relies on the highest generator on the maximum allowable square footage.

LAND USE PLAN AMENDMENT

The current future land use is Marine Industrial use. The code allows for an FAR of 3.0. However, based on the buildable land area of 7.0 acres, the other restrictions in the code and standard development patterns result in an FAR of 0.5. There are many uses allowed within this land use but the worst case is High Cube Warehouse - Sort. Retail is not permitted as a primary use. Therefore, ITE Land Use Code 155 was used as a worst-case trip generation for the existing future land use.

The proposed future land use is Marine Industrial. The highest allowable use is LU 820 - Commercial Retail. The trip generation for the proposed future land use was retail shopping center. Retail use could not achieve an FAR of 3.0 based on typical uses and the code requirements. An FAR of 0.25 was used, resulting in 76,230 of retail. Residential use is also allowed in Marine Industrial, but that does not represent worst case.

Table 1 provides the comparison of the trip generation for the existing future land use as retail versus the proposed future land use as industrial. As shown, the AM peak hour would have fewer trips in the proposed condition and the PM peak hour would have 76 more peak hour trips.

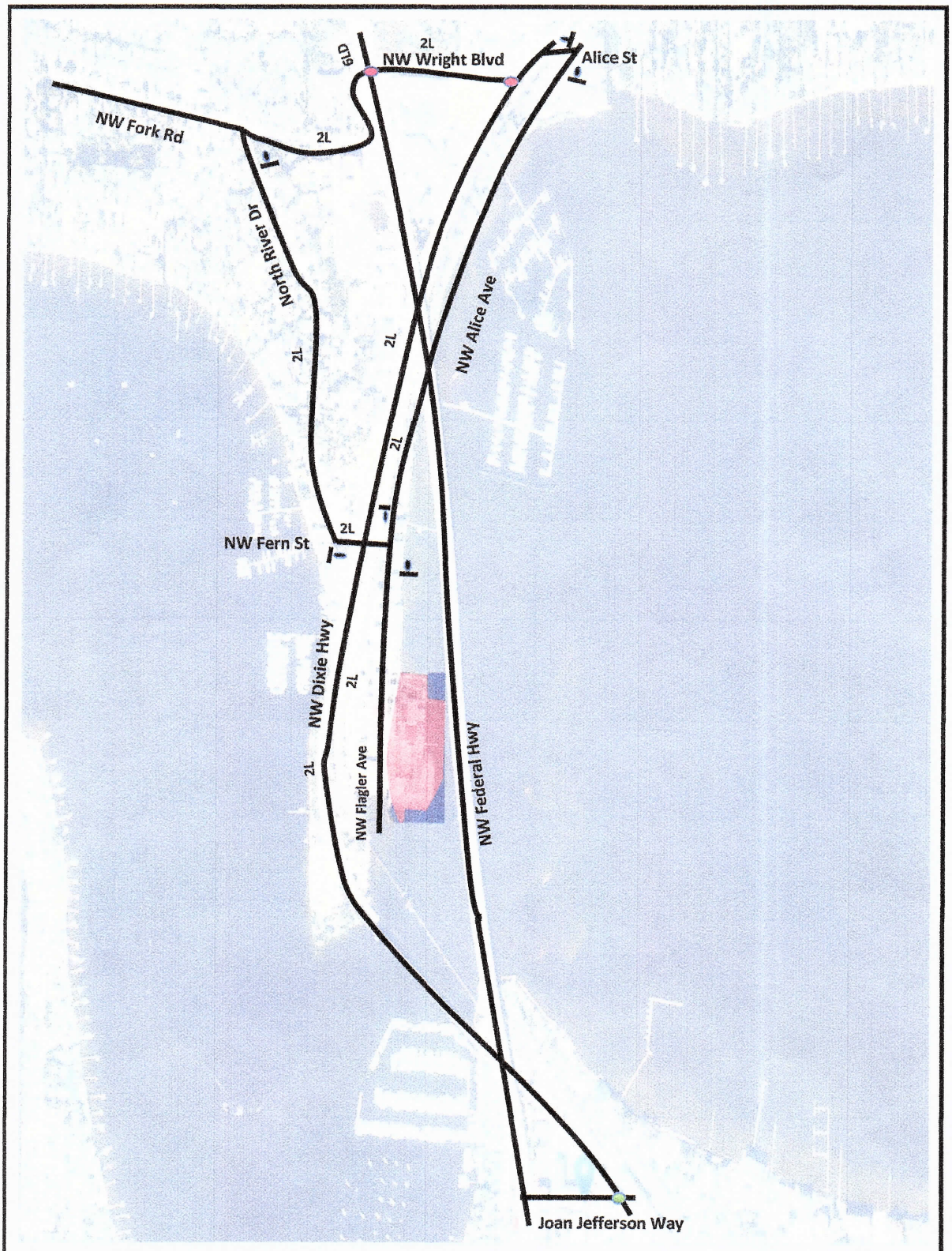
LINK ANALYSIS

The land use plan analysis requires a five-year and a long-range analysis. **Tables 2a and 2b** summarize the five-year impacts for the AM and PM peak hours where the project traffic is treated as new. **Table 3** summarizes the 2040/2045 for the PM only. The long range evaluates only the incremental change between the existing and proposed future and use scenario.

Data sources are included in **Attachment A.**

CONCLUSION

As shown, the traffic impacts associated with the proposed future land use will not create the need for changes to the network. The land use will not have an adverse impact the on the overall circulation element.



NTS 22 SE Seminole St Stuart, Fl 34994 Job #: MR21072.0 Date: 8/23/2021	Legend = Signalized = Project Location = Round About = Stop Sign	Figure 1 Project Location Atlantic Point Marina

Table 1 - Trip Generation

Table 1a: Daily

	Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
						In	Out	In	Out	Total
Proposed Future Land Use	Shopping Center (FAR = 0.25)	820	76,230	Sft	T = 37.01(X)	50%	50%	1,411	1,410	2,821
Existing Future Land Use	High-Cube Fulfillment Center Warehouse - Sort (FAR = 0.50)	155	152,460	Sft	T = 6.44(X)	50%	50%	491	491	982
TOTALS (Proposed - Existing)								**920**	**919**	**1,839**

Source: ITE 11th Edition Trip Generation Rates

Table 1b: AM Peak Hour

	Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
						In	Out	In	Out	Total
Proposed Future Land Use	Shopping Center (FAR = 0.25)	820	76,230	Sft	T = 0.84(X)	62%	38%	40	24	64
Existing Future Land Use	High-Cube Fulfillment Center Warehouse - Sort (FAR = 0.50)	155	152,460	Sft	T = 0.87(X)	81%	19%	108	25	133
TOTALS (Proposed - Existing)								**-68**	**-1**	**-69**

Source: ITE 11th Edition Trip Generation Rates

Table 1c: PM Peak Hour

	Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Net New Trips		
						In	Out	In	Out	Total
Proposed Future Land Use	Shopping Center (FAR = 0.25)	820	76,230	Sft	T = 3.40(X)	48%	52%	124	135	259
Existing Future Land Use	High-Cube Fulfillment Center Warehouse - Sort (FAR = 0.50)	155	152,460	Sft	T = 1.20(X)	39%	61%	71	112	183
TOTALS (Proposed - Existing)								**53**	**23**	**76**

Source: ITE 11th Edition Trip Generation Rates

Table 2a: Link Analysis - AM Peak Hour Five Year Analysis

Segment	From	To	Direction		Lanes	Is Project Traffic 5% or More of Capacity?	D Factor	2021 Volume Peak Hour Peak Direction[2]	Growth Rate	Committed Trips	2027 Volume Peak Hour Peak Direction	LOS D Directional Peak Hour[1]	Directional Peak Project Volume	Project Percent Assignment	Directional Percent Project of Capacity	Total Traffic (Peak Direction)	Does Project Meet Concurrency?
Dixie Hwy	Joan Jefferson	Fern Street	NB	IN	2L	no	0.332	147	1.016	12	176	880	18	45%	2.05%	194	Yes
	Joan Jefferson	Fern Street	SB	OUT	2L	no	0.668	296	1.016	14	345	880	11	45%	1.25%	356	Yes
	Fern St	Wright Blvd	NB	OUT	2L	no	0.332	147	1.016	12	176	880	10	40%	1.14%	186	Yes
	Fern St	Wright Blvd	SB	IN	2L	no	0.668	296	1.016	10	341	880	16	40%	1.82%	357	Yes
Flagler Ave	Fern St	Project Driveway	NB	OUT	2L	yes	0.681	49	1.016	0	54	675	24	100%	3.56%	78	Yes
	Fern St	Project Driveway	SB	IN	2L	yes	0.319	23	1.016	0	25	675	40	100%	5.93%	65	Yes
	Fern St	Alice	NB	OUT	2L	no	0.681	49	1.016	21	75	675	2	10%	0.30%	77	Yes
	Fern St	Alice	SB	IN	2L	no	0.319	23	1.016	22	47	675	4	10%	0.59%	51	Yes
Fern Street	Dixie	Alice	EB	IN	2L	no	0.681	49	1.016	21	75	750	36	90%	4.80%	111	Yes
	Dixie	Alice	WB	OUT	2L	no	0.319	23	1.016	22	47	750	22	90%	2.93%	69	Yes

(1) 2020 FDOT Quality Level of Service Handbook Tables

(2) From Turning Movement Counts on: 8/11/2021, except Dixie which are from Counts in July 2020, they are grown 9 years

(3) Martin County 2019 Level of Service Inventory Report

In: 40
Out: 24
Years Grown: 6

Table 2b: Link Analysis - PM Peak Hour- Five Year Analysis

Segment	From	To	Direction		Lanes	Is Project Traffic 5% or More of Capacity?	D Factor	2021 Volume Peak Hour Peak Direction[2]	Growth Rate	Committed Trips	2024 Volume Peak Hour Peak Direction	LOS D Directional Peak Hour[1]	Directional Peak Project Volume	Project Percent Assignment	Directional Percent Project of Capacity	Total Traffic (Peak Direction)	Does Project Meet Concurrency?
Dixie Highway	Joan Jefferson	Fern Street	NB	IN	2L	no	0.698	416	1.016	13	478	880	25	20%	2.84%	503	Yes
	Joan Jefferson	Fern Street	SB	OUT	2L	no	0.302	180	1.016	15	216	880	5	20%	0.57%	221	Yes
	Fern St	Wright Blvd	NB	OUT	2L	no	0.698	416	1.016	13	478	880	11	45%	1.25%	489	Yes
	Fern St	Wright Blvd	SB	IN	2L	no	0.302	180	1.016	11	212	880	18	45%	2.05%	230	Yes
Flagler Ave	Fern St	Project Driveway	NB	OUT	2L	no	0.350	28	1.016	0	31	675	33	100%	4.89%	64	Yes
	Fern St	Project Driveway	SB	IN	2L	yes	0.650	52	1.016	0	57	675	52	100%	7.70%	109	Yes
	Fern St	Alice	NB	OUT	2L	no	0.350	28	1.016	27	58	675	3	10%	0.44%	61	Yes
	Fern St	Alice	SB	IN	2L	no	0.650	52	1.016	19	76	675	5	10%	0.74%	81	Yes
Fern Street	Dixe	Alice	EB	IN	2L	no	0.350	28	1.016	27	58	750	112	90%	14.88%	170	Yes
	Dixie	Alice	WB	OUT	2L	no	0.650	52	1.016	19	76	750	122	90%	16.20%	198	Yes

(1) 2020 FDOT Quality Level of Service Handbook Tables

(2) From Turning Movement Counts on: 8/11/2021, except Dixie which is July 2020, grown 7 years for 2027 values

3) Martin County 2019 Level of Service Inventory Report

In: 124
Out: 135
Years Grown: 6

Table 3: Link Analysis - PM Peak Hour- Long Range Analysis

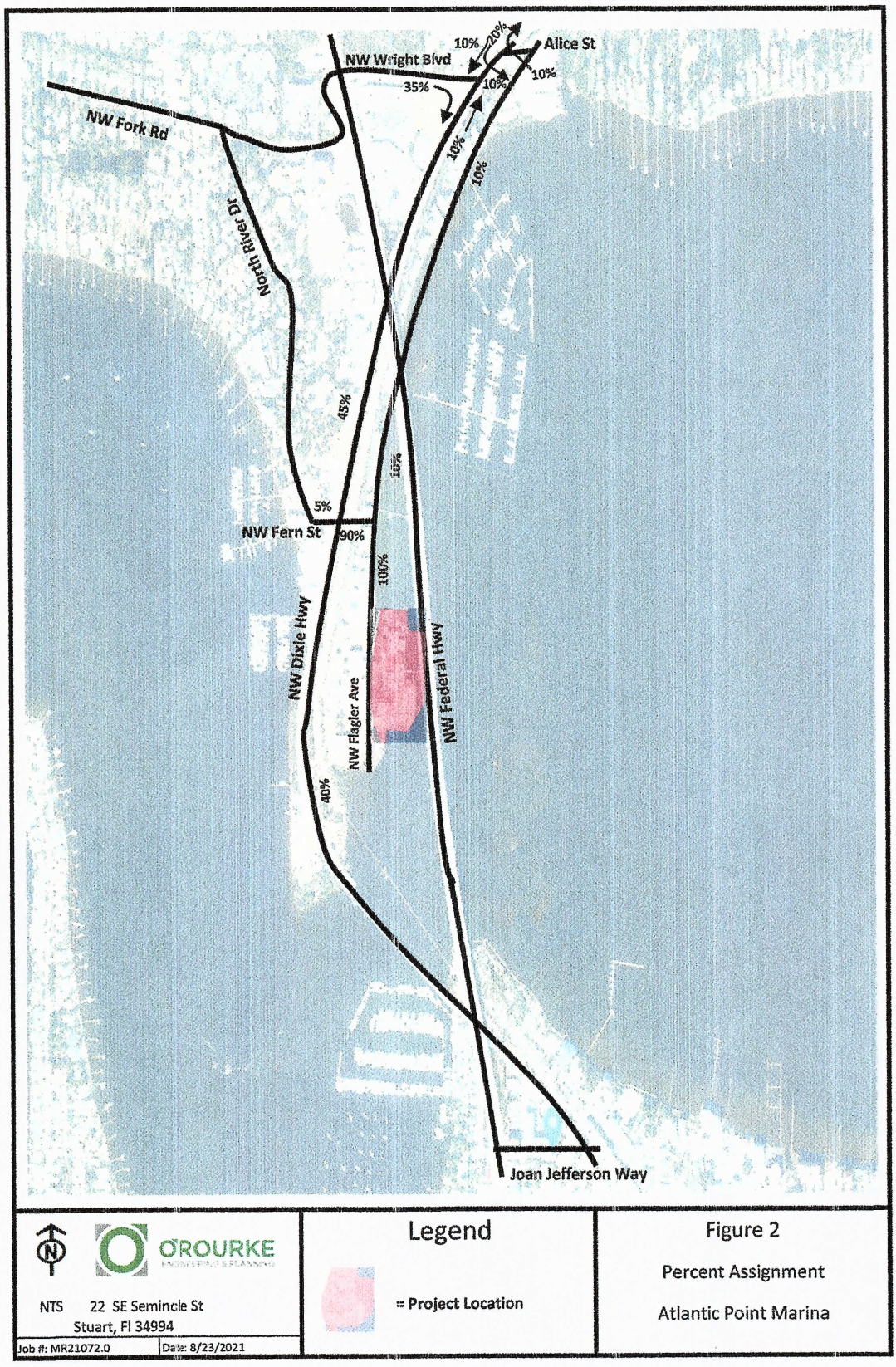
Segment	From	To	Direction		Lanes	Is Project Traffic 5% or More of Capacity?	2021 Peak Hour Volume	D Factor	2040/45 Volume Peak(3) Hour Peak Direction	Growth Rate	Committed Trips	LOS D Directional Peak Hour(1)	Directional Peak Project Volume	Project Percent Assignment	Directional Percent Project of Capacity	Total Traffic (Peak Direction)	Does Project Meet Concurrency?
Flagler Ave	Fern St	Project Driveway	NB	OUT	2L	no	28	0.350	41	1.016	0	675	33	100%	4.89%	74	Yes
	Fern St	Project Driveway	SB	IN	2L	yes	52	0.650	76	1.016	0	675	52	100%	7.70%	128	Yes
	Fern St	Alice	NB	OUT	2L	no	28	0.350	41	1.016	27	675	3	10%	0.44%	71	Yes
	Fern St	Alice	SB	IN	2L	no	52	0.650	76	1.016	19	675	5	10%	0.74%	100	Yes
Fern Street	Dixe	Alice	EB	IN	2L	no	28	0.350	41	1.016	27	750	48	90%	6.36%	116	Yes
	Dixie	Alice	WB	OUT	2L	no	52	0.650	76	1.016	19	750	21	90%	2.76%	116	Yes

(1) 2020 FDOT Quality Level of Service Handbook Tables
(2) From Turning Movement Counts on: 8/11/2021
3) Martin County 2019 Level of Service Inventory Report
4) 2040 LRTP volumes for Dixie, 2045 not available, Fern and Flagler , growth rate applied 24 years

Net Trips PFLU-EFLU
In: 53
Out: 23
Years Grown: 24

ATTACHMENT A

Data Sources



N O'ROURKE NTS 22 SE Semincle St Stuart, Fl 34994 Job #: MR21072.0 Date: 8/23/2021	Legend = Project Location	Figure 2 Percent Assignment Atlantic Point Marina

Martin County 2019 Roadway Level of Service Inventory Report

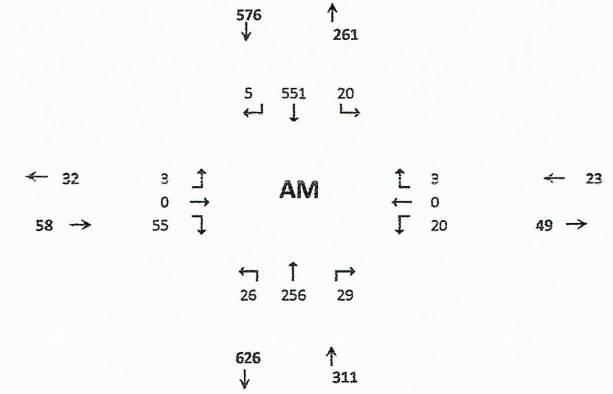
Road Name	From	To	Type	Generalized Service Capacity	2019 Average Annual Daily Traffic	2019 Peak Hour Directional Volume	2019 Generalized LOS	Avg. Annual Growth Rate
CR-714 (Veteran's Memorial Bridge)	Mapp Rd	SR-76	Class I: 4-Ln Divided	2000	23,957	1,622	C	6.1%
CR-723 (Savanna Rd)	CR-707	NE 24th St	Class I: 2-Ln Undivided	880	9,135	384	C	0.5%
CR-723 (Savanna Rd)	NE 24th St	CR-707A (Jensen Beach Blvd.)	Class I: 2-Ln Undivided	880	9,631	471	C	1.0%
CR-726 (Citrus Blvd)	SR-710	Greenridge Ln	Uninterrupted Rural Hwy: 2-Ln Undivided	740	2,783	126	A/B	0.5%
CR-726 (Citrus Blvd)	Greenridge Ln	CR-76A	Uninterrupted Rural Hwy: 2-Ln Undivided	740	2,488	137	A/B	0.5%
CR-76A (Citrus Blvd.)	CR-726	SR-714	Transitional 2-Ln Uninter /Undivided Flow	1200	4,269	283	A/B	8.0%
CR-76A (SW 96th St)	CR-726	Pennsylvania Ave	Transitional 2-Ln Uninter /Undivided Flow	1200	3,845	195	A/B	8.0%
CR-76A (SW 96th St)	Pennsylvania Ave	SR-76	Class I: Transitional 2-Ln Undivided	800	8,086	492	C	2.5%
CR-A1A (Dixie Hwy)	SR-5	CR-708	Class II: 2-Ln Undivided	750	3,416	192	C	4.7%
CR-A1A (Dixie Hwy)	CR-708	Osprey St	Class I: 2-Ln Undivided	880	7,552	477	C	3.7%
CR-A1A (Dixie Hwy)	Osprey St	Heritage Blvd	2-Ln Uninter /Undivided Flow	1190	6,595	393	A/B	3.1%
CR-A1A (Dixie Hwy)	Heritage Blvd	Cove Rd	2-Ln Uninter /Undivided Flow	1190	7,147	346	A/B	2.9%
CR-A1A (Dixie Hwy)	Cove Rd	Salerno Rd	Class II: 2-Ln Divided	790	12,131	617	D	3.1%
CR-A1A (Dixie Hwy)	Salerno Rd	St. Lucie Blvd	Class II: 2-Ln Undivided	750	17,261	835	F	3.3%
CR-A1A (Dixie Hwy)	St Lucie Blvd	Jefferson St	Class II: 2-Ln Undivided	750	14,108	748	D	2.9%
CR-A1A (Dixie Hwy)	Jefferson St	Indian St	Class II: 4-Ln Divided	1630	18,389	848	D	2.2%
CR-A1A (Dixie Hwy)	Indian St	SR-714	Class I: 4-Ln Divided	2000	17,161	824	C	3.1%
CR-A1A (Dixie Hwy)	SR-714	SE Fifth St	2-Ln Undivided Non-State	675	6,710	346	D	1.6%
Farm Rd	Dr Martin Luther King Jr Dr	Palm Wy	Class II: 2-Ln Undivided	750	2,817	124	C	3.2%
Fox Brown Rd	SR-710	CR-714	Uninterrupted Rural Hwy: 2-Ln Undivided	740	347	16	A/B	0.0%
Goldenrod Rd	Britt Rd	SR-732	Class II: 4-Ln Divided	1630	4,810	278	A/B	0.5%

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

TURNING MOVEMENT VOLUME COUNTS

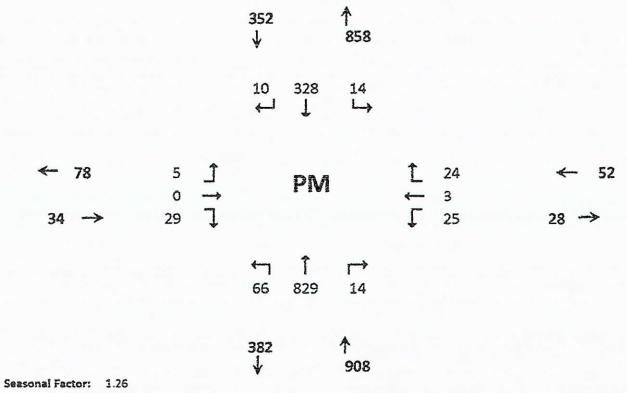
N/S STREET: Dixie Hwy
E/W STREET: Fern St
CONTROL:
FILENAME: Sportfish Marina
COUNT DATE: 8/11/2021
DAY: Wednesday
CITY: Stuart
INTERSECTION:
REPORT DATE:
ANALYSIS YEAR:

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	3	41	3	2	90	1	0	0	10	2	0	1	153	715
7:15-7:30	3	52	5	2	94	0	1	1	5	9	1	2	174	743
7:30-7:45	2	64	7	4	128	1	0	0	8	5	0	0	219	768
7:45-8:00	5	44	7	6	93	1	1	0	9	3	0	0	169	743
8:00-8:15	9	43	4	4	101	0	1	0	13	5	0	1	181	622
8:15-8:30	5	52	5	2	115	2	0	0	14	3	0	1	199	
8:30-8:45	7	54	5	2	105	1	0	1	9	7	0	3	194	
8:45-9:00	2	20	1	2	21	1	0	0	0	1	0	0	48	
AM PEAK HOUR IS FROM:	7:30 AM TO 8:30AM													
Volumes	21	203	23	16	437	4	2	0	44	16	0	2	768	
Season Factor	26	256	29	20	551	5	3	0	55	20	0	3	968	
Growth	26	256	29	20	551	5	3	0	55	20	0	3	968	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PROJECT	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	26	256	29	20	551	5	3	0	55	20	0	3	968	



Seasonal Factor: 1.26
Trips In
Trips Out
Growth Rate: 1.016
Years Grown:

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	13	169	5	2	55	1	0	0	8	2	0	3	258	1008
4:15-4:30	17	181	8	0	44	1	1	0	5	4	0	2	263	1048
4:30-4:45	8	141	5	3	80	2	0	0	5	2	0	2	248	1068
4:45-5:00	13	141	2	3	68	3	0	0	4	2	0	3	239	1044
5:00-5:15	16	190	3	3	58	0	2	0	5	9	2	10	298	994
5:15-5:30	15	186	1	2	54	3	2	0	9	7	0	4	283	
5:30-5:45	15	120	8	5	63	1	0	0	2	8	0	2	224	
5:45-6:00	12	94	3	4	54	3	0	1	5	3	1	7	188	
PM PEAK HOUR IS FROM:	4:30 PM TO 5:30PM													
Volumes	52	658	11	11	260	8	4	0	23	20	2	19	1068	
Season Factor	66	829	14	14	328	10	5	0	29	25	3	24	1346	
Growth	66	829	14	14	328	10	5	0	29	25	3	24	1346	
In/Out	-	-	-	-	-	-	-	-	-	-	-	-	-	
Percentage	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Project	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	66	829	14	14	328	10	5	0	29	25	3	24	1346	



Seasonal Factor: 1.26
Growth Rate: 1.016
Trips In:
Trips Out:
Years Grown: 0

2020 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8900 EAST- A1A TO US1

MOCF: 0.87

WEEK	DATES	SF	PSCF
* 1	01/01/2020 - 01/04/2020	0.98	1.13
* 2	01/05/2020 - 01/11/2020	0.90	1.03
* 3	01/12/2020 - 01/18/2020	0.83	0.95
* 4	01/19/2020 - 01/25/2020	0.82	0.94
* 5	01/26/2020 - 02/01/2020	0.80	0.92
* 6	02/02/2020 - 02/08/2020	0.79	0.91
* 7	02/09/2020 - 02/15/2020	0.78	0.90
* 8	02/16/2020 - 02/22/2020	0.81	0.93
* 9	02/23/2020 - 02/29/2020	0.85	0.98
*10	03/01/2020 - 03/07/2020	0.88	1.01
*11	03/08/2020 - 03/14/2020	0.91	1.05
*12	03/15/2020 - 03/21/2020	0.94	1.08
*13	03/22/2020 - 03/28/2020	1.07	1.23
14	03/29/2020 - 04/04/2020	1.21	1.39
15	04/05/2020 - 04/11/2020	1.34	1.54
16	04/12/2020 - 04/18/2020	1.47	1.69
17	04/19/2020 - 04/25/2020	1.37	1.57
18	04/26/2020 - 05/02/2020	1.28	1.47
19	05/03/2020 - 05/09/2020	1.19	1.37
20	05/10/2020 - 05/16/2020	1.09	1.25
21	05/17/2020 - 05/23/2020	1.07	1.23
22	05/24/2020 - 05/30/2020	1.05	1.21
23	05/31/2020 - 06/06/2020	1.03	1.18
24	06/07/2020 - 06/13/2020	1.00	1.15
25	06/14/2020 - 06/20/2020	0.98	1.13
26	06/21/2020 - 06/27/2020	1.01	1.16
27	06/28/2020 - 07/04/2020	1.04	1.20
28	07/05/2020 - 07/11/2020	1.06	1.22
29	07/12/2020 - 07/18/2020	1.09	1.25
30	07/19/2020 - 07/25/2020	1.09	1.25
31	07/26/2020 - 08/01/2020	1.09	1.25
32	08/02/2020 - 08/08/2020	1.09	1.25
33	08/09/2020 - 08/15/2020	1.10	1.26✓
34	08/16/2020 - 08/22/2020	1.09	1.25
35	08/23/2020 - 08/29/2020	1.09	1.25
36	08/30/2020 - 09/05/2020	1.09	1.25
37	09/06/2020 - 09/12/2020	1.09	1.25
38	09/13/2020 - 09/19/2020	1.09	1.25
39	09/20/2020 - 09/26/2020	1.09	1.25
40	09/27/2020 - 10/03/2020	1.08	1.24
41	10/04/2020 - 10/10/2020	1.08	1.24
42	10/11/2020 - 10/17/2020	1.08	1.24
43	10/18/2020 - 10/24/2020	1.07	1.23
44	10/25/2020 - 10/31/2020	1.06	1.22
45	11/01/2020 - 11/07/2020	1.06	1.22
46	11/08/2020 - 11/14/2020	1.05	1.21
47	11/15/2020 - 11/21/2020	1.05	1.21
48	11/22/2020 - 11/28/2020	1.03	1.18
49	11/29/2020 - 12/05/2020	1.01	1.16
50	12/06/2020 - 12/12/2020	0.99	1.14
51	12/13/2020 - 12/19/2020	0.98	1.13
52	12/20/2020 - 12/26/2020	0.90	1.03
53	12/27/2020 - 12/31/2020	0.83	0.95

* PEAK SEASON

27-FEB-2021 10:30:03 830UPD 4_8900_PKSEASON.TXT

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

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

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

Class II (35 mph or slower posted speed limit)

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

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

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

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

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

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

PEDESTRIAN MODE[2]

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

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

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

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

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

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

Urbanized

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

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

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

Uninterrupted Flow Highway Adjustments

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

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

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

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

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

O'ROURKE
ENGINEERING & PLANNING

TRAFFIC ANALYSIS

FOR

Atlantic Point Marina

Prepared for:

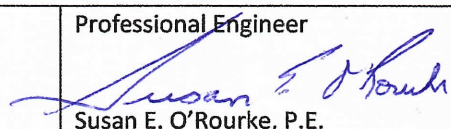
Straticon Construction – Marine Division
451 SW Federal Highway
Stuart, FL 34994

Prepared by:

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

August 30, 2021
Revised December 2, 2021
Revised February 25, 2022

MR21072.0

Prepared by: O'Rourke Engineering & Planning Certificate of Authorization: #26869 22 SE Seminole Street Stuart, Florida 34994 772-781-7918	Professional Engineer  Susan E. O'Rourke, P.E. Date signed and sealed: 2/25/2022 License #: 42684

O'ROURKE
ENGINEERING & PLANNING

August 30, 2021

Mr. Dan Moore
Straticon Construction – Marine Division
451 SW Federal Highway
Stuart, FL 34994

Re: Atlantic Point Marina

Dear Mr. Moore:

O'Rourke Engineering & Planning has completed the traffic analysis of the proposed development of a 6,510 SF restaurant, 105 slip marina and 456 dry space storage in Stuart, Florida. The steps in the analysis and the ensuing results are presented herein.

It has been a pleasure working with you, if you have any questions or comments, please do not hesitate to contact our office.

Respectfully submitted,
O'Rourke Engineering & Planning

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

Atlantic Point Marina Traffic Analysis 2.25.2022

22 SE Seminole Street | Stuart, FL 34994 | 772-781-7918 | SEORourke@comcast.net

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APPENDIX B: Transit / Non-Motorized Features
APPENDIX C: Martin County 2019 LOS Report & Dixie/Fern TMC
APPENDIX D: Intersection Analysis Data

INTRODUCTION

O'Rourke Engineering & Planning was retained to prepare a traffic concurrency analysis for the proposed Resort and Marina to be located east of Flagler Avenue in Stuart, Florida. The project location is shown in **Figure 1,** along with roadway features. The purpose of this report is to determine the project impact on the surrounding roadway system.

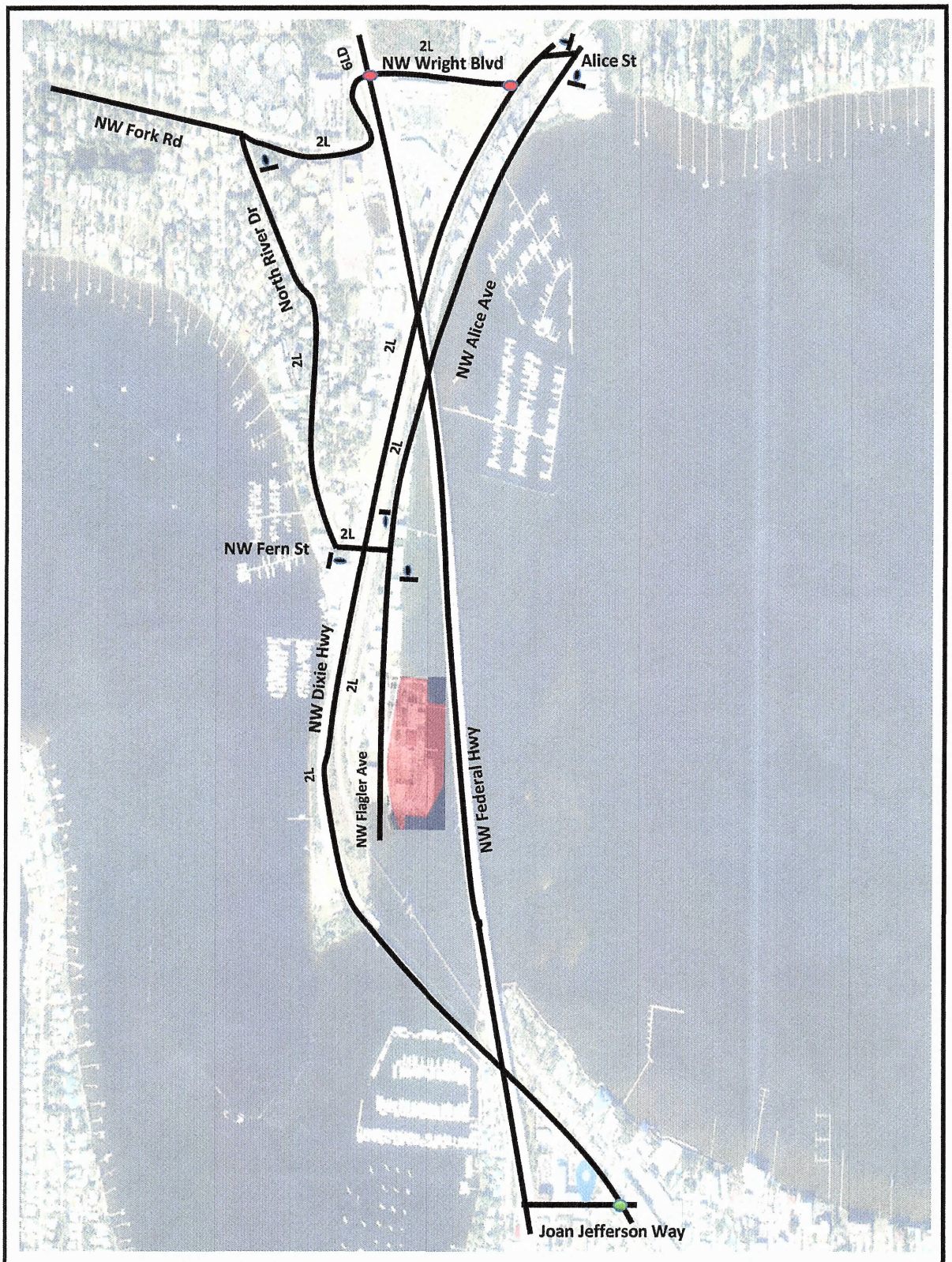
In order to make the determination that the project complies with City of Stuart Concurrency Guidelines, the following analytical steps were taken:

- discussion of land use
- summary of the project
- summary of existing lane geometries
- summary of existing traffic volumes
- assessment of project traffic
- determination of impact area
- summary of short-term cumulative traffic volumes
- summary of levels of service with project traffic added

Each of these steps is outlined herein.

PROJECT DESCRIPTION

The project consists of a 6,510 SF restaurant with 162 seats, a 105-slip marina with a ship store and other amenities, and a 456 space dry boat storage. The site is currently occupied with marina, boat storage warehouse, and office use. The project site plan is provided in **APPENDIX A. APPENDIX B** includes non-motorized and transit information.



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NTS 22 SE Seminole St
Stuart, Fl 34994

Job #: MR21072.0 | Date: 8/23/2021

Legend

= Signalized
= Project Location
= Round About
= Stop Sign

Figure 1

Project Location

Atlantic Point Marina

EXISTING CONDITIONS

The study area is defined as the roadways upon which the project has an impact of 5% of the level of service capacity of the roadway and immediate accessed link. Once the project traffic was assigned, the study area was refined based on the impact percentages.

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

Existing Lane Geometrics and Traffic Control

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

- Dixie Highway (US-1) is a two -lane arterial roadway with a north/south alignment
- Fern Street is a two-lane local road with an east/west alignment
- Flagler is a two-lane local north/south road that serves the Harborage community
- Wright Boulevard is a two lane collector with an east/west alignment

Existing Traffic Volumes/ Service Volume

Traffic volumes were obtained from the Martin County 2019 Roadway Level of Service Inventory Report and supplemented with counts made in the field. The number of lanes and the associated peak hour/peak direction service volumes will be summarized in the upcoming sections of the report. The service volumes were developed based on the functional classification contained in the 2019 Martin County Level of Service Report. These documents are included in **APPENDIX B.**

PROJECT TRAFFIC

To estimate traffic generated by the project, the ITE Trip Generation, 10th Edition trip rates were applied. Pass by percentage rates not applied due to the location of the project. Internal capture rates were based on ITE. These calculations provide an estimate of the typical generation. Trip generation for the project is shown in **Table 1.**

As shown, the proposed project will generate 1,135 net daily trips. There will be 99 AM peak hour trips and 110 PM peak hour trips. There is an existing marina on the site that will be replaced with the new development. The marina, storage, and office building generate 201 daily trips, 18 AM peak hour trips, and 24 PM peak hour trips. **Table 1b** summarizes the trips from the existing building. Subtracting the trips from the existing building yields 934 daily trips, 81 AM peak hour trips, and 86 PM peak hour trips as shown in **Table 1c.**

Table 1 - Trip Generation - Proposed

Table 1a: Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total
Boat Barn - 456 space (warehouse)	150	108,988	Sft	T = 1.74(X)	50%	50%	95	95	190	12	5	17	8.9%	83	90	173
Ship Store (Retail Shopping LU Code)	820	2,000	Sft	T = 37.75(X)	50%	50%	38	38	76	3	5	8	10.5%	35	33	68
High-Turnover (Sit-Down) Restaurant	932	162	Seats	T = 4.37(X)	50%	50%	354	354	708	16	31	47	6.6%	338	323	661
Marina	420	105	Berths	T = 2.41(X)	50%	50%	127	126	253	16	6	22	8.7%	111	120	231
TOTALS							**614**	**613**	**1,227**	**47**	**47**	**94**	**7.7%**	**567**	**566**	**1,133**

Source: ITE 10th Edition Trip Generation Rates

Table 1b: AM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total
Boat Barn - 456 space (warehouse)	150	108,988	Sft	T = 0.17(X)	77%	23%	15	4	19	2	1	3	15.8%	13	3	16
Ship Store (Retail Shopping LU Code)	820	2,000	Sft	T = 0.94(X)	62%	38%	1	1	2	-	-	-	0.0%	1	1	2
High-Turnover (Sit-Down) Restaurant	932	162	Seats	T = .48(X)	52%	48%	41	37	78	1	3	4	5.1%	40	34	74
Marina	420	105	Berths	.07(X)	33%	67%	2	5	7	1	-	1	14.3%	1	5	6
TOTALS							**59**	**47**	**106**	**4**	**4**	**8**	**7.5%**	**55**	**43**	**98**

Source: ITE 10th Edition Trip Generation Rates

Table 1c: PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total
Boat Barn - 456 space (warehouse)	150	108,988	Sft	T = 0.19(X)	27%	73%	6	15	21	1	-	1	4.8%	5	15	20
Ship Store (Retail Shopping LU Code)	820	2,000	Sft	T = 3.81(X)	48%	52%	4	4	8	2	1	3	37.5%	2	3	5
High-Turnover (Sit-Down) Restaurant	932	162	Seats	T = .42(X)	57%	43%	39	29	68	2	4	6	8.8%	37	25	62
Marina	420	105	Berths	T =.21(X)	60%	40%	13	9	22	1	1	2	9.1%	12	8	20
TOTALS							**62**	**57**	**119**	**6**	**6**	**12**	**10.1%**	**56**	**51**	**107**

Source: ITE 10th Edition Trip Generation Rates

Table 1B - Trip Generation - Existing

Daily

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total
Office	712	5,483	SF	T = 16.19(X)	50%	50%	45	44	89	-	-	-	0.0%	45	44	89
Warehouse/Boat Barn/Other	150	37,975	SF	T = 1.74(X)	50%	50%	33	33	66	-	-	-	0.0%	33	33	66
Marina	420	19	Berths	T = 2.41(X)	50%	50%	23	23	46	-	-	-	0.0%	23	23	46
TOTALS							**101**	**100**	**201**	**-**	**-**	**-**	**0.0%**	**101**	**100**	**201**

Source: ITE 10th Edition Trip Generation Rates

AM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total
Office	712	5,483	SF	T = 1.92(X)	83%	18%	9	2	11	-	-	-	0.0%	9	2	11
Warehouse/Boat Barn/Other	150	37,975	SF	T = 0.17(X)	77%	23%	5	1	6	-	-	-	0.0%	5	1	6
Marina	420	19	Berths	T = 0.07(X)	33%	67%	-	1	1	-	-	-	0.0%	-	1	1
TOTALS							**14**	**4**	**18**	**-**	**-**	**-**	**0.0%**	**14**	**4**	**18**

Source: ITE 10th Edition Trip Generation Rates

PM Peak Hour

Land Use	ITE Code	Intensity	Units	Trip Generation Rate	Directional Split		Gross Trips			Internalization Trips				Net External Trips		
					In	Out	In	Out	Total	In	Out	Total	%	In	Out	Total
Office	712	5,483	SF	T = 2.45(X)	32%	68%	4	9	13	-	-	-	0.0%	4	9	13
Warehouse/Boat Barn/Other	150	37,975	SF	T = 0.19(X)	27%	73%	2	5	7	-	-	-	0.0%	2	5	7
Marina	420	19	Berths	T = 0.21(X)	60%	40%	2	2	4	-	-	-	0.0%	2	2	4
TOTALS							**8**	**16**	**24**	**-**	**-**	**-**	**0.0%**	**8**	**16**	**24**

Source: ITE 10th Edition Trip Generation Rates

Table 1c: Net Trip Generation							
		AM Net Trips			PM Net Trips		
	Daily Net Trips	In	Out	Total	In	Out	Total
Proposed Project	1133	55	43	98	56	51	107
Existing Uses	201	14	4	18	8	16	24
Difference	932	41	39	80	48	35	83

PROJECT DISTRIBUTION/ ASSIGNMENT/IMPACT

The project traffic was distributed by general geographic direction and then assigned to the roadway network.

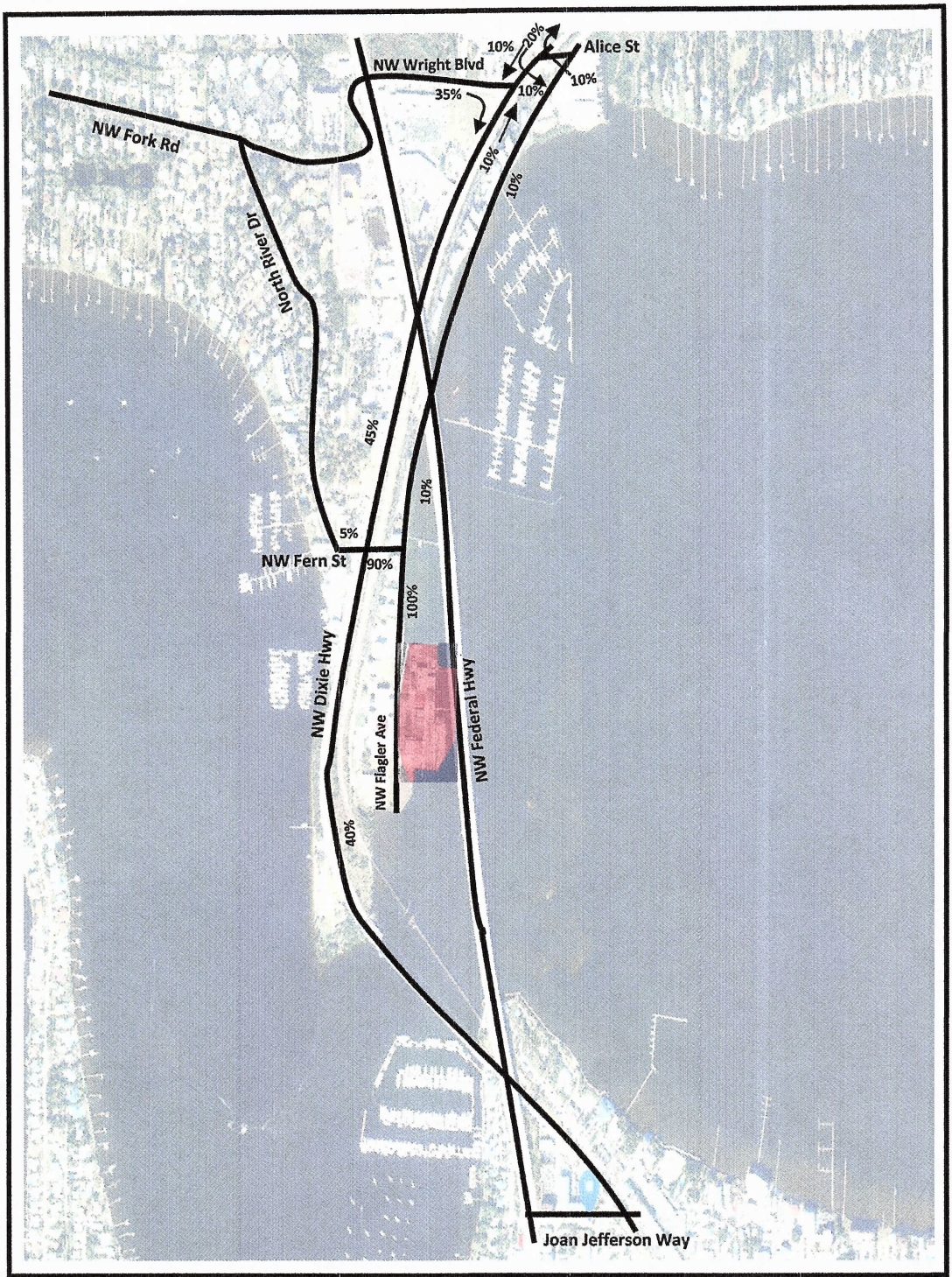
Distribution/ Assignment – This general distribution led to an assignment of trips based on the anticipated ultimate destinations and the roadway paths used to reach those destinations. The project assignment is shown in **Figure 2**.

Impact – Tables 2a and 2b summarize the project impact as a percent of service volume capacity. Project traffic is considered significant when the impact is 5% or more of LOS D.

LINK ANALYSIS / CONCURRENCY REVIEW

The project is significant only on Flagler Avenue, a local access roadway. The other links were evaluated for informational purposes. The total traffic on the link at project buildout was compared to the roadway capacity. To estimate the total traffic for the anticipated project buildout year of 2024, the existing link volumes were obtained from a turning movement count at Fern Street and Dixie Highway. The existing traffic was grown 3 years using the average annual growth rate also provided in the report.

Tables 3a and 3b summarize the results of the link analysis. As shown, the roadways will operate at acceptable levels of service. The TMC is provided in **Appendix D.**



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Stuart, Fl 34994

Job #: MR21072.0 | Date: 8/23/2021

Legend

= Project Location

Figure 2

Percent Assignment

Atlantic Point Marina

Table 2a: Percent Impact - AM Peak Hour

Segment	From	To	Direction		Lanes	Is Project Traffic 5% or More of Capacity?	LOS D[1] Directional Peak Hour	Directional Peak Project Volume	Project Percent Assignment	Directional Percent Project of Capacity
Flagler Ave	Fern St	Project Driveway	NB	OUT	2L	yes	675	39	100%	5.78%
	Fern St	Project Driveway	SB	IN	2L	yes	675	41	100%	6.07%
	Fern St	Alice	NB	OUT	2L	no	675	4	10%	0.59%
	Fern St	Alice	SB	IN	2L	no	675	4	10%	0.59%
Dixie Hwy	Alice	Wright	NB	OUT	2L	no	880	8	20%	0.91%
	Alice	Wright	SB	IN	2L	no	880	8	20%	0.91%
	Wright	Fern St	NB	OUT	2L	no	880	18	45%	2.05%
	Wright	Fern St	SB	IN	2L	no	880	18	45%	2.05%
	Fern St	Joan Jefferson Way	NB	OUT	2L	no	880	16	40%	1.82%
	Fern St	Joan Jefferson Way	SB	IN	2L	no	880	16	40%	1.82%
Fern St	Dixie	Flagler	EB	IN	2L	no	750	37	90%	4.93%
	Dixie	Flagler	WB	OUT	2L	no	750	35	90%	4.67%
Wright Blvd	US1	Dixie	EB	IN	2L	no	750[1]	14	35%	1.87%
	US1	Dixie	WB	OUT	2L	no	750	14	35%	1.87%

(1) 2020 FDOT Quality LOS Handbook

In: 41
Out: 39

8

Table 2b: Percent Impact - PM Peak Hour

Segment	From	To	Direction		Lanes	Is Project Traffic 5% or More of Capacity?	LOS D[1] Directional Peak Hour	Directional Peak Project Volume	Project Percent Assignment	Directional Percent Project of Capacity
Flagler Ave	Fern St	Project Driveway	NB	OUT	2L	yes	675	35	100%	5.19%
	Fern St	Project Driveway	SB	IN	2L	yes	675	48	100%	7.11%
	Fern St	Alice	NB	OUT	2L	no	675	4	10%	0.59%
	Fern St	Alice	SB	IN	2L	no	675	5	10%	0.74%
Dixie Hwy	Alice	Wright	NB	OUT	2L	no	880	7	20%	0.80%
	Alice	Wright	SB	IN	2L	no	880	10	20%	1.14%
	Wright	Fern St	NB	OUT	2L	no	880	16	45%	1.82%
	Wright	Fern St	SB	IN	2L	no	880	22	45%	2.50%
	Fern St	Joan Jefferson Way	NB	OUT	2L	no	880	14	40%	1.59%
	Fern St	Joan Jefferson Way	SB	IN	2L	no	880	19	40%	2.16%
Fern St	Dixie	Flagler	EB	IN	2L	yes	750	43	90%	5.73%
	Dixie	Flagler	WB	OUT	2L	no	750	32	90%	4.27%
Wright Blvd	US1	Dixie	EB	IN	2L	no	750[1]	17	35%	2.27%
	US1	Dixie	WB	OUT	2L	no	750	12	35%	1.60%

(1) 2012 FDOT Quality LOS Handbook (750 X 9)

In: 48
Out: 35

Table 3a: Link Analysis - AM Peak Hour

Segment	From	To	Direction		Lanes	Is Project Traffic 5% or More of Capacity?	2021 Volume Peak Hour[2] Peak Direction	Growth Rate	Committed Trips	2024 Volume Peak Hour Peak Direction	LOS D Directional Peak Hour[1]	Directional Peak Project Volume	Project Percent Assignment	Directional Percent Project of Capacity	Total Traffic (Peak Direction)	Does Project Meet Concurrency?
Flagler Ave	Fern St	Project Driveway	NB	OUT	2L	yes	49	1.016	0	51	675	39	100%	5.78%	90	Yes
	Fern St	Project Driveway	SB	IN	2L	yes	23	1.016	0	24	675	41	100%	6.07%	65	Yes
	Fern St	Alice	NB	OUT	2L	no	49	1.016	21	72	675	4	10%	0.59%	76	Yes
	Fern St	Alice	SB	IN	2L	no	23	1.016	22	46	675	4	10%	0.59%	50	Yes
Fern Street	Dixie	Alice	EB	IN	2L	no	49	1.016	21	72	750	0	90%	0.00%	72	Yes
	Dixie	Alice	WB	OUT	2L	no	23	1.016	22	46	750	0	90%	0.00%	46	Yes

(1) 2020 FDOT Quality Level of Service Handbook Tables
(2) From Turning Movement Counts on: 8/11/2021
(3) Martin County 2019 Level of Service Inventory Report

In: 41
Out: 39
Years Grown: 3

Table 3b: Link Analysis - PM Peak Hour

Segment	From	To	Direction		Lanes	Is Project Traffic 5% or More of Capacity?	2021 Volume Peak Hour[2] Peak Direction	Growth Rate	Committed Trips	2024 Volume Peak Hour Peak Direction	LOS D Directional Peak Hour[1]	Directional Peak Project Volume	Project Percent Assignment	Directional Percent Project of Capacity	Total Traffic (Peak Direction)	Does Project Meet Concurrency?
Flagler Ave	Fern St	Project Driveway	NB	OUT	2L	yes	28	1.016	0	29	675	35	100%	5.19%	64	Yes
	Fern St	Project Driveway	SB	IN	2L	yes	52	1.016	0	55	675	48	100%	7.11%	103	Yes
	Fern St	Alice	NB	OUT	2L	no	28	1.016	27	56	675	4	10%	0.59%	60	Yes
	Fern St	Alice	SB	IN	2L	no	52	1.016	19	74	675	5	10%	0.74%	79	Yes
Fern Street	Dixe	Alice	EB	IN	2L	no	28	1.016	27	56	750	43	90%	4.27%	99	Yes
	Dixie	Alice	WB	OUT	2L	no	52	1.016	19	74	750	32	90%	2.27%	106	Yes

(1) 2020 FDOT Quality Level of Service Handbook Tables
(2) From Turning Movement Counts on: 8/11/2021
3) Martin County 2019 Level of Service Inventory Report

In: 48
Out: 35
Years Grown: 3

INTERSECTION ANALYSIS

The intersection of Dixie Highway and Fern Street was analyzed for impacts from the project. The intersection was counted in August 2021. A seasonal factor of 1.26 was applied, which is the FDOT seasonal factor for east of US 1. Existing volumes were grown 3 years to 2024 using the Martin County Average Annual Growth rate of 1.61%, the rate for Dixie Highway. The project traffic was then added to obtain the total traffic turning movements.

The intersections were analyzed using the Highway Capacity Software for existing, 2024 without project traffic, and 2024 with project traffic. This information is summarized below in **Table 4**. The intersection data and turning movement counts data are shown in Appendix D.

Table 4: Intersection Analysis - Fern & Dixie

	AM		PM	
	LOS*	Delay*	LOS*	Delay*
Existing	C	18.6	D	28.3
2024 Without Project	C	19.8	D	33.9
2024 With Project	C	22.5	E	47.5

*WBL

As shown, the intersection will operate at an acceptable Level of Service.

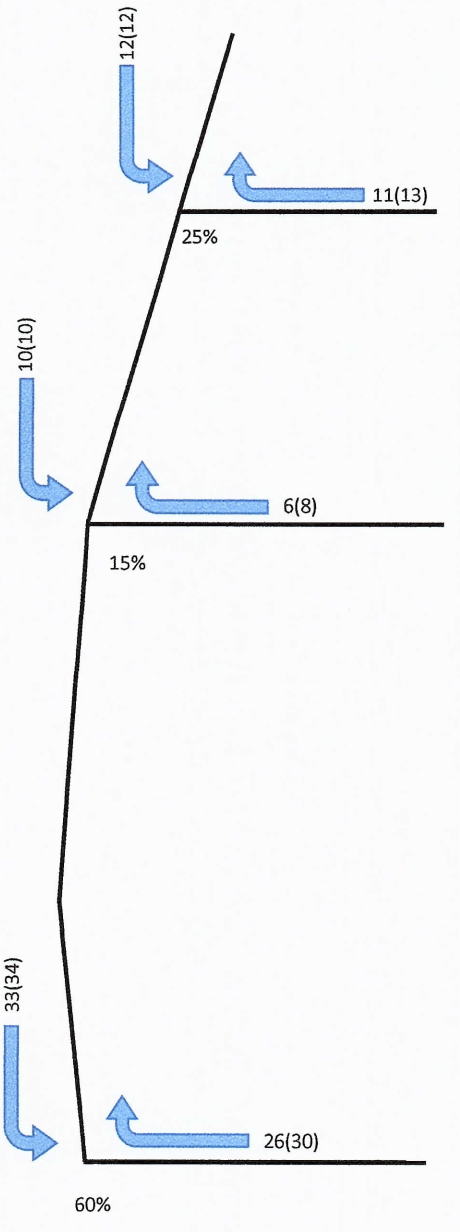
DRIVEWAYS

The site will have two driveways onto Flagler Avenue and Flagler will terminate at the site.

Figure 3 illustrates the driveway volumes. The Flagler Avenue/Fern Street intersection was analyzed as the main "project driveway." The analysis, included at the end of Appendix D, shows that the intersection will operate at LOS A in both the AM and PM peak hours.

CONCLUSION

With a net impact of 932 daily trips, 80 AM peak hour trips and 83 PM peak hour trips, the project does not create the need for additional improvements to the roadway network. Therefore, the project meets the requirements for concurrency.



	IN	OUT
AM	55	43
PM	56	51

O'ROURKE ENGINEERING & PLANNING

NTS 22 SE Seminole Street
Stuart, Fl, 34994

Job #: MR21072.0 | 2.25.2022

Legend

XX(XX) = AM(PM)

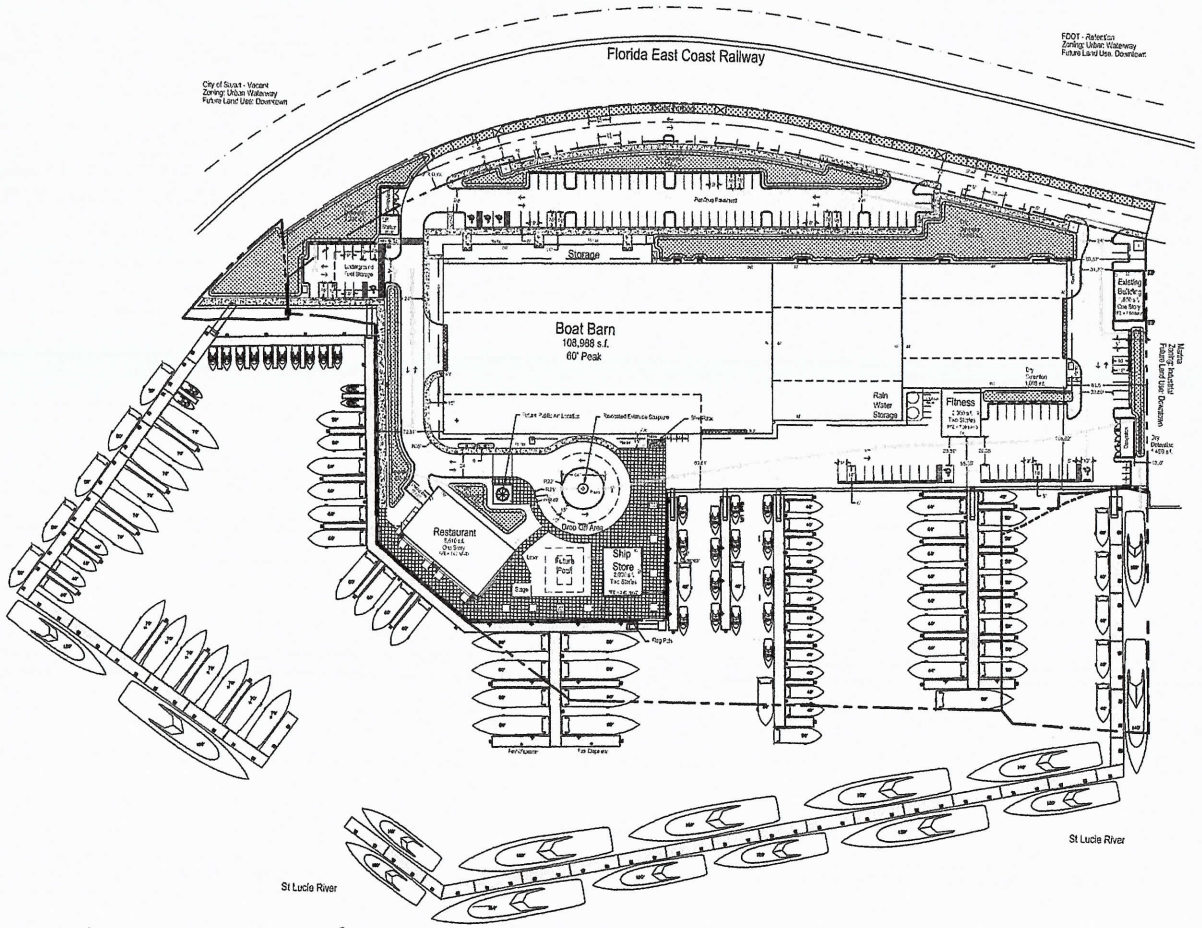
Figure 3

Project Driveway Volumes

Atlantic Point Marina

APPENDIX A

Site Plan



Site Data

Parcel Size:	471,762 s.f. +/-	10.81 Acres +/-	
Parcel Control Number:	32-37-41-004-020-0011		
Site Address:	75 NW Flagler Avenue Stuart, FL 34994		
Dry Land Areas:	342,680 s.f. +/-	7.88 Acres +/-	
Site:	305,228 s.f. +/-	7 Acres +/-	
Right Of Way:	37,452 s.f. +/-	.88 Acres +/-	
Submerged Land Areas:	128,522 s.f. +/-	2.93 Acres +/-	
Total Marina Slips:		106	
Total Dry Rack Spaces:		456	
Maximum Building Height:			
Industrial		45' / 4 Stories	
Urban Code / CRA		45' / 60'	
Existing Use:		Former Boat Business	
Proposed Use:		Marina Facility & Restaurant	
Existing Zoning:		Industrial	
Proposed Zoning:		Industrial	
Future Land Use:		Industrial	
Proposed Future Land Use:		Marine/Industrial	
Impervious:	246,983 s.f.	5.67 Acres	72%
Proj. Site: (Including Right Of Way)			
Buildings: (Plan view outline)	121,068 s.f.	2.78 Acres	
Impervious Pavements:	92,179 s.f.	2.125 Acres	
Pervious Pavements:	11,029 s.f.	.25 Acres	
Grass Parking:	3,282 s.f.	.075 Acres	
Impervious Pool & Pool Deck:	3,815 s.f.	.09 Acres	
Pervious Sidewalks:	15,450 s.f.	.35 Acres	
Pervious (Open Space):	95,677 s.f.	2.19 Acres	28%
Proj. Site: (Including Right Of Way)			
Landscape Area:	28,672 s.f.	.065 Acres	
Dry Retention Area:	38,894 s.f.	.65 Acres	
Pervious Pavements:	11,029 s.f.	.25 Acres	
Grass Parking:	3,282 s.f.	.075 Acres	
Pervious Sidewalks:	15,450 s.f.	.35 Acres	

Open Space:	Required:	Provided:
	No Minimum	19%

Parking Calculations:	Required:	Provided:
Boat Dry Storage	46	46
1 Space / 10 Boat Storage Spaces		
Marina	27	27
1 Space / 4 Boat Slips	27	27
- 1 Space / Employee	See Below	See Below
Ship Store	5	5
1 Space / 200 s.f. (Multi-Use Building - Only 1,162 s.f. of sales area calculated)		
Restaurant - Limited	41	41
1 Space / 4 Seats at maximum capacity (162 Seats)	41	41
- 1 Space / Employee	See Below	See Below
Total Employees	27	27
Marina	14	14
Restaurant:	13	13

Total employee count is 54 working varying shifts.
Includes the following:
Marina - manager, host, ship store, sales / administration, marine support staff
= 28 (but not 28 at one time due to two (2) shifts) = 28 / 2 shifts = 14 Spaces
Restaurant - management and bar / kitchen support staff
= 26 (but not 26 at one time due to varying shifts) = 26 / 2 (or more) shifts = 13 Spaces

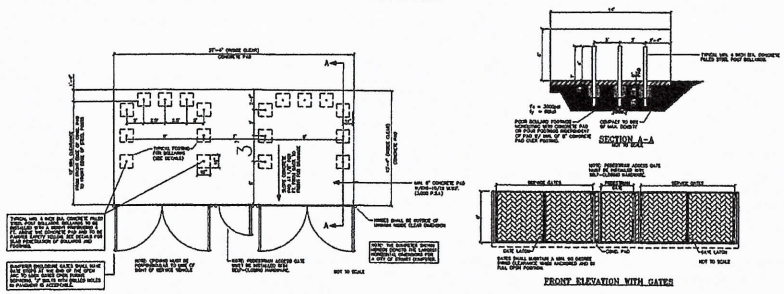
Total:	146	182 (36 Extra)
On Site:	146	123
Right Of Way:	0	56
Paved:	0	23
Grass Overflow:	0	33

General Notes

1. This project shall be completed in five phases.
2. All prohibited exotic plant species shall be removed prior to the issuance of a Certificate of Occupancy.
3. All new tree 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 grading, that a field inspection be performed to determine if barricades have been properly installed on the site if required.
6. All signs will be reviewed for compliance with the applicable regulations at the time the sign permit is issued.
7. ABA, lighting, parking and access areas shall document compliance with the requirements of the American Disabilities Act prior to the issuance of a building permit.
8. The parking areas shown on the hereon are private and will be owned and maintained by the project owner.
9. Finished Floor Elevations TFE are NAVD 88.
10. Water and sewer service shall be provided by City of Stuart Utilities.
11. Photometric site lighting plans shall be provided to the City of Stuart for review and approval prior to site development permit approval.

City of Stuart Dumpster Detail

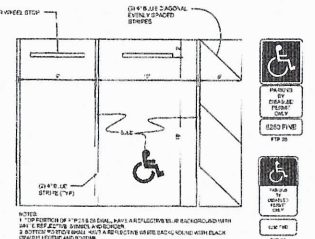
Not To Scale



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

Standard & Handicap Parking Space Detail

Not To Scale



Site Plan

Conceptual Design Group, Inc.
Landscape Architecture - Site Planning
900 NE Ocean Boulevard, Suite 130
Stuart, Florida 34994
(772) 344-2349
Lic. #0000198

Atlantic Point Marina

City of Stuart, Florida

A-1

Job No.	21-0609
Drawn By	JWS
Submittal Dates	8-27-2021
	12-3-2021
	2-21-2022
Revision Dates	
City Comments #1	12-3-2021
City Comments #2	2-21-2022

These drawings are the property of the landscape architect and are not to be used for other projects except by written permission from the landscape architect. Report any discrepancies immediately to the landscape architect.

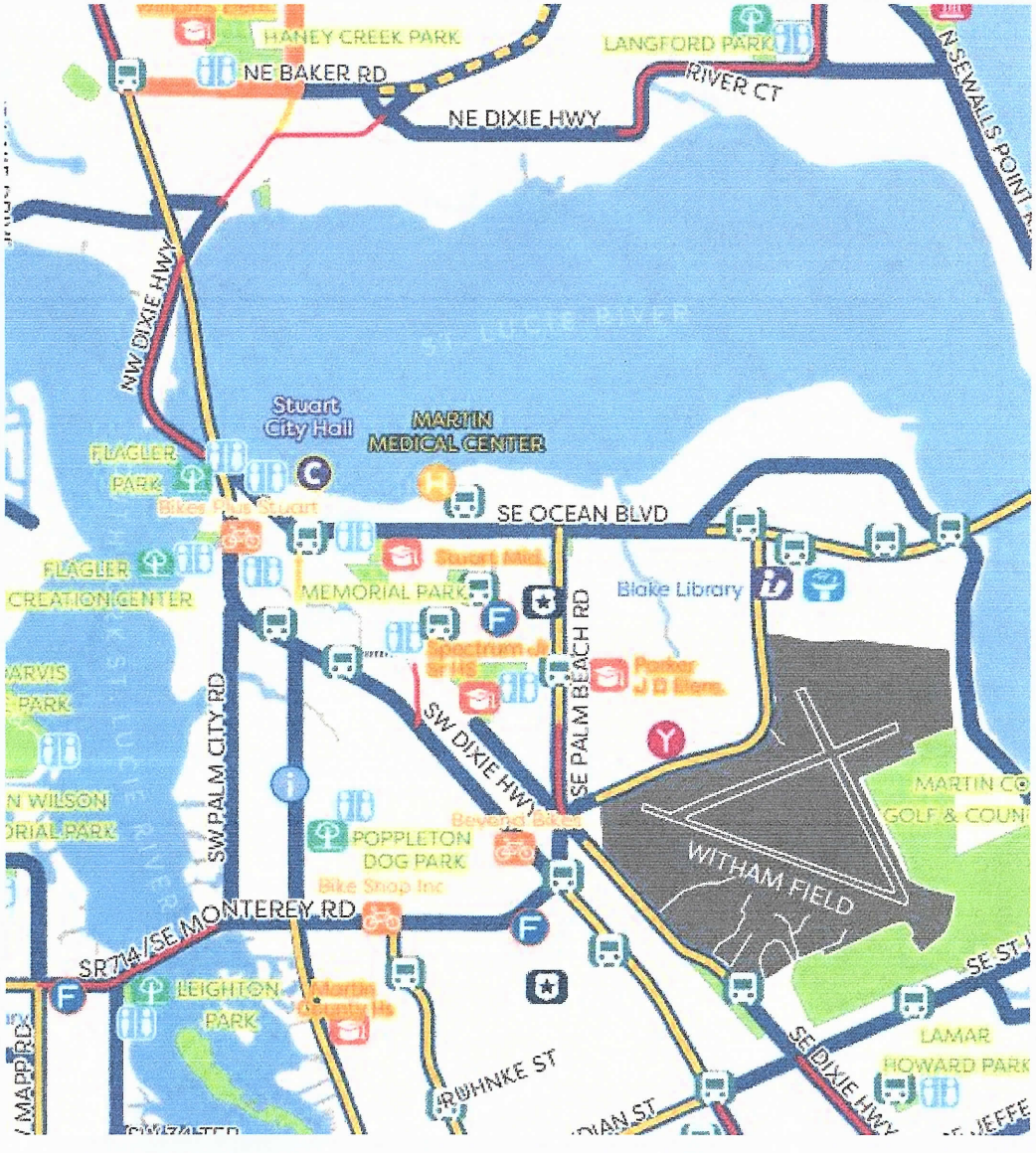
Sheet 1 of 1

APPENDIX B

Transit / Non-Motorized Features

MARTIN COUNTY
Bicycle & Pedestrian Facilities Map

MARTIN MPO
Metropolitan Planning Organization



Legend

- Bicycle Shops
- Water Fountains
- Public Restrooms
- Fire Rescue Departments
- Police Stations
- Beach Access
- Museums and Research Centers
- Libraries
- Schools
- The Stuart/Martin County Chamber of Commerce
- Stuart City Hall
- YMCA of the Treasure Coast
- Hospitals
- Transit Stops
- Parks

Existing Facilities

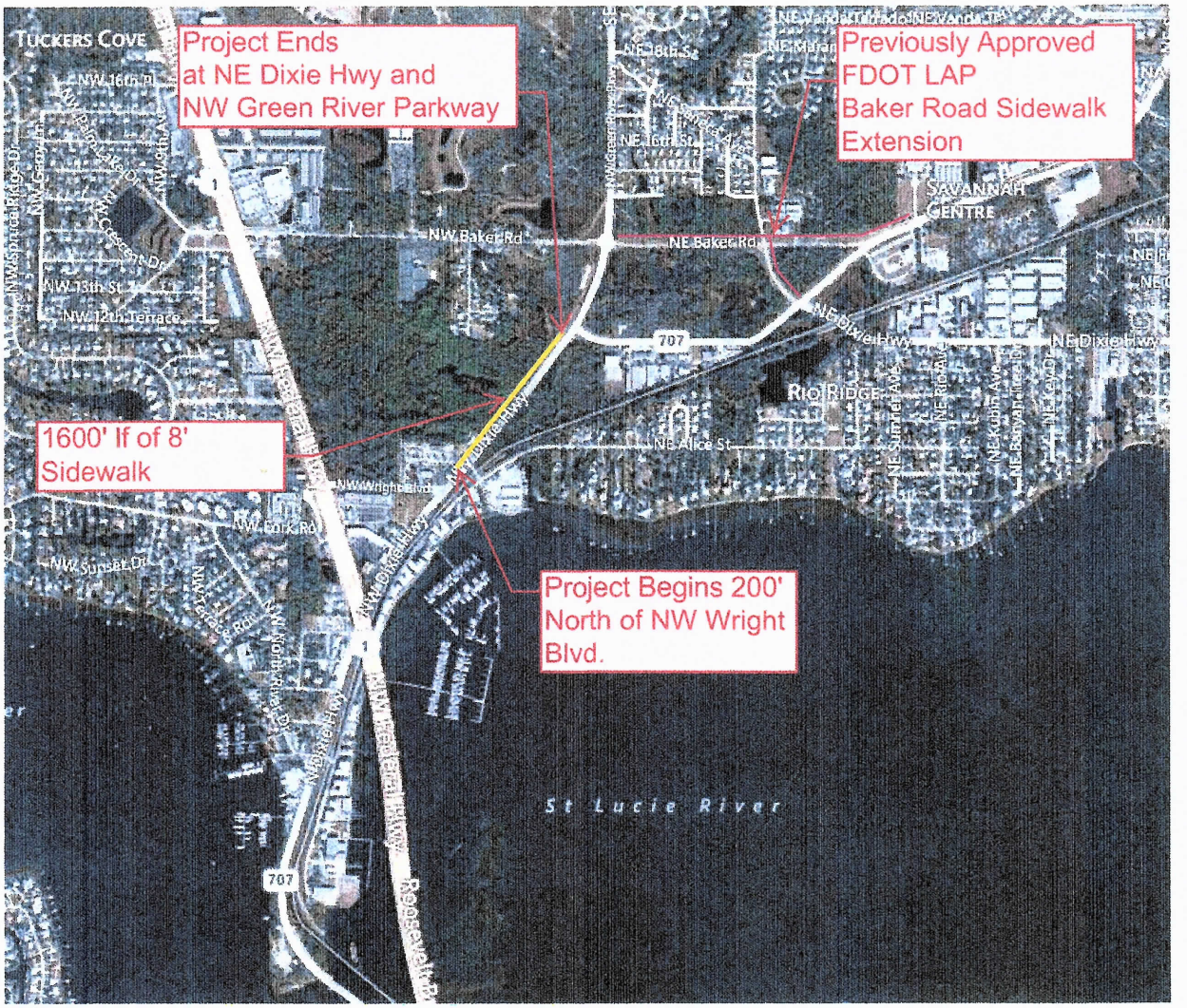
- Sidewalks Along Main Roads*
- Bicycle Lanes
- Paved Shoulders
- Shared-Use Paths

Future Facilities

- Sidewalks
- Bicycle Lanes
- Buffered Bicycle Lanes
- Shared-Use Paths

Source: MartinMPO.com

NW Dixie Highway
Sidewalk Extension Project



FY 19/20
Transportation Alternatives
Program LOCATION MAP
City of Stuart

APPENDIX C

Martin County 2019 LOS Report
Dixie/Fern TMC

Martin County 2019 Roadway Level of Service Inventory Report

Road Name	From	To	Type	Generalized Service Capacity	2019 Average Annual Daily Traffic	2019 Peak Hour Directional Volume	2019 Generalized LOS	Avg. Annual Growth Rate
CR-714 (Veteran's Memorial Bridge)	Mapp Rd	SR-76	Class I: 4-Ln Divided	2000	23,957	1,622	C	6.1%
CR-723 (Savanna Rd)	CR-707	NE 24th St	Class I: 2-Ln Undivided	880	9,135	384	C	0.5%
CR-723 (Savanna Rd)	NE 24th St	CR-707A (Jonson Beach Blvd.)	Class I: 2-Ln Undivided	880	9,631	471	C	1.0%
CR-726 (Citrus Blvd)	SR-710	Greenridge Ln	Uninterrupted Rural Hwy: 2-Ln Undivided	740	2,783	126	A/B	0.5%
CR-726 (Citrus Blvd)	Greenridge Ln	CR-76A	Uninterrupted Rural Hwy: 2-Ln Undivided	740	2,488	137	A/B	0.5%
CR-76A (Citrus Blvd.)	CR-726	SR-714	Transitional 2-Ln Uninter /Undivided Flow	1200	4,269	283	A/B	8.0%
CR-76A (SW 96th St)	CR-726	Pennsylvania Ave	Transitional 2-Ln Uninter /Undivided Flow	1200	3,845	195	A/B	8.0%
CR-76A (SW 96th St)	Pennsylvania Ave	SR-76	Class I: Transitional 2-Ln Undivided	800	8,086	492	C	2.5%
CR-A1A (Dixie Hwy)	SR-5	CR-708	Class II: 2-Ln Undivided	750	3,416	192	C	4.7%
CR-A1A (Dixie Hwy)	CR-708	Osprey St	Class I: 2-Ln Undivided	880	7,552	477	C	3.7%
CR-A1A (Dixie Hwy)	Osprey St	Heritage Blvd	2-Ln Uninter /Undivided Flow	1190	6,595	393	A/B	3.1%
CR-A1A (Dixie Hwy)	Heritage Blvd	Cove Rd	2-Ln Uninter /Undivided Flow	1190	7,147	346	A/B	2.9%
CR-A1A (Dixie Hwy)	Cove Rd	Salerno Rd	Class II: 2-Ln Divided	790	12,131	617	D	3.1%
CR-A1A (Dixie Hwy)	Salerno Rd	St. Lucie Blvd	Class II: 2-Ln Undivided	750	17,261	835	F	3.3%
CR-A1A (Dixie Hwy)	St Lucie Blvd	Jefferson St	Class II: 2-Ln Undivided	750	14,108	748	D	2.9%
CR-A1A (Dixie Hwy)	Jefferson St	Indian St	Class II: 4-Ln Divided	1630	18,389	848	D	2.2%
CR-A1A (Dixie Hwy)	Indian St	SR-714	Class I: 4-Ln Divided	2000	17,161	824	C	3.1%
CR-A1A (Dixie Hwy)	SR-714	SE Fifth St	2-Ln Undivided Non-State	675	6,710	346	D	1.6%
Farm Rd	Dr Martin Luther King Jr Dr	Palm Wy	Class II: 2-Ln Undivided	750	2,817	124	C	3.2%
Fox Brown Rd	SR-710	CR-714	Uninterrupted Rural Hwy: 2-Ln Undivided	740	347	16	A/B	0.0%
Goldenrod Rd	Britt Rd	SR-732	Class II: 4-Ln Divided	1630	4,810	278	A/B	0.5%

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

2020 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8900 EAST- A1A TO US1

MOCF: 0.87

WEEK	DATES	SF	PSCF
* 1	01/01/2020 - 01/04/2020	0.98	1.13
* 2	01/05/2020 - 01/11/2020	0.90	1.03
* 3	01/12/2020 - 01/18/2020	0.83	0.95
* 4	01/19/2020 - 01/25/2020	0.82	0.94
* 5	01/26/2020 - 02/01/2020	0.80	0.92
* 6	02/02/2020 - 02/08/2020	0.79	0.91
* 7	02/09/2020 - 02/15/2020	0.78	0.90
* 8	02/16/2020 - 02/22/2020	0.81	0.93
* 9	02/23/2020 - 02/29/2020	0.85	0.98
*10	03/01/2020 - 03/07/2020	0.88	1.01
*11	03/08/2020 - 03/14/2020	0.91	1.05
*12	03/15/2020 - 03/21/2020	0.94	1.08
*13	03/22/2020 - 03/28/2020	1.07	1.23
14	03/29/2020 - 04/04/2020	1.21	1.39
15	04/05/2020 - 04/11/2020	1.34	1.54
16	04/12/2020 - 04/18/2020	1.47	1.69
17	04/19/2020 - 04/25/2020	1.37	1.57
18	04/26/2020 - 05/02/2020	1.28	1.47
19	05/03/2020 - 05/09/2020	1.19	1.37
20	05/10/2020 - 05/16/2020	1.09	1.25
21	05/17/2020 - 05/23/2020	1.07	1.23
22	05/24/2020 - 05/30/2020	1.05	1.21
23	05/31/2020 - 06/06/2020	1.03	1.18
24	06/07/2020 - 06/13/2020	1.00	1.15
25	06/14/2020 - 06/20/2020	0.98	1.13
26	06/21/2020 - 06/27/2020	1.01	1.16
27	06/28/2020 - 07/04/2020	1.04	1.20
28	07/05/2020 - 07/11/2020	1.06	1.22
29	07/12/2020 - 07/18/2020	1.09	1.25
30	07/19/2020 - 07/25/2020	1.09	1.25
31	07/26/2020 - 08/01/2020	1.09	1.25
32	08/02/2020 - 08/08/2020	1.09	1.25
33	08/09/2020 - 08/15/2020	1.10	1.26 ✓
34	08/16/2020 - 08/22/2020	1.09	1.25
35	08/23/2020 - 08/29/2020	1.09	1.25
36	08/30/2020 - 09/05/2020	1.09	1.25
37	09/06/2020 - 09/12/2020	1.09	1.25
38	09/13/2020 - 09/19/2020	1.09	1.25
39	09/20/2020 - 09/26/2020	1.09	1.25
40	09/27/2020 - 10/03/2020	1.08	1.24
41	10/04/2020 - 10/10/2020	1.08	1.24
42	10/11/2020 - 10/17/2020	1.08	1.24
43	10/18/2020 - 10/24/2020	1.07	1.23
44	10/25/2020 - 10/31/2020	1.06	1.22
45	11/01/2020 - 11/07/2020	1.06	1.22
46	11/08/2020 - 11/14/2020	1.05	1.21
47	11/15/2020 - 11/21/2020	1.05	1.21
48	11/22/2020 - 11/28/2020	1.03	1.18
49	11/29/2020 - 12/05/2020	1.01	1.16
50	12/06/2020 - 12/12/2020	0.99	1.14
51	12/13/2020 - 12/19/2020	0.98	1.13
52	12/20/2020 - 12/26/2020	0.90	1.03
53	12/27/2020 - 12/31/2020	0.83	0.95

* PEAK SEASON

27-FEB-2021 10:30:03 830UPD 4_8900_PKSEASON.TXT

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

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

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

Class II (35 mph or slower posted speed limit)

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

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

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

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

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

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

PEDESTRIAN MODE[2]

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

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

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

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

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

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

Urbanized

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

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

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

Uninterrupted Flow Highway Adjustments

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

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

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

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

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems

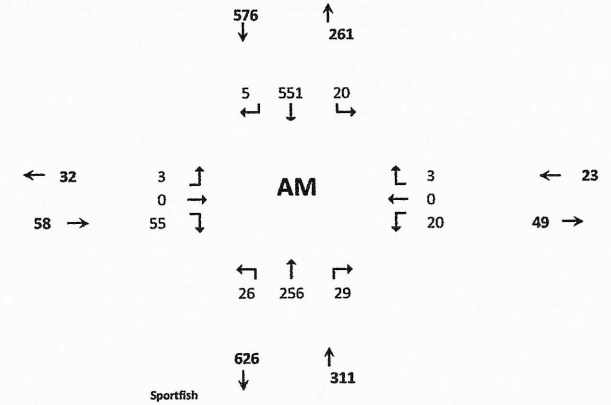
APPENDIX D

Intersection Analysis Data

TURNING MOVEMENT VOLUME COUNTS

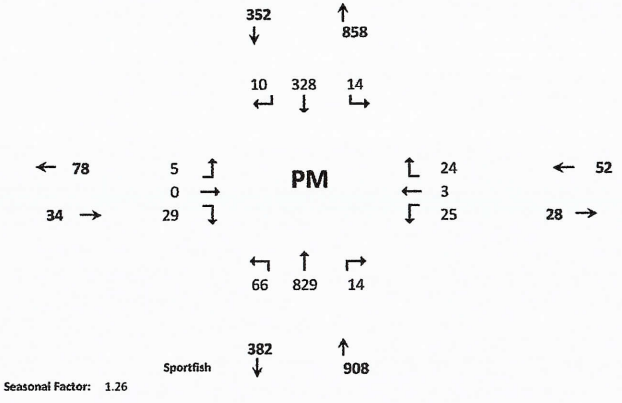
N/S STREET: Dixie Hwy
E/W STREET: Fern St
CONTROL:
FILENAME: Atlantic Point
COUNT DATE: 8/11/2021
DAY: Wednesday
CITY: Stuart
INTERSECTION:
REPORT DATE:
ANALYSIS YEAR: 2021

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	3	41	3	2	90	1	0	0	10	2	0	1	153	715
7:15-7:30	3	52	5	2	94	0	1	1	5	9	1	1	174	743
7:30-7:45	2	64	7	4	128	1	0	0	8	5	0	0	219	768
7:45-8:00	5	44	7	6	93	1	1	0	9	3	0	0	169	743
8:00-8:15	9	43	4	4	101	0	1	0	13	5	0	1	181	622
8:15-8:30	5	52	5	2	115	2	0	0	14	3	0	1	199	
8:30-8:45	7	54	5	2	105	1	0	1	9	7	0	3	194	
8:45-9:00	2	20	1	2	21	1	0	0	0	1	0	0	48	
AM PEAK HOUR IS FROM:			7:30 AM TO 8:30AM											
Volumes	21	203	23	16	437	4	2	0	44	16	0	2	768	
Season Factor	26	256	29	20	551	5	3	0	55	20	0	3	968	
Growth	26	256	29	20	551	5	3	0	55	20	0	3	968	
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT	-	
Percentage	0%	0%	40%	45%	0%	0%	0%	5%	0%	40%	5%	45%	0%	
Atlantic Point	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT	-	
Percentage	0%	0%	40%	45%	0%	0%	0%	5%	0%	40%	5%	45%	0%	
Sportfish Marina	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	26	256	29	20	551	5	3	0	55	20	0	3	968	



Seasonal Factor: 1.26
Trips In 0
Trips Out 0
Growth Rate: 1
Years Grown: 0

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	13	169	5	2	55	1	0	0	8	2	0	3	258	1008
4:15-4:30	17	181	8	0	44	1	1	0	5	4	0	2	263	1048
4:30-4:45	8	141	5	3	80	2	0	0	5	2	0	2	248	1068
4:45-5:00	13	141	2	3	68	3	0	0	4	2	0	3	239	1044
5:00-5:15	16	190	3	3	58	0	2	0	5	9	2	10	298	994
5:15-5:30	15	186	1	2	54	3	2	0	9	7	0	4	283	
5:30-5:45	15	120	8	5	63	1	0	0	2	8	0	2	224	
5:45-6:00	12	93	3	4	54	3	3	1	5	3	1	7	189	
PM PEAK HOUR IS FROM:			4:30 PM TO 5:30PM											
Volumes	52	658	11	11	260	8	4	0	23	20	2	19	1068	
Season Factor	66	829	14	14	328	10	5	0	29	25	3	24	1346	
Growth	66	829	14	14	328	10	5	0	29	25	3	24	1346	
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT	-	
Percentage	0%	0%	40%	45%	0%	0%	0%	5%	0%	40%	5%	45%	0%	
Atlantic Point	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT	-	
Percentage	0%	0%	40%	45%	0%	0%	0%	5%	0%	40%	5%	45%	0%	
Sportfish Marina	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	66	829	14	14	328	10	5	0	29	25	3	24	1346	



Seasonal Factor: 1.26
Growth Rate: 1
Trips In: 0
Trips Out: 0
Years Grown: 0

HCS7 Two-Way Stop-Control Report

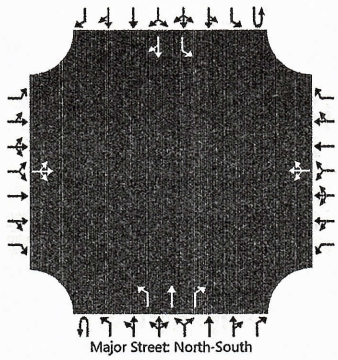
General Information

Analyst	SOR
Agency/Co.	O'R EP
Date Performed	8/30/2021
Analysis Year	2021
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Atlantic Point Marina

Site Information

Intersection	Dixie and Fern Street
Jurisdiction	City of Stuart
East/West Street	
North/South Street	Dixie HIghway
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	1	0	1	1	0
Configuration			LTR				LTR			L	T	R		L		TR
Volume (veh/h)		3	0	55		20	0	3		26	256	29		20	551	5
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized										No						
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			66				26			30				23		
Capacity, c (veh/h)			470				292			951				1236		
v/c Ratio			0.14				0.09			0.03				0.02		
95% Queue Length, Q_{95} (veh)			0.5				0.3			0.1				0.1		
Control Delay (s/veh)			13.9				18.6			8.9				8.0		
Level of Service (LOS)			B				C			A				A		
Approach Delay (s/veh)		13.9				18.6				0.7				0.3		
Approach LOS		B				C										

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HCS7 Two-Way Stop-Control Report

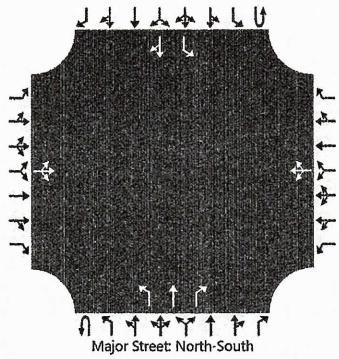
General Information

Analyst	SOR
Agency/Co.	O'R EP
Date Performed	8/30/2021
Analysis Year	2021
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Atlantic Point Marina

Site Information

Intersection	Dixie and Fern Street
Jurisdiction	City of Stuart
East/West Street	
North/South Street	Dixie HIghway
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	1	0	1	1	0
Configuration			LTR				LTR			L	T	R		L		TR
Volume (veh/h)		5	0	29		25	3	24		66	829	14		14	328	10
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized										No						
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			38				58			73				16		
Capacity, c (veh/h)			465				224			1183				731		
v/c Ratio			0.08				0.26			0.06				0.02		
95% Queue Length, Q_{95} (veh)			0.3				1.0			0.2				0.1		
Control Delay (s/veh)			13.4				26.5			8.2				10.0		
Level of Service (LOS)			B				D			A				B		
Approach Delay (s/veh)	13.4				26.5				0.6				0.4			
Approach LOS	B				D											

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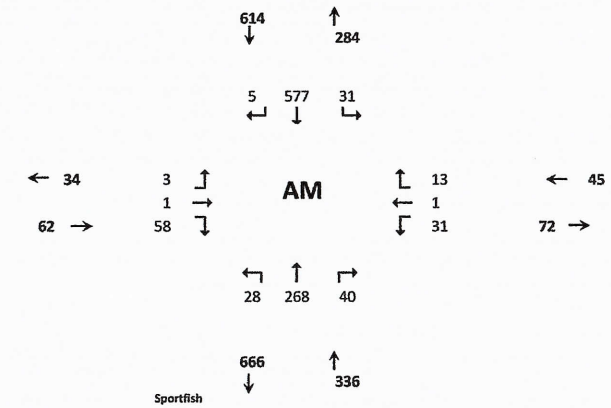
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Dixie Hwy
E/W STREET: Fern St
CONTROL:
FILENAME: Atlantic Point
COUNT DATE: 8/11/2021
DAY: Wednesday
CITY: Stuart
INTERSECTION:
REPORT DATE:
ANALYSIS YEAR: 2024 - WITHOUT PROJECT

15 Min Period	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
7:00-7:15	3	41	3	2	90	1	0	0	10	2	0	1	153	715
7:15-7:30	3	52	5	2	94	0	1	1	5	9	1	1	174	743
7:30-7:45	2	64	7	4	128	1	0	0	8	5	0	0	219	768
7:45-8:00	5	44	7	6	93	1	1	0	9	3	0	0	169	743
8:00-8:15	9	43	4	4	101	0	1	0	13	5	0	1	181	622
8:15-8:30	5	52	5	2	115	2	0	0	14	3	0	1	199	
8:30-8:45	7	54	5	2	105	1	0	1	9	7	0	3	194	
8:45-9:00	2	20	1	2	21	1	0	0	0	1	0	0	48	
AM PEAK HOUR IS FROM:			7:30 AM TO 8:30AM											
Volumes	21	203	23	16	437	4	2	0	44	16	0	2	768	
Season Factor	26	256	29	20	551	5	3	0	55	20	0	3	968	
Growth	28	268	30	21	577	5	3	0	58	21	0	3	1015	
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT	-	
Percentage	0%	0%	40%	45%	0%	0%	0%	5%	0%	40%	5%	45%	0%	
Atlantic Point	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT	-	
Percentage	0%	0%	40%	45%	0%	0%	0%	5%	0%	40%	5%	45%	0%	
Sportfish Marina	0	0	9	10	0	0	0	1	0	10	1	11	0	
Total	28	268	40	31	577	5	3	1	58	31	1	13	1015	

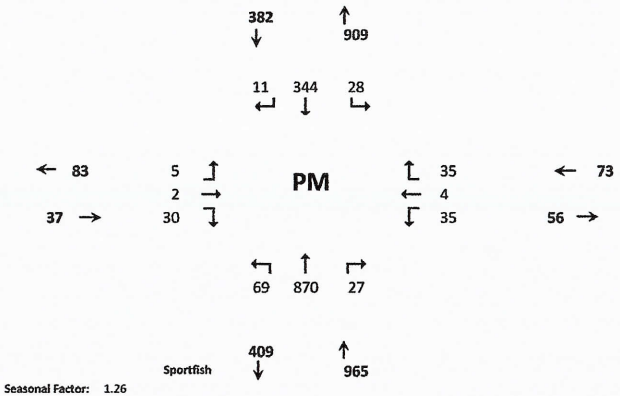


Sportfish

Seasonal Factor: 1.26
Trips In 23
Trips Out 24
Growth Rate: 1.016
Years Grown: 3

D-4

15 Min Period lanes	Northbound			Southbound			Eastbound			Westbound				ONE HOUR SUM
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
4:00-4:15	13	169	5	2	55	1	0	0	8	2	0	3	258	1008
4:15-4:30	17	181	8	0	44	1	1	0	5	4	0	2	263	1048
4:30-4:45	8	141	5	3	80	2	0	0	5	2	0	2	248	1068
4:45-5:00	13	141	2	3	68	3	0	0	4	2	0	3	239	1044
5:00-5:15	16	190	3	3	58	0	2	0	5	9	2	10	298	994
5:15-5:30	15	186	1	2	54	3	2	0	9	7	0	4	283	
5:30-5:45	15	120	8	5	63	1	0	0	2	8	0	2	224	
5:45-6:00	12	93	3	4	54	3	3	1	5	3	1	7	189	
PM PEAK HOUR IS FROM:			4:30 PM TO 5:30PM											
Volumes	52	658	11	11	260	8	4	0	23	20	2	19	1068	
Season Factor	66	829	14	14	328	10	5	0	29	25	3	24	1346	
Growth	69	870	15	15	344	11	5	0	30	26	3	25	1411	
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT	-	
Percentage	0%	0%	40%	45%	0%	0%	0%	5%	0%	40%	5%	45%	0%	
Atlantic Point	0	0	0	0	0	0	0	0	0	0	0	0	0	
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT	-	
Percentage	0%	0%	40%	45%	0%	0%	0%	5%	0%	40%	5%	45%	0%	
Sportfish Marina	0	0	12	14	0	0	0	2	0	8	1	9	0	
Total	69	870	27	28	344	11	5	2	30	35	4	35	1411	



Sportfish

Seasonal Factor: 1.26
Growth Rate: 1.016
Trips In: 30
Trips Out: 21
Years Grown: 3

HCS7 Two-Way Stop-Control Report

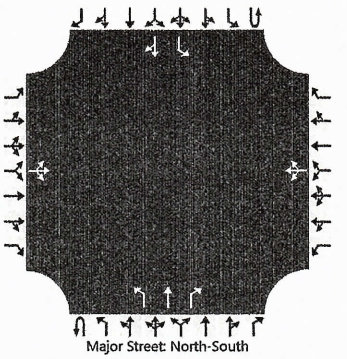
General Information

Analyst	SOR
Agency/Co.	O'R EP
Date Performed	8/30/2021
Analysis Year	2024
Time Analyzed	AM Peak Hour 2024
Intersection Orientation	North-South
Project Description	Atlantic Point Marina w/o Project

Site Information

Intersection	Dixie and Fern Street
Jurisdiction	City of Stuart
East/West Street	
North/South Street	Dixie HIghway
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	1	0	1	1	0
Configuration			LTR				LTR			L	T	R		L		TR
Volume (veh/h)		3	1	58		31	1	13		28	268	40		31	577	5
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized										No						
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			70				51			32				35		
Capacity, c (veh/h)			440				295			927				1209		
v/c Ratio			0.16				0.17			0.03				0.03		
95% Queue Length, Q_{95} (veh)			0.6				0.6			0.1				0.1		
Control Delay (s/veh)			14.7				19.8			9.0				8.1		
Level of Service (LOS)			B				C			A				A		
Approach Delay (s/veh)	14.7				19.8				0.8				0.4			
Approach LOS	B				C											

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HCS7 Two-Way Stop-Control Report

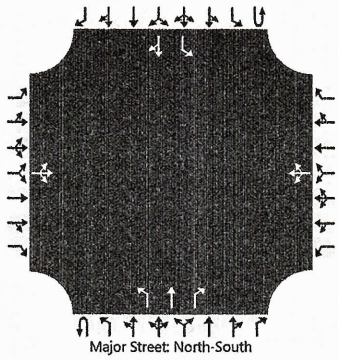
General Information

Analyst	SOR
Agency/Co.	O'R EP
Date Performed	8/30/2021
Analysis Year	2024
Time Analyzed	PM Peak Hour 2024
Intersection Orientation	North-South
Project Description	Atlantic Point Marina w/out project

Site Information

Intersection	Dixie and Fern Street
Jurisdiction	City of Stuart
East/West Street	
North/South Street	Dixie HIghway
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	1	0	1	1	0
Configuration			LTR				LTR			L	T	R		L		TR
Volume (veh/h)		5	2	30		35	4	35		69	870	27		28	344	11
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized									No							
Median Type | Storage	Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			41				82			77				31		
Capacity, c (veh/h)			351				205			1164				694		
v/c Ratio			0.12				0.40			0.07				0.04		
95% Queue Length, Q_{95} (veh)			0.4				1.8			0.2				0.1		
Control Delay (s/veh)			16.6				33.9			8.3				10.4		
Level of Service (LOS)			C				D			A				B		
Approach Delay (s/veh)	16.6				33.9				0.6				0.8			
Approach LOS	C				D											

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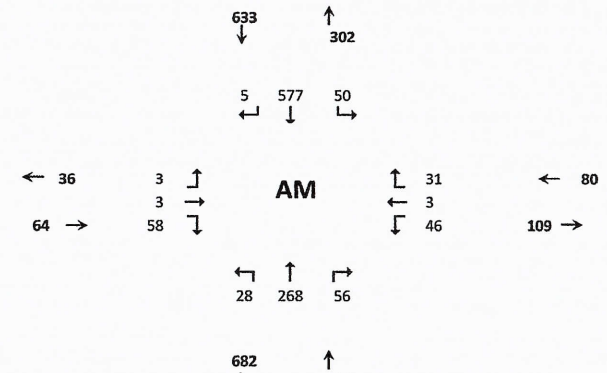
TURNING MOVEMENT VOLUME COUNTS

N/S STREET: Dixie Hwy
E/W STREET: Fern St
CONTROL:
FILENAME: Atlantic Point
COUNT DATE: 8/11/2021
DAY: Wednesday
CITY: Stuart
INTERSECTION:
REPORT DATE:
ANALYSIS YEAR: 2024 (With Project)

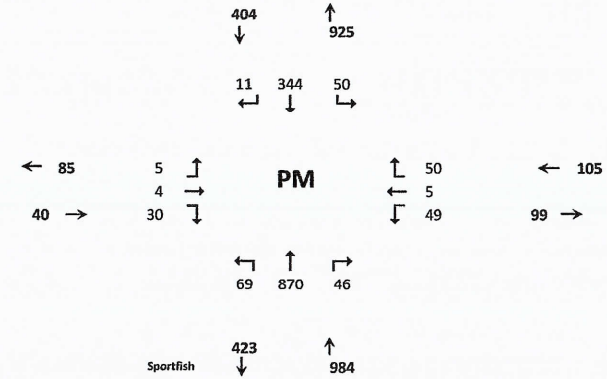
15 Min Period	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
7:00-7:15	3	41	3	2	90	1	0	0	10	2	0	1	153	715
7:15-7:30	3	52	5	2	94	0	1	1	5	9	1	1	174	743
7:30-7:45	2	64	7	4	128	1	0	0	8	5	0	0	219	768
7:45-8:00	5	44	7	6	93	1	1	0	9	3	0	0	169	743
8:00-8:15	9	43	4	4	101	0	1	0	13	5	0	1	181	622
8:15-8:30	5	52	5	2	115	2	0	0	14	3	0	1	199	
8:30-8:45	7	54	5	2	105	1	0	1	9	7	0	3	194	
8:45-9:00	2	20	1	2	21	1	0	0	0	1	0	0	48	
AM PEAK HOUR IS FROM:			7:30 AM TO 8:30AM											
Volumes	21	203	23	16	437	4	2	0	44	16	0	2	768	
Season Factor	26	256	29	20	551	5	3	0	55	20	0	3	968	
Growth	28	268	30	21	577	5	3	0	58	21	0	3	1015	
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT	-	
Percentage	0%	0%	40%	45%	0%	0%	0%	5%	0%	40%	5%	45%	0%	
Atlantic Point	0	0	16	18	0	0	0	2	0	16	2	18	0	
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT	-	
Percentage	0%	0%	40%	45%	0%	0%	0%	5%	0%	40%	5%	45%	0%	
Sportfish Marina	0	0	9	10	0	0	0	1	0	10	1	11	0	
Total	28	268	56	50	577	5	3	3	58	46	3	31	1015	



Sportfish

Seasonal Factor:	1.26	
Trips In	41	23
Trips Out	39	24
Growth Rate:	1.016	
Years Grown:	3	

15 Min Period lanes	Northbound NBL	NBT	NBR	Southbound SBL	SBT	SBR	Eastbound EBL	EBT	EBR	Westbound WBL	WBT	WBR	TOTAL	ONE HOUR SUM
4:00-4:15	13	169	5	2	55	1	0	0	8	2	0	3	258	1008
4:15-4:30	17	181	8	0	44	1	1	0	5	4	0	2	263	1048
4:30-4:45	8	141	5	3	80	2	0	0	5	2	0	2	248	1068
4:45-5:00	13	141	2	3	68	3	0	0	4	2	0	3	239	1044
5:00-5:15	16	190	3	3	58	0	2	0	5	9	2	10	298	994
5:15-5:30	15	186	1	2	54	3	2	0	9	7	0	4	283	
5:30-5:45	15	120	8	5	63	1	0	0	2	8	0	2	224	
5:45-6:00	12	93	3	4	54	3	3	1	5	3	1	7	189	
PM PEAK HOUR IS FROM:			4:30 PM TO 5:30PM											
Volumes	52	658	11	11	260	8	4	0	23	20	2	19	1068	
Season Factor	66	829	14	14	328	10	5	0	29	25	3	24	1346	
Growth	69	870	15	15	344	11	5	0	30	26	3	25	1411	
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT	-	
Percentage	0%	0%	40%	45%	0%	0%	0%	5%	0%	40%	5%	45%	0%	
Atlantic Point	0	0	19	22	0	0	0	2	0	14	2	16	0	
In/Out	-	-	IN	IN	-	-	-	IN	-	OUT	OUT	OUT	-	
Percentage	0%	0%	40%	45%	0%	0%	0%	5%	0%	40%	5%	45%	0%	
Sportfish Marina	0	0	12	14	0	0	0	2	0	8	1	9	0	
Total	69	870	46	50	344	11	5	4	30	49	5	50	1411	



Sportfish

Seasonal Factor:	1.26	
Growth Rate:	1.016	
Trips In:	48	30
Trips Out:	35	21
Years Grown:	3	

HCS 2010 Two-Way Stop-Control Report

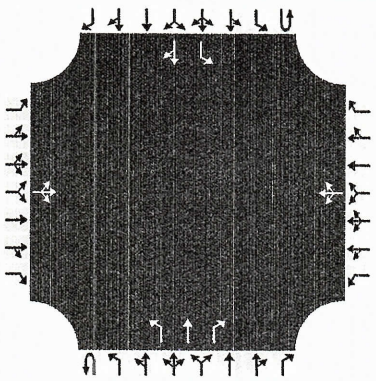
General Information

Analyst	SOR
Agency/Co.	O'R EP
Date Performed	8/30/2021
Analysis Year	2024
Time Analyzed	AM Peak Hour 2024
Intersection Orientation	North-South
Project Description	Atlantic Point Marina w/ Project

Site Information

Intersection	Dixie and Fern Street
Jurisdiction	City of Stuart
East/West Street	
North/South Street	Dixie HIghway
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	1	0	1	1	0
Configuration			LTR				LTR			L	T	R		L		TR
Volume, V (veh/h)		3	3	58		46	3	31		28	268	56		50	577	5
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			72				90			32				57		
Capacity, c (veh/h)			424				299			927				1190		
v/c Ratio			0.17				0.30			0.03				0.05		
95% Queue Length, Q_{95} (veh)			0.6				1.2			0.1				0.2		
Control Delay (s/veh)			15.2				22.2			9.0				8.2		
Level of Service, LOS			C				C			A				A		
Approach Delay (s/veh)		15.2				22.2				0.7				0.6		
Approach LOS		C				C										

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HCS 2010 Two-Way Stop-Control Report

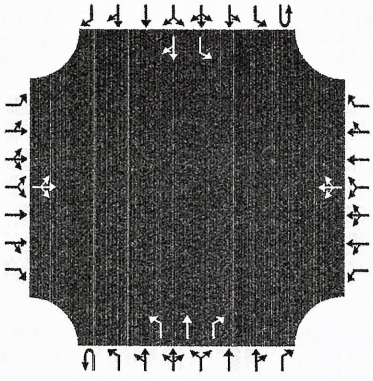
General Information

Analyst	SOR
Agency/Co.	O'R EP
Date Performed	8/30/2021
Analysis Year	2024
Time Analyzed	PM Peak Hour 2024
Intersection Orientation	North-South
Project Description	Atlantic Point Marina w/ Project

Site Information

Intersection	Dixie and Fern Street
Jurisdiction	City of Stuart
East/West Street	
North/South Street	Dixie HIghway
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	1	0	1	1	0
Configuration			LTR				LTR			L	T	R		L		TR
Volume, V (veh/h)		5	4	30		50	5	49		69	870	46		50	344	11
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized		No				No				No				No		
Median Type/Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)																
Critical Headway (sec)																
Base Follow-Up Headway (sec)																
Follow-Up Headway (sec)																

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			43				116			77				56		
Capacity, c (veh/h)			277				195			1165				682		
v/c Ratio			0.16				0.60			0.07				0.08		
95% Queue Length, Q_{95} (veh)			0.5				3.3			0.2				0.3		
Control Delay (s/veh)			20.4				47.5			8.3				10.8		
Level of Service, LOS			C				E			A				B		
Approach Delay (s/veh)		20.4				47.5				0.6				1.3		
Approach LOS		C				E										

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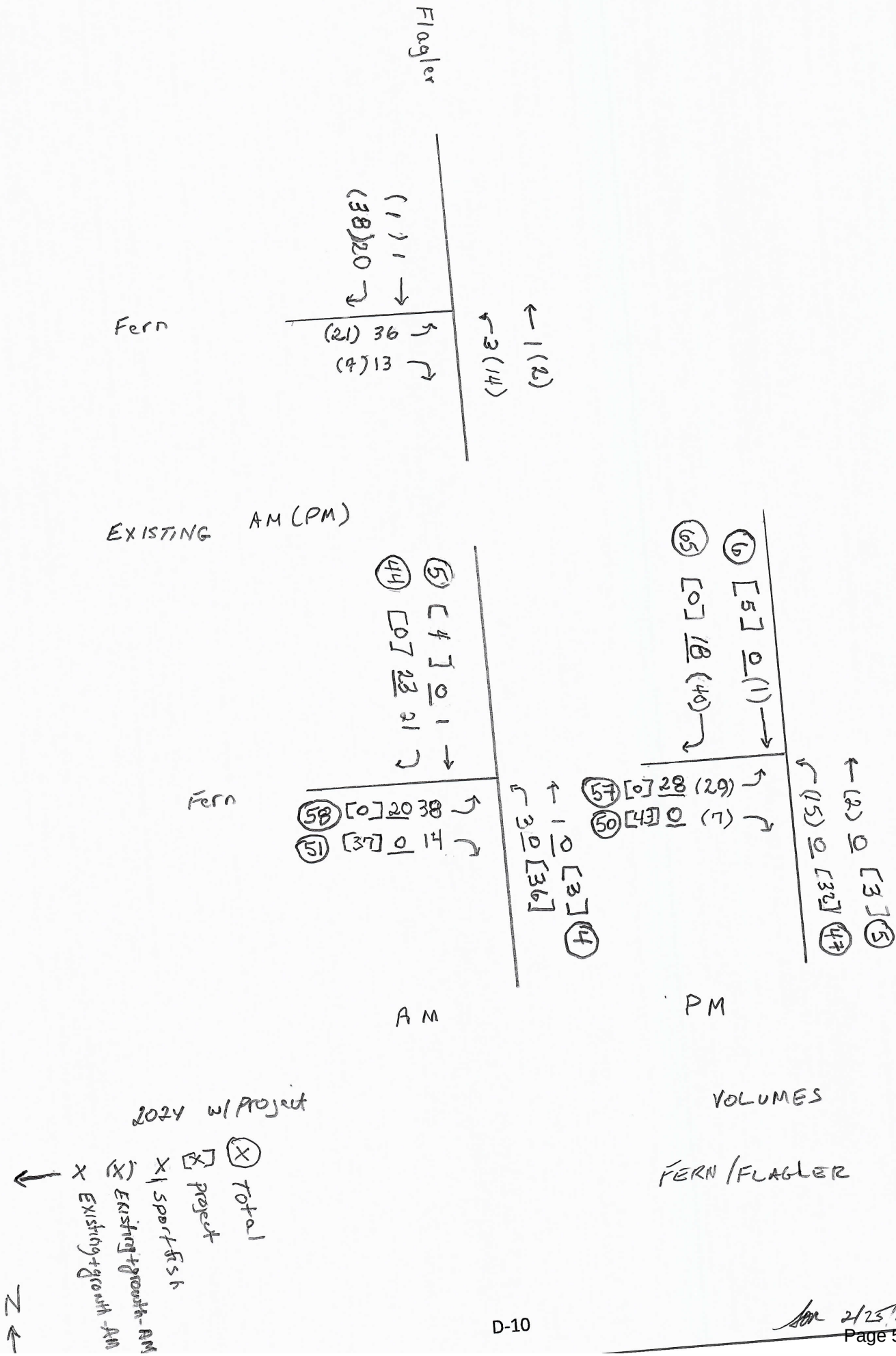

Flagler
Fern
(38) 20
(1) 1
(21) 36
(4) 13
3 (14)
1 (2)
EXISTING AM (PM)
44
5
[0] 23 21
[4] 0 1
Fern
58 [0] 20 38
51 [37] 0 14
3 0 [36]
1 0 [3] 14
65
6
[0] 18 (40)
[5] 0 (1)
57 [0] 28 (29)
50 [43] 0 (7)
(15) 0 [32] 47
(2) 0 [3] 5
AM
PM
2024 w/ Project
X (X) X [X] X
Existing+growth-AM
Existing+growth-AM
Sport fish
Project
Total
N
VOLUMES
FERN/FLAGLER

2/25/22

HCS7 Two-Way Stop-Control Report

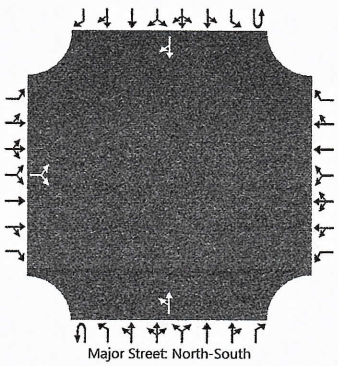
General Information

Analyst	SOR
Agency/Co.	O'REP
Date Performed	2.15.2022
Analysis Year	2024
Time Analyzed	AM Peak Hour 2024
Intersection Orientation	North-South
Project Description	Sportfish Marina

Site Information

Intersection	Flagler and Fern Street
Jurisdiction	City of Stuart
East/West Street	Fern St
North/South Street	Flagler
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		58		51						36	4				5	44
Percent Heavy Vehicles (%)		2		3						2						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.23						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.33						2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			124							41						
Capacity, c (veh/h)			933							1549						
v/c Ratio			0.13							0.03						
95% Queue Length, Q_{95} (veh)			0.5							0.1						
Control Delay (s/veh)			9.4							7.4						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)		9.4								6.7						
Approach LOS		A														

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HCS™ TWSC Version 7.9.5
Fern.flagler.AM.2024.xtw

Generated: 2/25/2022 9:50:32 AM

HCS7 Two-Way Stop-Control Report

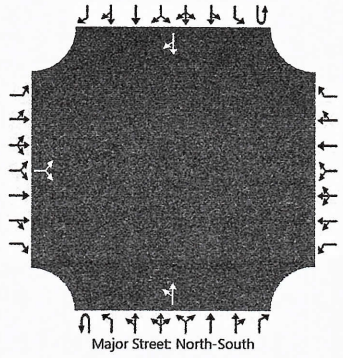
General Information

Analyst	SOR
Agency/Co.	O'REP
Date Performed	2.15.2022
Analysis Year	2024
Time Analyzed	PM Peak Hour 2024
Intersection Orientation	North-South
Project Description	Atlantic Point Marina

Site Information

Intersection	Flagler and Fern Street
Jurisdiction	City of Stuart
East/West Street	Fern St
North/South Street	Flagler
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		57		50						47	5				6	65
Percent Heavy Vehicles (%)		2		3						2						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.23						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.33						2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			119							52						
Capacity, c (veh/h)			898							1519						
v/c Ratio			0.13							0.03						
95% Queue Length, Q_{95} (veh)			0.5							0.1						
Control Delay (s/veh)			9.6							7.5						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)		9.6								6.8						
Approach LOS		A														

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Advanced Restoration Ecology

Atlantic Point Marina

Stuart, FL

Environmental Assessment

Prepared For:
Straticon

Prepared By:

Drew Gatewood, MS, PWS
2593 NE Roberta St
Jensen Beach, FL 34957
772-242-7200
813-784-8891

©ARE, Inc. November 2021

The environmental assessment report below has been compiled in accordance with the City of Stuart Development Review Division and previsions set forth by the state of Florida. The parcel is listed by the Martin County Property Appraiser as Parcel ID number 32-37-41-004-020-00110-0 and 05-38-41-000-000-00031-0 and is a total of 7.3051 acres. The property is located at 75 N Flagler Ave, Stuart, Florida. The following report describes the findings of our recent on-site review and database research as it pertains to the City of Stuart and the State of Florida.

LAND USE RECORDS

The Martin County Property Appraiser's Report lists this property as 1000 Vacant Commercial and 8900 Municipality.

SOIL COMPOSITION:

Based on a review of the United State Department of Agriculture's Web Soil Survey database the site's soils are comprised of the following:

Urban Land - This miscellaneous area is where the natural soil cannot be readily observed. The soils have been generally altered by grading and shaping, or have been covered with 5 to 12 inches of sandy fill material.

Arents, 0 to 2 percent slopes - Arents are nearly level and ranges from somewhat poorly drained to moderately well drained. The soil consists of fill material that were excavated and spread over the surface of wet mineral soils. The mixed fill layer is typically 20 to 50 inches thick. The water table is below a depth of 30 inches for most of the year. Organic matter and thus the agricultural potential for this soil is low.

WILDLIFE EVALUATION:

On November 12th, 2021, ARE conducted pedestrian transects across 100% of property looking for local, state and federally listed or endangered species present on the site. This survey primarily focused on the presence of gopher tortoise burrows or recent activity. During the pedestrian transects of the property, gopher tortoise activity was not observed on site. No other listed plant or animal species were observed on site during the site visit.

NATIVE HABITAT

The site investigation conducted by ARE, Inc. did not find native upland habitat on the site. The site has been previously cleared and has been an active marina. Species observed during the site reconnaissance included the following:

Coin Vine (*Dalbergia ecastaphyllum*) Brazilian Pepper (*Schinus terbinthifolius*)
Seagrape (*Coccoloba unifera*) Cabbage Palm (*Sabal Palmetto*)

WETLAND DELINEATION:

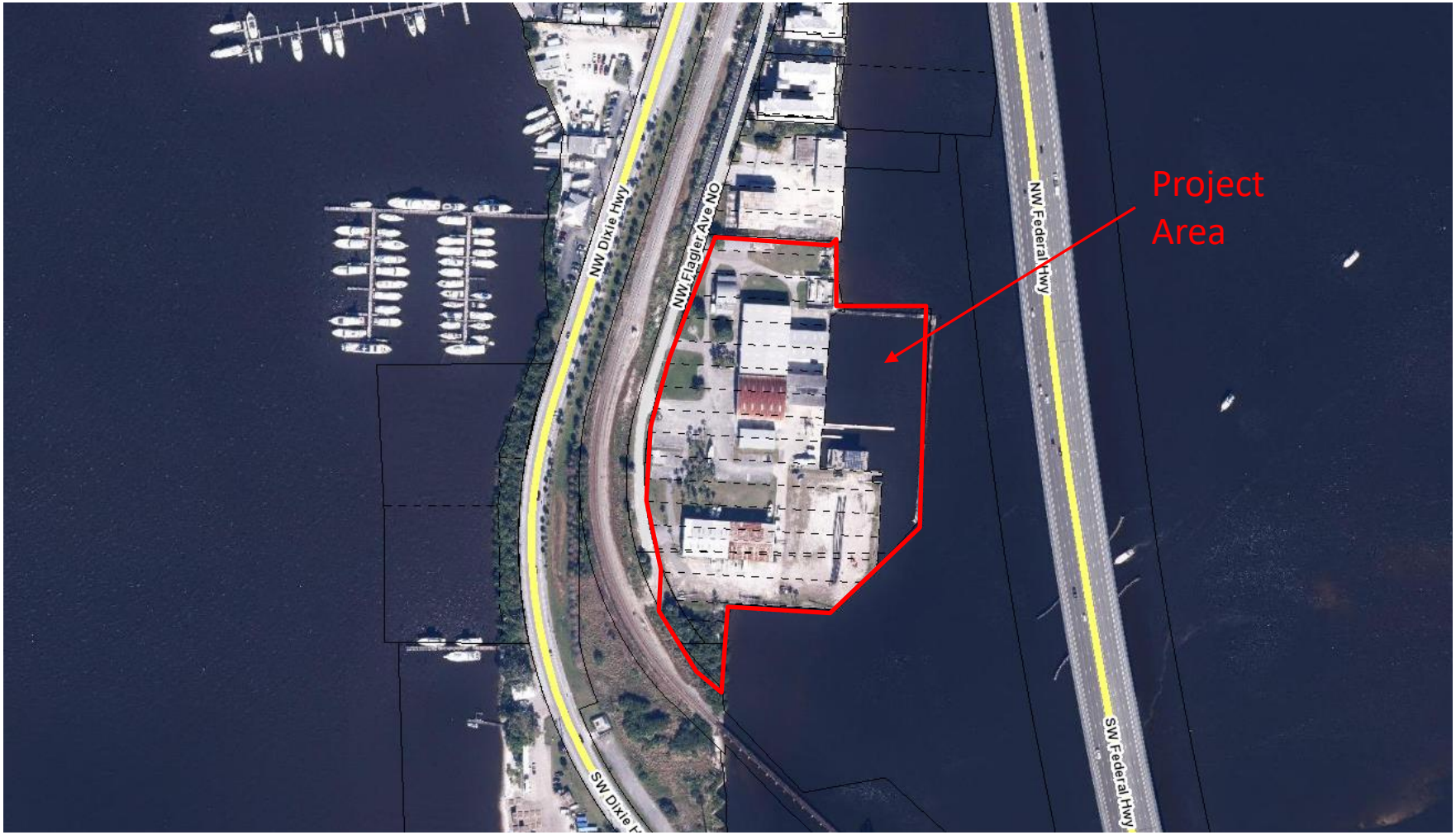
Based on the State definition of a wetland in 62-340 FAC, there are three components: hydric soils, wetland plants, and hydrologic indicators. These factors listed were not present during the site investigation. ARE concludes this property does not include state or federally jurisdictional wetlands on site in its current configuration. The site is contiguous with the St Lucie River however, and will need to establish a shoreline protection zone (Estimated 0.11 acres). Also noted were red, black, and white mangroves scattered amongst the pepper on the south end of the project area. These along with the Seagrapes will require a permit from FDEP if any trimming is proposed.

CITY REQUIREMENTS

The City will require proof of a completed gopher tortoise survey by a licensed agent. Please submit this document with any applications to use as the needed verification of a 100% gopher tortoise survey has been completed on the site. Per FWC regulations a gopher tortoise survey is good for 90 days, and any clearing must have a valid survey prior to commencement. The City will not authorize/issue any permitting without a current gopher tortoise survey. A SPZ will likely be required, and any trimming of native vegetation (Mangroves/Seagrapes) will require FDEP authorization.

CONCLUSION:

Based on City requirements, ARE, Inc. conducted a site investigation throughout the property to survey for the presence of any listed plant or animal species. Gopher Tortoise burrows were not observed on site, neither were any other State or Federally listed species observed on the property during the site visit. A 100% gopher tortoise survey of the property was conducted and completed by an FWC licensed gopher tortoise agent during the site investigation. Native habitat was not determined to be on site. It is the professional opinion of ARE, Inc. that there are no State or Federally jurisdictional wetlands on the site as the site's characteristics do not meet the minimum thresholds required for wetland classification, however the St Lucie River is due east of the project site and a likely SPZ will be required as part of the site planning.



11/11/2021

Property Appraiser Map

Map Source: Martin County

N

Atlantic Pointe Marina
Stuart, FL

Advanced Restoration Ecology

11/11/2021

FLUCCS Map

Map Source: Martin County

N

Atlantic Pointe Marina
Stuart, FL

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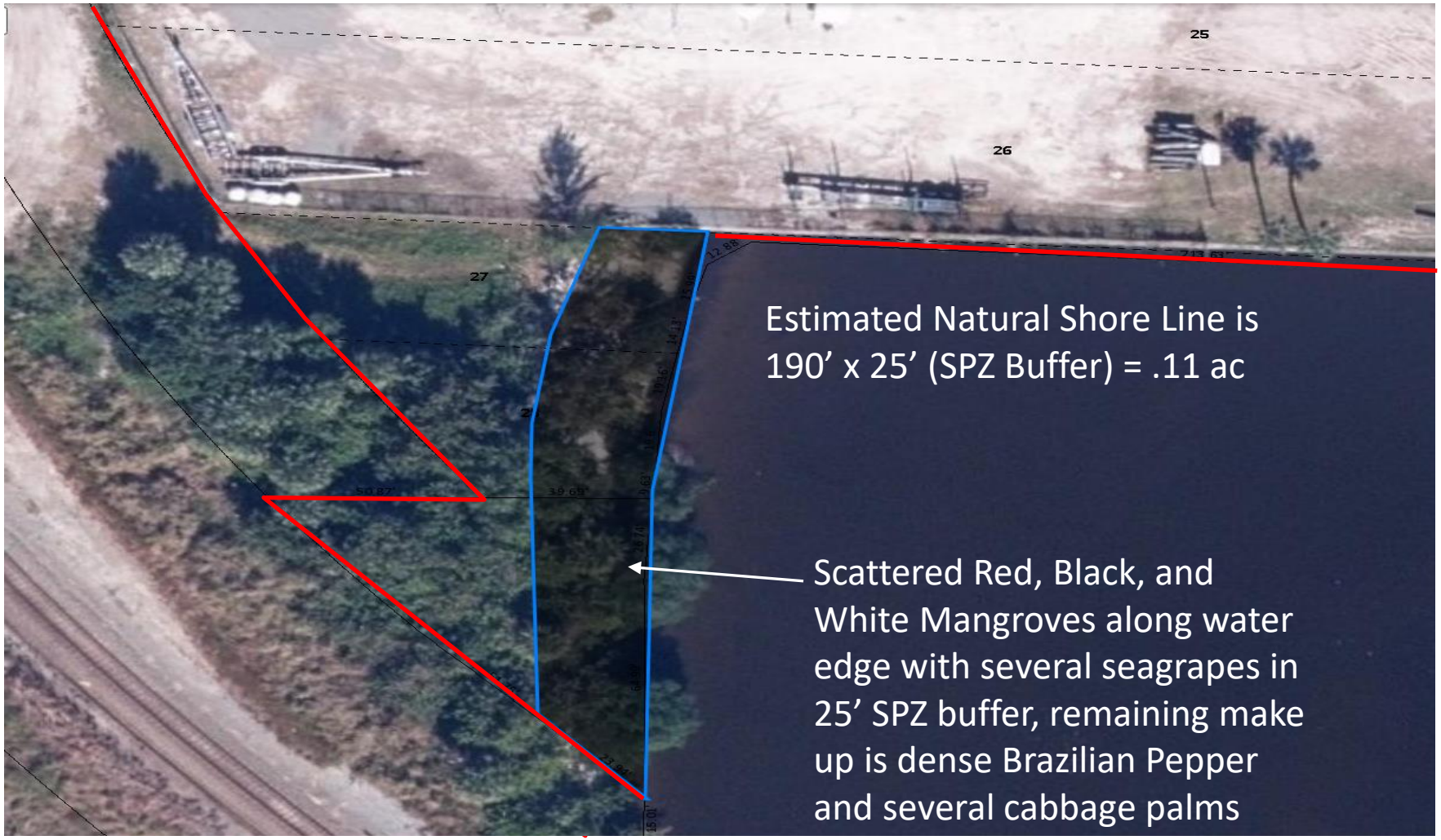

11/11/2021

SPZ Map

Map Source: Martin County

N

Atlantic Pointe Marina
Stuart, FL

Advanced Restoration Ecology

Martin County, Florida (FL085)

Martin County, Florida (FL085)

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
23	Urban land, 0 to 2 percent slopes	4.7	45.7%
36	Arents, 0 to 2 percent slopes	3.1	30.3%
99	Water	2.5	24.0%
Totals for Area of Interest		**10.3**	**100.0%**

11/11/2021

Soil Map

Map Source: Web Soil

N

Atlantic Pointe Marina
Stuart, FL

Advanced Restoration Ecology

Florida Fish and Wildlife Conservation Commission

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Fish and Wildlife Research Institute
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727-896-8626
727-823-0166 FAX

Managing fish and wildlife resources for their long-term well-being and the benefit of people.

Fish and Wildlife Research Institute
100 Eighth Avenue SE
St. Petersburg, Florida
33701-5020
Voice: (727) 896-8626
Fax: (727) 823-0166
Hearing/speech-impaired:
(800) 955-8771 (T)
(800) 955-8770 (V)
MyFWC.com/Research

November 12, 2021

Drew Gatewood
2593 NE Roberta St
Jensen Beach, FL 34957

Dear Drew:

This letter is in response to your request for listed species occurrence records and critical habitats for your project (75 NW FLAGLER AVE STUART FL) located in Martin County, Florida. Records from The Florida Fish and Wildlife Conservation Commission's database indicate that listed species occurrence data and critical habitats are located within the project area. Records of Black skimmer, Great egret, Double-crested cormorant and Least tern were found on, or within a 1-mile distance of, the property. SHCAs were found for Cooper's hawk and Florida mouse within a 1-mile distance of, the property. Enclosed are 8.5 x 11 maps prioritized SHCA's, species richness, priority wetlands for listed species, and land cover for the project site and surrounding area.

This letter and attachments should not be considered as a review or an assessment of the impact upon threatened or endangered species of the project site. It provides FWC's most current data regarding the location of listed species and their associated habitats.

Our SHCA recommendations are intended to be used as a guide. Land development and ownership in Florida is ever-changing and priority areas identified as SHCA might already have been significantly altered due to development or acquired into public ownership. Onsite surveys, literature reviews, and coordination with FWC biologists remain essential steps in documenting the presence or absence of rare and imperiled species and habitats within the project area.

Our fish and wildlife location data represents only those occurrences recorded by FWC staff and other affiliated researchers. It is important to understand that our database does not necessarily contain records of all listed species that may occur in a given area. Also, data on certain species, such as gopher tortoises, are not entered into our database on a site-specific basis. **Therefore, one should not assume that an absence of occurrences in our database indicates that species of significance do not occur in the area.**

The Florida Natural Areas Inventory (FNAI) maintains a separate database of listed plant and wildlife species, please contact FNAI directly for specific information on the location of element occurrences within the project area.

Because FNAI is funded to provide information to public agencies only, you may be required to pay a fee for this information. County-wide listed species information can be located at their website (http://www.fnai.org).

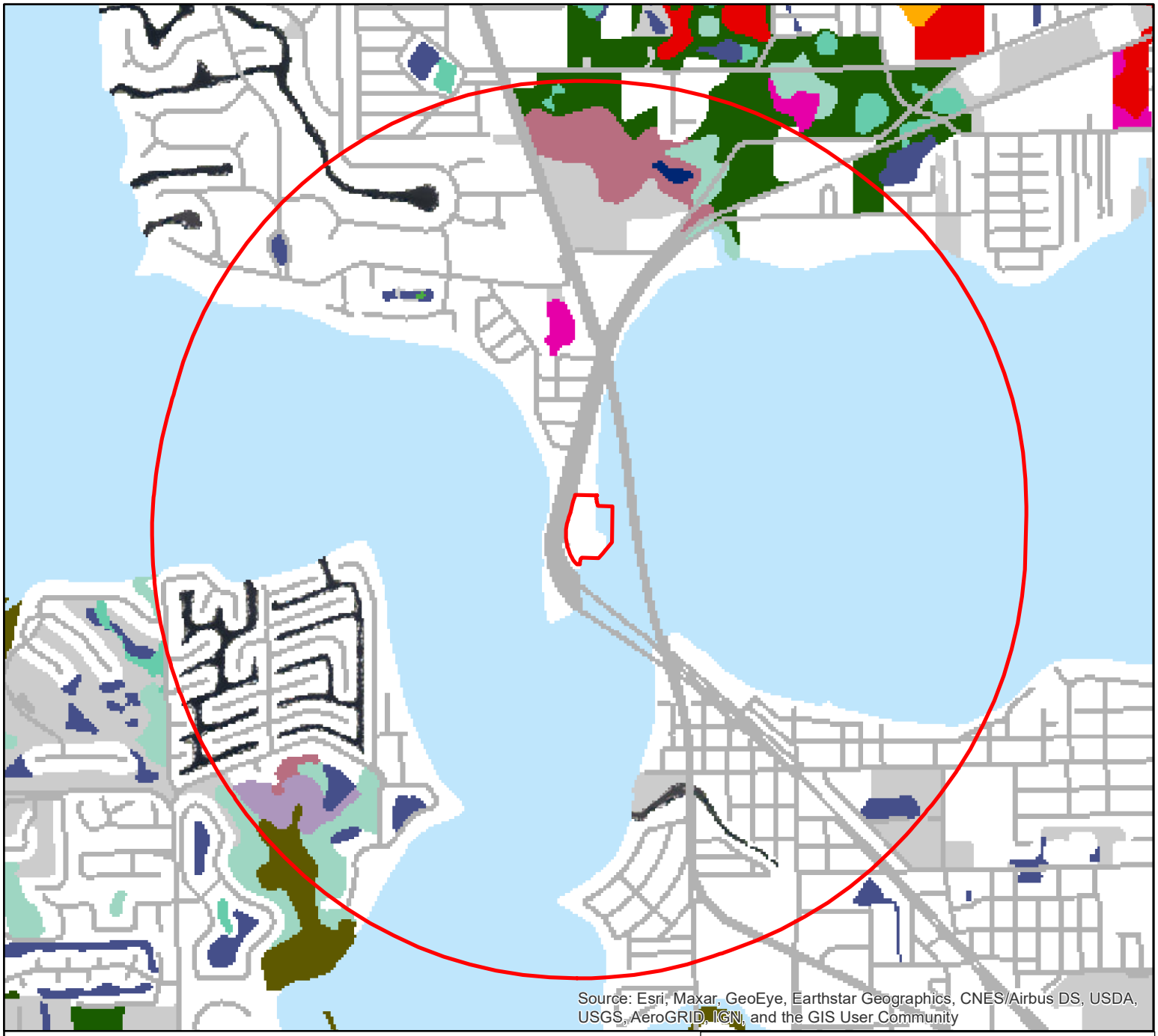
Please credit the Florida Fish and Wildlife Conservation Commission in any publication or presentation of these data. If you have any questions or further requests, please contact me at (850) 488-0588 or gisrequests@myfwc.com.

Sincerely,

Steven Nicholl

Steven Nicholl

Environmental Specialist I/GIS Technician
Center for Spatial Analysis
Florida Fish and Wildlife Conservation Commission
Fish and Wildlife Research Institute
100 8th Avenue S.E.
St. Petersburg, FL 33701



Cooperative Land Cover -- State Classes

N

75 NW FLAGLER AVE STUART FL

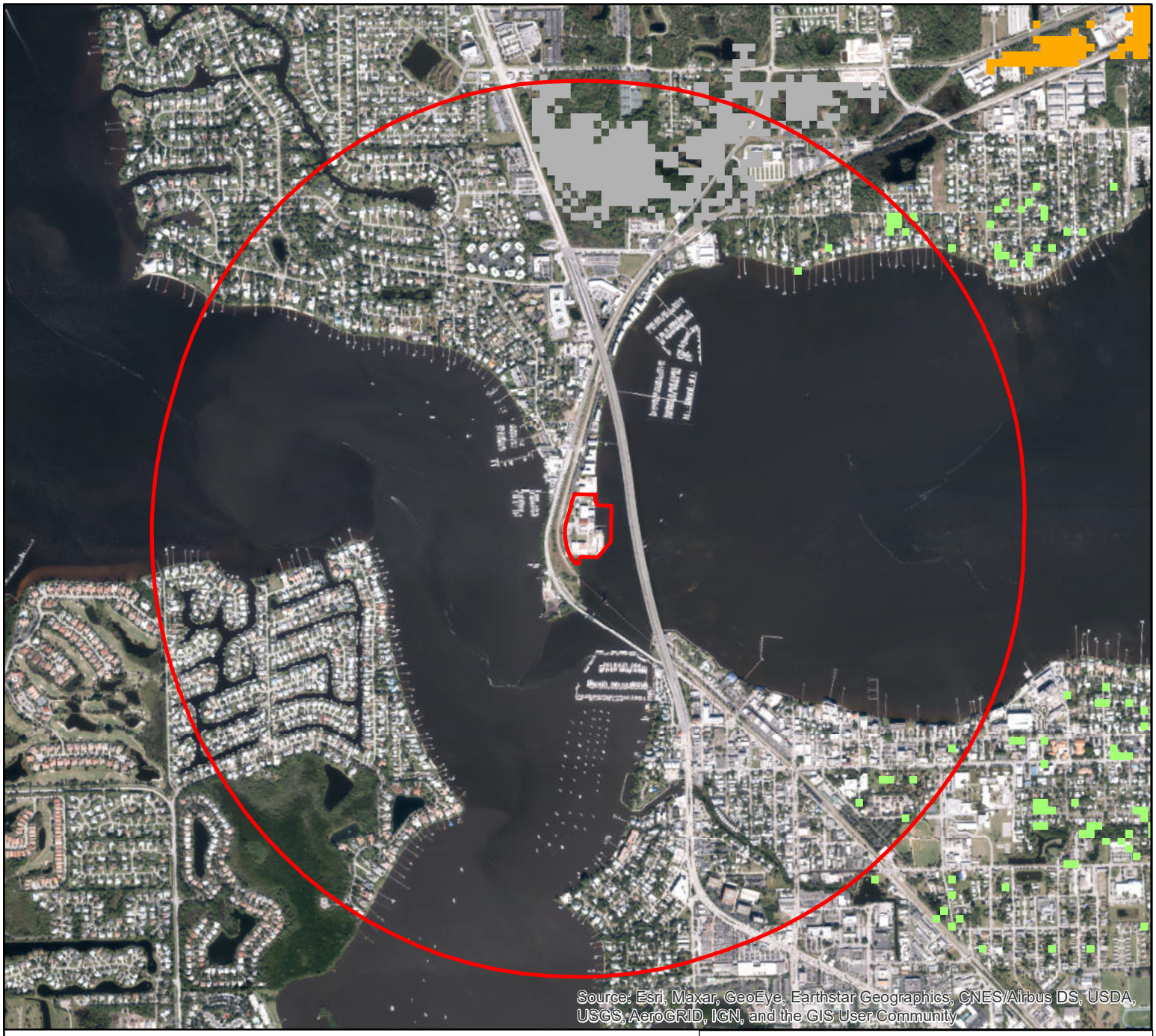
- Approximate site boundary and 1-mile buffer
- 1120 - Mesic Hammock
- 1210 - Scrub
- 1213 - Sand Pine Scrub
- 1311 - Mesic Flatwoods
- 1400 - Mixed Hardwood-Coniferous
- 1800 - Cultural - Terrestrial
- 1821 - Low Intensity Urban
- 1822 - High Intensity Urban
- 1840 - Transportation
- 1860 - Utilities
- 2110 - Prairies and Bogs
- 2120 - Marshes
- 2200 - Freshwater Forested Wetlands
- 2221 - Wet Flatwoods
- 3000 - Lacustrine
- 3200 - Cultural - Lacustrine
- 5000 - Estuarine
- 5250 - Mangrove Swamp
- 7000 - Exotic Plants

Miles

0 0.25 0.5 0.75 1

Florida Fish and Wildlife Conservation Commission
MyFWC.com

FWC ID: 2021_6529 November 12, 2021



Prioritized SHCA's

Priority 1
Priority 2
Priority 3
Priority 4
Priority 5

Approximate site boundary and 1-mile buffer

N

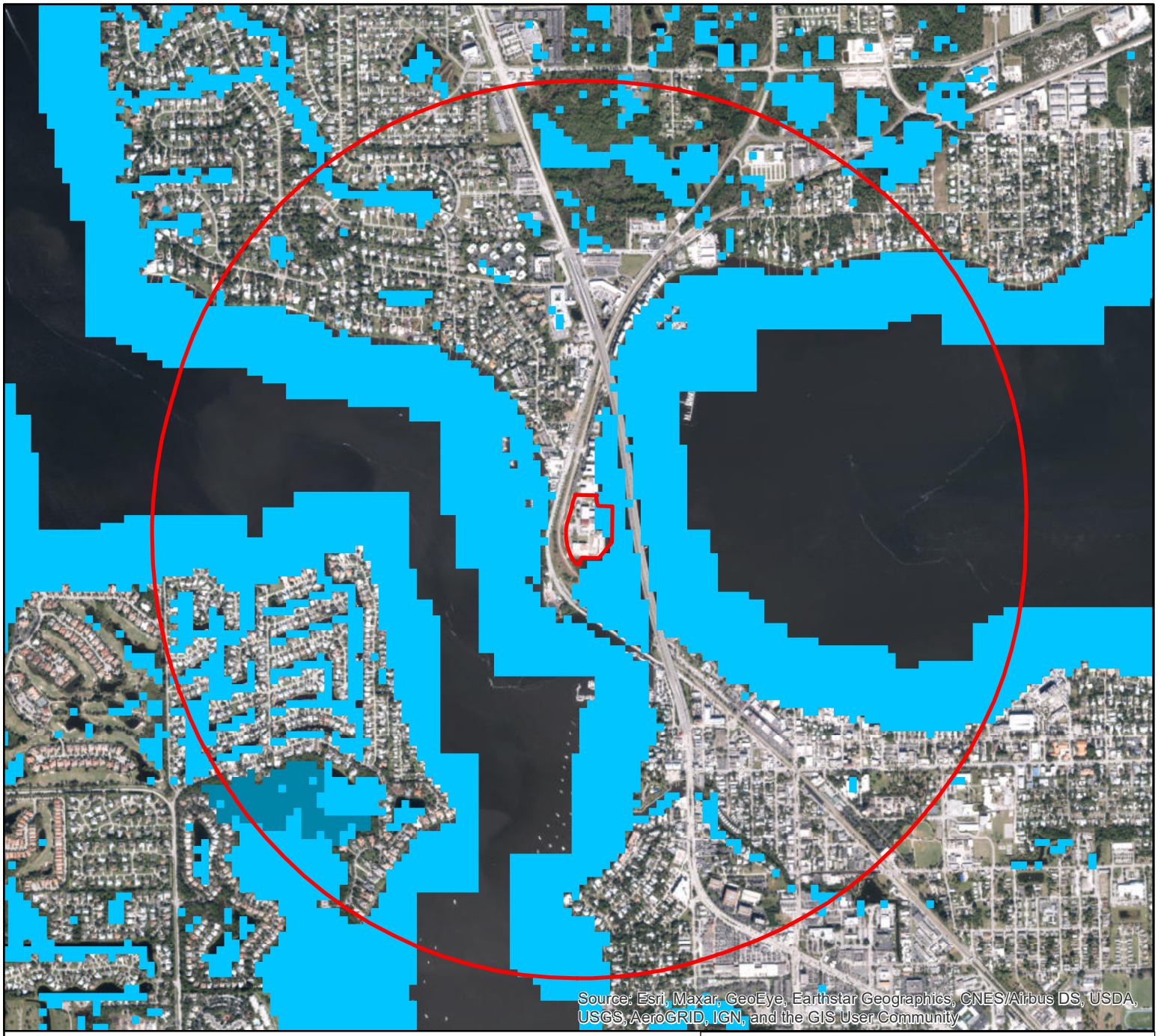
75 NW FLAGLER AVE STUART FL

The prioritized SHCA map identifies 5 classes of SHCA based upon Heritage ranking criteria developed by The Nature Conservancy, the Natural Heritage Program Network, and the Florida Natural Areas Inventory. There are 2 possible ranks used to prioritize a species' SHCA: 1) the global rank based on a species worldwide status, and 2) the state rank based upon the species status in Florida. The state and global ranks are based upon many factors such as known occurrence locations, estimated abundance, range, amount of habitat currently protected, perceived levels of threats towards the species, and ecological fragility.

Miles
0 0.25 0.5 0.75 1

Florida Fish and Wildlife Conservation Commission
MyFWC.com

FWC ID: 2021_6529 November 12, 2021



N

75 NW FLAGLER AVE
STUART FL

Priority Wetlands

- 1-3 Species, Wetlands habitat
- 4-6 Species, Wetlands habitat
- 7-9 Species, Wetlands habitat
- 10-11 Species, Wetlands habitat

Approximate site boundary and 1-mile buffer

Miles
0 0.25 0.5 0.75 1

Florida Fish and Wildlife Conservation Commission
MyFWC.com

FWC ID: 2021_6529 November 12, 2021

N

75 NW FLAGLER AVE
STUART FL

Species Richness

1 - 3
4 - 6
7 - 9
10 - 13

Approximate site boundary and 1-mile buffer

Miles
0 0.25 0.5 0.75 1

Florida Fish and Wildlife Conservation Commission
MyFWC.com

FWC ID: 2021_6529 November 12, 2021

Gmail **Drew Gatewood <drew.gatewood@gmail.com>**

New Project

Vovsi, Eman M. <Eman.Vovsi@dos.myflorida.com> Fri, Nov 12, 2021 at 9:27 AM
To: Drew Gatewood <drew.gatewood@gmail.com>

Completed; no cultural resources detected

From: Drew Gatewood <drew.gatewood@gmail.com>
Sent: Thursday, November 11, 2021 2:43 PM
To: Requests, GIS <GIS.Requests@myfwc.com>; Vovsi, Eman M. <Eman.Vovsi@DOS.MyFlorida.com>
Subject: Re: New Project

EMAIL RECEIVED FROM EXTERNAL SOURCE

The attachments/links in this message have been scanned by Proofpoint.

Guys, I have a new one. I've attached the info form and a screen shot below. Let me know if you need anything else.

[Quoted text hidden]
[Quoted text hidden]

Template_102.pdf
1187K

FEC Railroad
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
Community Redevelopment Board

Meeting Date: 5/3/2022 **Prepared by:** Thomas Reetz

Title of Item:
CONSIDER PUBLIC ART (RC):

RESOLUTION No. 49-2022; A RESOLUTION OF THE COMMUNITY REDEVELOPMENT BOARD OF THE CITY OF STUART, FLORIDA, GRANTING A MINOR URBAN CODE CONDITIONAL USE APPROVAL FOR PUBLIC ARTWORK REQUIRED AS A CONDITION OF DEVELOPMENT FOR ATLANTIC POINT MARINA TO MIDDLE ISLAND MANAGEMENT AND DEVELOPMENT, LLC, OWNER OF THE PROPERTY LOCATED AT 75 NW FLAGLER AVENUE IN THE CITY OF STUART, AS DESCRIBED WITHIN THE ATTACHED LEGAL DESCRIPTION; GRANTING APPROVAL TO RELOCATE THE RALPH EVINRUDE MEMORIAL MONUMENT TO THE CENTER OF THE PROJECT'S TRAFFIC CIRCLE; FOR PLACEMENT OF SAILFISH, DOLPHIN AND SNOOK IMAGERY ENLARGED IN HIGH RESOLUTION; FOR AN ILLUMINATED MANSARD ROOF AND FOR A VERTICAL ARTISTIC LANDMARK WITH CREATIVE SHOWCASE CAPABILITIES AT THE PUBLIC PLAZA OF THE PROJECT; PROVIDING AN EFFECTIVE DATE; PROVIDING FOR CONDITIONS OF APPROVAL; AND FOR OTHER PURPOSES.

Summary Explanation/Background Information on Agenda Request:
A public art requirement is outlined in Resolution No. R43-2022, Atlantic Point Marina major urban code conditional use approval in Condition No. 13 stating the applicant shall provide a work of art valued at one percent of the vertical construction of the project on site. The total cost of vertical construction is estimated to be $22,309,943, which would require a $223,100 budget for Art. The Developer has provided a cost breakdown for four (4) Public Art Submissions as follows

1. Ralph Evinrude Memorial, valued: $75,000 - Relocation of the memorial to the main entrance neighboring the Ship Store so visitors can reflect on the legacy of the father-son duo. Martin Arts Council - 'The proposed Ralph Evinrude Memorial meets all the requirements of the City of Stuart's public art guidelines. The relocation placement selected by the developers at the main entrance provides adequate visibility and as noted in the drawings, the constructed platform and installation of up-lighting is appropriate for the location. **See Public Art Submission No. 1 - Ralph Evinrude Memorial**

2. Original Nautically Themed Artwork, valued: $97,500 - Images of sailfish, snook and dolphin enlarged in high resolution imagery. Martin Arts Council - 'In the opinion of the reviewers, the proposed original nautical themed artworks meet all the requirements of the City of Stuart's public art guidelines. The placement selection of each of the works by the developers provides adequate visibility and, as noted in the drawings, the scale is appropriate. The reviewers are in support that Scott's original paintings created for this project are to be enlarged and printed on to the 3M outdoor material that's engineered to withstand the dynamic outdoor environment due to a waterfront location.' **See Public Art Submission No. 2 - K.C. Scott Artworks**

3. An Illuminated Mansard Roof, valued: $250,000 - which features two slopes on all four sides, with the lower section sloping at a much steeper pitch that the upper section and includes accents of an artistic curvature that incorporates LED lights in the under portion. Martin Arts Council - In the opinion of the reviewers, the proposed illuminated Mansard Roof meet all the requirements of the City of Stuart's public art guidelines'. **See Public Art Submission No. 3 - Illuminated Mansard Roof**

4. A Vertical Artistic Landmark with Creative Showcase Capabilities, valued: $321,000 + Projection component valued : $60,000 Modeled to resemble a nautical lighthouse, reaching an estimated 90 feet in height, that will enable arts and cultural platform outfitted with projection equipment. Martin Arts Council - The concept of an artistic landmark is a contemporary twist on a lighthouse that historically assisted boaters in navigation. Our review is limited to the artistic aspects'...**See Public Art Submission No.4 - Artistic Landmark**

In specific cases, the board shall have the authority to exercise discretion and approve a proposal that proves to be an exceptional work of art yet does not meet all of the following criteria.

1. The proposed art conforms to the definition of public art contained in this section;
2. The proposed art meets or exceeds the valuation requirement as provided herein;
3. The proposed art meets the location requirements:
4. The proposed art is visible from a public right-of-way and will enrich the open space;
5. The proposed art is of exceptional quality and enduring value:
6. The proposed art is an appropriate scale for the development site;
7. The proposed art is compatible with the neighborhood and not injurious to the neighborhood or otherwise detrimental to the public welfare;
8. The proposed artwork reflects cultural diversity:
9. The proposed art does not constitute a safety hazard:
10. The proposed art does not require extraordinary maintenance.

Funding Source:

N/A

Recommended Action:

Motion to:
1. Approve
2. Approve with conditions, or
3. Disapprove the proposed installation of public art.

ATTACHMENTS:

1. A.1 Resolution No. 49-2022 Atlantic Point Marina - Public Art
2. B.1 Resolution No.49-2022 Exhibit D Public Art Submission
3. B.2 KC Scottt Bio
4. C.1 Minor Urban Code Conditional Use Application
5. D.1 Martin Arts Council review comments 1-4 combined
6. D.2 City of Stuart Land Dev. Code Sec._3.01.08.___Public_art

RESOLUTION NUMBER 49-2022

RESOLUTION No. 49-2022; A RESOLUTION OF THE COMMUNITY REDEVELOPMENT BOARD OF THE CITY OF STUART, FLORIDA, GRANTING A MINOR URBAN CODE CONDITIONAL USE APPROVAL FOR PUBLIC ARTWORK REQUIRED AS A CONDITION OF DEVELOPMENT FOR ATLANTIC POINT MARINA TO MIDDLE ISLAND MANAGEMENT AND DEVELOPMENT, LLC, OWNER OF THE PROPERTY LOCATED AT 75 NW FLAGLER AVENUE IN THE CITY OF STUART, AS DESCRIBED WITHIN THE ATTACHED LEGAL DESCRIPTION; GRANTING APPROVAL TO RELOCATE THE RALPH EVINRUDE MEMORIAL MONUMENT TO THE CENTER OF THE PROJECT'S TRAFFIC CIRCLE; FOR PLACEMENT OF SAILFISH, DOLPHIN AND SNOOK IMAGERY ENLARGED IN HIGH RESOLUTION; FOR AN ILLUMINATED MANSARD ROOF AND FOR A VERTICAL ARTISTIC LANDMARK WITH CREATIVE SHOWCASE CAPABILITIES AT THE PUBLIC PLAZA OF THE PROJECT; PROVIDING AN EFFECTIVE DATE; PROVIDING FOR CONDITIONS OF APPROVAL; AND FOR OTHER PURPOSES.

* * * * *

WHEREAS, pursuant to Section 3.01.08 of the Land Development Regulations of City of Stuart, Middle Island Management & Development, LLC (The "Applicant") filed an application in August, 2021 for a Minor Urban Code Conditional Use permit to allow Atlantic Point Marina to relocate the Ralph Evinrude memorial monument to the center of the project's traffic circle; for placement of Sailfish, Dolphin and Snook imagery enlarged in high resolution; for an illuminated mansard roof and for a vertical artistic landmark with creative showcase capabilities at the center of the public plaza of the project, to fulfil the projects public art requirement located within the City's Community Redevelopment Area (CRA); and

WHEREAS, the Community Redevelopment Board held a properly noticed hearing on May 3, 2022, to consider the application for the public artwork for the project as a Minor Urban

Code Conditional Use Approval; and

WHEREAS, at a public hearing the applicant has shown by substantial competent evidence that the proposed development does not create any detrimental effects on adjacent properties, within three hundred (300) feet of the proposed location; and

NOW THEREFORE, BE IT RESOLVED BY THE COMMUNITY REDEVELOPMENT CODE OF THE CITY OF STUART, FLORIDA that:

SECTION 1: Subject to the conditions attached hereto, the Community Development. LLC hereby grants a Minor Urban Code Conditional Use Approval to Middle Island Management & Development (owner) for the property located at 75 NW Flagler Avenue, Stuart, Florida.

SECTION 2: A legal description of the Property is set forth in **"Exhibit A"** of this Resolution. A map depicting the property and location is attached hereto as; **"Exhibit B"** and made a part hereof by reference; and

SECTION 3: The Applicant shall operate in accordance with all conditions set forth in **"Exhibit C"**, as attached.

SECTION 4: The Community Redevelopment Board approves the repositioning of the Ralph Evinrude memorial monument to the center of the project's traffic circle; for placement of sailfish, dolphin and snook imagery enlarged in high resolution; for an illuminated mansard roof and for a vertical artistic landmark with creative showcase capabilities at the center of the public plaza of the project, to fulfil the projects public art requirement located within the City's Community Redevelopment Area (CRA); and for an illuminated mansard roof and for a vertical artistic landmark with creative showcase capabilities at the center of the public plaza of the

project, as described in the Atlantic Point Marina CRB Art Submission and locations depicted in the Site Plan dated 2-21-2022 by Conceptual Design Group, Inc. Landscape Architecture and Site Planning and Color Elevations by Birse/Thomas attached hereto as **"Exhibit D"**.

SECTION 5: This resolution shall take effect immediately upon its adoption.

Board Member_____offered the foregoing resolution and moved its adoption. The motion was seconded by Board Member_____, and upon being put to a roll call vote, the vote was as follows:

	YES	NO	ABSENT
CHRIS LEWIS, CHAIR			
TOM CAMPENNI, VICE CHAIR			
PETE WALSON, BOARD MEMBER			
FRANK WACHA, BOARD MEMBER			
NINA DOOLEY, BOARD MEMBER			
KATHERINE MAKEMSON, BOARD MEMBER			
NIKOLUS SCHROTH, BOARD MEMBER			

ADOPTED this_____day of_____,
2022. ATTEST:

_____
MARY KINDEL
CITY CLERK

_____
CHRIS LEWIS,
CHAIRMAN

APPROVED AS TO
FORM AND
CORRECTNESS:

_____
MICHAEL MORTELL
CITY ATTORNEY

ACCEPTANCE AND AGREEMENT

BY SIGNING THIS ACCEPTANCE AND AGREEMENT, THE UNDERSIGNED HEREBY ACCEPTS AND AGREES TO ALL OF THE TERMS AND CONDITIONS CONTAINED IN THE FOREGOING RESOLUTION, AND ALL EXHIBITS, ATTACHMENTS AND DEVELOPMENT DOCUMENTS, INTENDING TO BE BOUND THEREBY, AND THAT SUCH ACCEPTANCE AND AGREEMENT IS DONE FREELY, KNOWINGLY, AND WITHOUT ANY RESERVATION, AND FOR THE PURPOSES EXPRESSED WITHIN THE FOREGOING RESOLUTION. IF IT IS LATER DISCOVERED THAT THE UNDERSIGNED, OR ITS SUCCESSORS OR ASSIGNS HAVE FAILED IN ANY MATERIAL WAY, ITS CONDITIONS, AND THE DEVELOPMENT DOCUMENTS, THE UNDERSIGNED UNDERSTANDS AND AGREES THAT THIS RESOLUTION MAY BE AMENDED OR REPEALED BY THE CITY COMMISSION, AND THAT OTHER ADMINISTRATIVE ACTIONS AND PENALTIES MAY BE TAKEN AGAINST THE UNDERSIGNED, ITS SUCCESSORS OR ASSIGNS, BY THE CITY, INCLUDING BUT NOT LIMITED TO SANCTIONS DESCRIBED IN THIS RESOLUTION, CODE ENFORCEMENT ACTIONS, PERMIT AND LICENSING SUSPENSIONS OR REVOCATIONS, AND ANY OR ALL OTHER APPLICABLE CIVIL AND CRIMINAL ACTIONS.

IN WITNESS WHEREOF THE UNDERSIGNED HAS EXECUTED THIS ACCEPTANCE AND AGREEMENT:

WITNESSES:

Middle Island Management & Development LLC

_____
Print Name: _____

By: _____
Jeffrey Hardin (Agent of Middle Island Management & Development LLC)

_____
Print Name: _____

Personally Known _____ OR Produced Identification _____Type of ID_____

Type of Identification Produced _____

OWNERS ACKNOWLEDGMENT

The above Ordinance, Acceptance and Agreement was acknowledged before me this _____ day of _____, 2022, by Jeffrey Hardin, Agent for Middle Island Management LLC

_____
Notary Public, State of Florida
My Commission Expires:

Notary Seal

Personally Known _____ OR Produced Identification _____
Type of Identification Produced _____

Exhibit A – Legal Description

PARCEL 1: LOTS 11, 12 AND 13, BLOCK 20, RIVERSIDE PARK, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 4, PAGE 98, OF THE PUBLIC RECORDS OF ST. LUCIE (NOW MARTIN) COUNTY, FLORIDA. PARCEL 2: LOTS 14, 15, 16, 17, AND 18, BLOCK 20, REVISED PLAT OF GOSLING, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 2, PAGE 35, OF THE PUBLIC RECORDS OF ST. LUCIE (NOW MARTIN) COUNTY, FLORIDA; ALSO SHOWN ON THE PLAT OF RIVERSIDE PARK, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 4, PAGE 98, OF THE PUBLIC RECORDS OF ST. LUCIE (NOW MARTIN) COUNTY, FLORIDA, AND MARKED "NOT INCLUDED IN THIS ACREAGE". PARCEL 3: LOTS 19, 20, 21, 22, 23, 24, 25 AND 26, BLOCK 20, RIVERSIDE PARK, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 4, PAGE 98, OF THE PUBLIC RECORDS OF ST. LUCIE (NOW MARTIN) COUNTY, FLORIDA. PARCEL 4: : A PARCEL OF SUBMERGED LAND IN THE ST. LUCIE RIVER IN SECTION 32, TOWNSHIP 37 SOUTH, RANGE 41EAST, MARTIN COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:FROM THE NORTHWEST CORNER OF LOT 14, BLOCK 20, RIVERSIDE PARK, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 4, PAGE 98, OF THE PUBLIC RECORDS OF ST. LUCIE (NOW MARTIN) COUNTY, FLORIDA RUN SOUTH 87°01' EAST ALONG THE NORTH LINE OF THE SAID LOT 14, A DISTANCE OF 319.00 FEET TO THE SHORELINE OF THE ST. LUCIE RIVER FOR THE POINT OF BEGINNING; THENCE CONTINUE SOUTH 87°01' EAST, A DISTANCE OF 211.15 FEET TO THE BULKHEAD LINE AS ESTABLISHED BY THE CITY OF STUART; THENCE SOUTH 04°40'27" WEST ALONG SAID BULKHEAD LINE, A DISTANCE OF 447.60 FEET; THENCE SOUTH 43°03' WEST ALONG SAID BULKHEAD LINE, A DISTANCE OF 259.38 FEET; THENCE NORTH 87°01' WEST, A DISTANCE OF 237 FEET TO AFORESAID SHORELINE OF ST. LUCIE RIVER, THENCE MEANDER SAID SHORELINE NORTH 4°55" WEST, A DISTANCE OF 188.00 FEET; THENCE NORTH 03°45" EAST, A DISTANCE OF 130.00 FEET; THENCE NORTH 50° EAST, A DISTANCE OF 122.00 FEET; THENCE SOUTH 87°01' EAST, A DISTANCE OF 116.00 FEET; THENCE NORTH 08°45' EAST A DISTANCE OF 247.72 FEET TO THE POINT OF BEGINNING. PARCEL 5: LOT 27 AND LOT 28, BLOCK 20, RIVERSIDE PARK, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 4, PAGE 98, OF THE PUBLIC RECORDS OF ST. LUCIE (NOW MARTIN) COUNTY, FLORIDA. LEASEHOLD PARCEL: A PARCEL OF SOVEREIGNTY SUBMERGED LAND LYING IN THE ST. LUCIE RIVER, IN THE SOUTH HALF OF SECTION 32, TOWNSHIP 37 SOUTH, RANGE 41 EAST, CITY OF STUART, MARTIN COUNTY, FLORIDA, SAID PARCEL BEING EASTERLY OF LOTS 11, 12, & 13 IN BLOCK 20 OF “RIVERSIDE PARK” ACCORDING TO THE PLAT THEREOF AS RIVERSIDE PARK” ACCORDING TO THE PLAT THEREOF AS ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 4 AT PAGE 98 OF THE PUBLIC RECORDS OF ST. LUCIE (NOW MARTIN) COUNTY,FLORIDA, SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:COMMENCING AT THE NORTHWEST CORNER OF LOT 11; THENCE ALONG THE NORTH LINE OF SAID LOT 11:SOUTH 87°06’04” EAST 280.68 FEET TO A POINT 04” EAST 280.68 FEET TO A POINT EAST 280.68 FEET TO A POINT 0.32 FEET SOUTH OF THE MOST SOUTHEASTERLY CORNER OF AN EXISTING PIER AND THE POINT OF BEGINNING; THENCE ALONG THE EASTERLY EXTENSION OF SAID NORTH LINE, CONTINUING; (2) SOUTH 87°06’04” EAST 234.63 FEET; (3) THENCE SOUTH 07°15’52” WEST 139.64 FEET; (4) THENCE SOUTH 45°33’18” WEST 15.85 FEET TO ITS 04” EAST 234.63 FEET; (3) THENCE SOUTH 07°15’52” WEST 139.64 FEET; (4) THENCE SOUTH 45°33’18” WEST 15.85 FEET TO ITS EAST 234.63 FEET; (3) THENCE SOUTH 07°15’52” WEST 139.64 FEET; (4) THENCE SOUTH 45°33’18” WEST 15.85 FEET TO ITS 52”

WEST 139.64 FEET; (4) THENCE SOUTH 45°33’18” WEST 15.85 FEET TO ITS WEST 139.64 FEET; (4) THENCE SOUTH 45°33’18” WEST 15.85 FEET TO ITS 18” WEST 15.85 FEET TO ITS WEST 15.85 FEET TO ITS INTERSECTION WITH THE EASTERLY EXTENSION OF THE SOUTH LINE OF SAID LOT 13; THENCE ALONG SAID EXTENSION: (5) NORTH 87°06’04” WEST 183.29 FEET TO ITS 04” WEST 183.29 FEET TO ITS WEST 183.29 FEET TO ITS INTERSECTION WITH THE MEAN HIGH WATER LINE OF SAID ST. LUCIE RIVER;THENCE ALONG SAID MEAN HIGH WATER LINE: (6) NORTH 19°00’42” WEST 25.03 FEET; (7) 42” WEST 25.03 FEET; (7) WEST 25.03 FEET; (7) NORTH 25°31’33” WEST 25.00 FEET; (8) NORTH 25°47’38” WEST 24.91 FEET; (9) NORTH 18°32’37” WEST 24.89 FEET; (10) NORTH 08°36’39” WEST 25.74 FEET; (11) NORTH 33” WEST 25.00 FEET; (8) NORTH 25°47’38” WEST 24.91 FEET; (9) NORTH 18°32’37” WEST 24.89 FEET; (10) NORTH 08°36’39” WEST 25.74 FEET; (11) NORTH WEST 25.00 FEET; (8) NORTH 25°47’38” WEST 24.91 FEET; (9) NORTH 18°32’37” WEST 24.89 FEET; (10) NORTH 08°36’39” WEST 25.74 FEET; (11) NORTH 38” WEST 24.91 FEET; (9) NORTH 18°32’37” WEST 24.89 FEET; (10) NORTH 08°36’39” WEST 25.74 FEET; (11) NORTH WEST 24.91 FEET; (9) NORTH 18°32’37” WEST 24.89 FEET; (10) NORTH 08°36’39” WEST 25.74 FEET; (11) NORTH 37” WEST 24.89 FEET; (10) NORTH 08°36’39” WEST 25.74 FEET; (11) NORTH WEST 24.89 FEET; (10) NORTH 08°36’39” WEST 25.74 FEET; (11) NORTH 39” WEST 25.74 FEET; (11) NORTH WEST 25.74 FEET; (11) NORTH 00°30’17” WEST 25.29 FEET; (12) NORTH 20°41’08” EAST 10.67 FEET TO ITS INTERSECTION WITH THE NORTH LINE OF SAID LOT 11; THENCE ALONG SAID NORTH LINE (13) 17” WEST 25.29 FEET; (12) NORTH 20°41’08” EAST 10.67 FEET TO ITS INTERSECTION WITH THE NORTH LINE OF SAID LOT 11; THENCE ALONG SAID NORTH LINE (13) WEST 25.29 FEET; (12) NORTH 20°41’08” EAST 10.67 FEET TO ITS INTERSECTION WITH THE NORTH LINE OF SAID LOT 11; THENCE ALONG SAID NORTH LINE (13) 08” EAST 10.67 FEET TO ITS INTERSECTION WITH THE NORTH LINE OF SAID LOT 11; THENCE ALONG SAID NORTH LINE (13) EAST 10.67 FEET TO ITS INTERSECTION WITH THE NORTH LINE OF SAID LOT 11; THENCE ALONG SAID NORTH LINE (13) SOUTH 87°06’04” EAST 15.70 FEET TO THE POINT OF BEGINNING. 04” EAST 15.70 FEET TO THE POINT OF BEGINNING. EAST 15.70 FEET TO THE POINT OF BEGINNING. AND TOGETHER WITH A PORTION OF GOVERNMENT LOT 3, SECTION 5, TOWNSHIP 38 SOUTH, RANGE 41 EAST MARTIN COUNTY, FLORIDA. BEING MORE PARTICULARLY DESCRIED BY METE AND BOUNDS AS FOLLOWS: BEGIN AT THE NORTH 1/4 CORNER OF SAID SECTION 5; THENCE S89°49'23"W ALONG THE NORTH LINE OF AID SECTION 5 FOR 96.59 FEET TO AN INTERSECTION WITHTHE ARC OF A CIRCULAR CURVE BEING 50.00 FEET NORTHEASTERLY OF, AS MEASURE AT RIGHT ANGLES AND PARALLEL. TO THE CENTERLINE OF RAILROAD TRACKS AS LAID OUT AND IN USE (12/12/02) AND HAVING A TANGENT BEARING OF S35°52'01"E; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID PARALLEL CURVE HAVING ARADIUS OF 702.22 FEET AND A CENTRAL ANGLE OF 10°27'28" FOR 128.17 FEET TO A POINT OF TANGENCY; THENCE S46°19'29"E FOR 16.33 FEET TO AN INTERSECTIONWITH THE MEAN HIGH WATER LINE OF THE ST. LUCIE RIVER; THENCE MEANDER ALONG SAID MEAN HIGH WATER LINE FOR THE FOLLOWING FOUR (4) COURSES: (1)N08°26'25"E FOR 25.24 FEET;(2)N00°49'02"W FOR 22.74 FEET;(3)N05°58'57"E FOR 31.58 FEET;(4) N01°50'29"E FOR 28.95 FEET TO AN INTERSECTION WITH THEEASTERLY EXTENSION OF THE NORTH LINE OF SAID SECTION 5 THENCES89%%^d49'23"W FOR 6.96 FEET TO THE POINT OF BEGINNING. SAID PARCEL CONTAINS 6,018 SQUARE FEET MORE OR LESS.

EXHIBIT B – LOCATION MAP

Exhibit C - Conditions

1) Middle Island Management & Development LLC shall be responsible for maintenance of approved artwork on their property in perpetuity.

2) The City shall bear no cost for the installation of any artwork.

3) The Developer/Owner (Jeff Hardin) shall apply for and obtain an approved construction permit which includes review by the City's building department.

4) Any proposal to change the approved art shall require a minor conditional use approval by the CRB.

Atlantic Point Marina CRB Art Submission

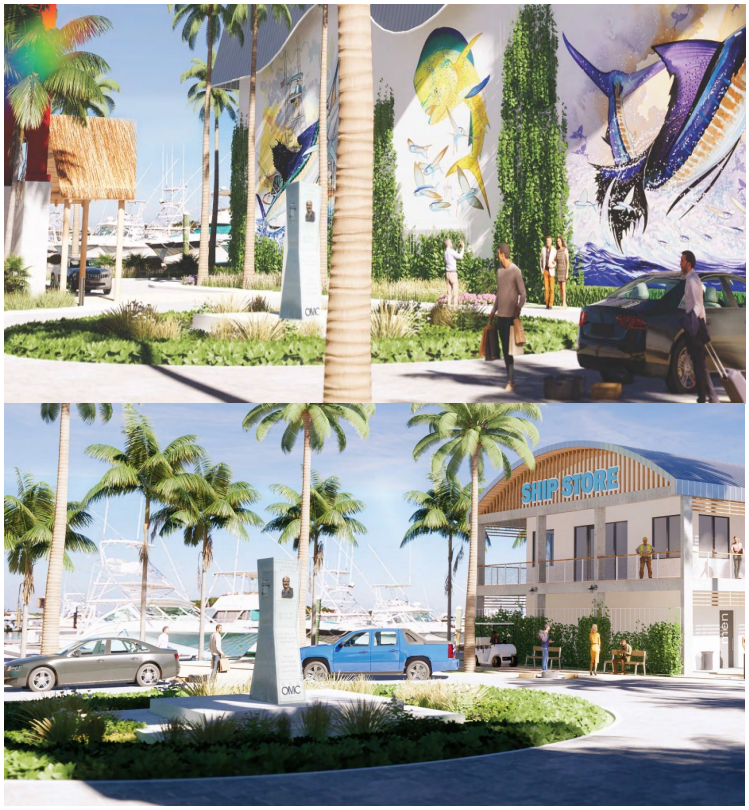
As a means of honoring the local historical significance of the site as well as the strong nautical cultural identify of our community, Atlantic Point Marina aims to offer an array of public art elements that delight visitors and passersby and support existing and emerging local artists.

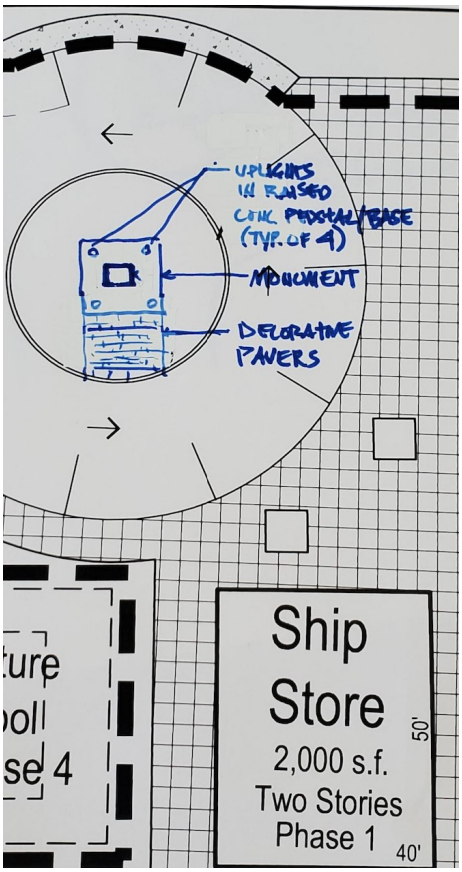
Public Art Submission No. 1:

Ralph Evinrude Memorial: The site has long featured a memorial honoring the life of Ralph Evinrude. The son of Ole Evinrude, who invented the outboard motor, Ralph later steered the Evinrude Outboard Motor Company to decades of innovation, creativity, and achievement. The Atlantic Point Marina property once hosted the Evinrude Testing Site, which operated out of public sight to protect the proprietary of their projects.

Planned as a destination marina for cruisers, boaters, tourists, and locals, we plan to relocate the memorial to the main entrance neighboring the Ship Store so visitors can reflect on the legacy of the father-and-son duo who forever changed the way boaters enjoy the water.

- Monument relocation
- Platform
- Up-lighting
- Valued: $75,000





Public Art Submission No. 2:

Original Nautically Themed Artwork: Three original artistic creations from a rising talent based in the area will depict marine life that local fishers, divers, and boaters will surely find familiar as well as fascinating.

K.C. Scott, a Michigan native who recently relocated to the northern Palm Beach area, is being commissioned to paint depictions of native sportfish in action sequences so realistic they could almost qualify for photographs. Like residents and future Atlantic Point Marina customers, Scott shares a lifelong passion for offshore fishing. Since childhood, he visited southeast Florida, spending time in the Keys chasing tarpon, snapper, grouper, and any other large sportfish willing to fight the other end of a rod and reel. His art invites admirers to feel as though face-to-face with the fish amid the salt spray and bright sun.

Images of sailfish, snook and dolphin will be created on smaller-scale paintings and enlarged in high resolution imagery to sizes of 45ft x 25ft, 75ft x 35ft and 30ft x 48ft on 3M outdoor material that's engineered to withstand three to six years in dynamic outdoor environments. This technique ensures distinct advantages over hand-painted murals—namely enhanced durability and ease of repair or replacement in event of a storm damage. The latter is especially fitting considering that they storage facility will itself be constructed to withstand Category 5 hurricanes.

- Valued: $97,500

Public Art Submission No. 3

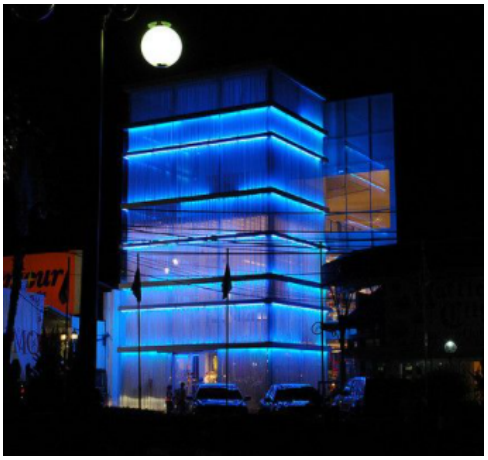
Illuminated Mansard Roof: Paying homage to an architectural element associated with the Evinrude Testing Site, several of the new buildings—including the Ship Store and Bar & Grille restaurant—will maintain the domed, military-airport hangar roofline. The boat storage barn, however, will feature a mansard roof.

While originated by Pierre Lescot, who designed this striking style of roof in 1550 for the Louvre Museum in Paris, the mansard roof was popularized by French architect Francois Mansart during the Baroque period—1600-1750.

The mansard roof design, aka, hip-style gambrel roof—which features two slopes on all four sides, with the lower section sloping at a much steeper pitch than the upper section—includes the additional accents of an artistic curvature that incorporates LED lights in the under portion. The roofline will illuminate each night. During national holidays and select community events color schemes will change to complement the occasion.

Although requiring more complexities and specialization during the construction process and therefore more costly, the mansard roof is worth the investment to ensure Atlantic Point Marina achieves a level of appearance—as well as service—fitting a property and community with such a rich marine background.

- Valued: $250,000



Public Art Submission No. 4

Vertical Artistic Landmark with Creative Showcase Capabilities: Modeled to resemble the classic nautical element of a lighthouse, the Artistic Landmark, reaching an estimated 90 feet in height, will, we believe, in relatively short order come to stand among the most widely recognized local tributes to Stuart's reputation as a vital, if largely unsung, contributor to the advancement of the marine industry and the pursuit of better boating.

The Artistic Landmark will enable an arts and cultural platform unparalleled anywhere in the area. Outfitted with state-of-the-art projection equipment, the structure will cast images of artwork by local artists onto the sizeable canvas that the wall of the boat-storage facility provides. Already in communication with The Arts Council of Martin County, we plan to obtain digital imagery of artwork by established and emerging artists and showcase their work.

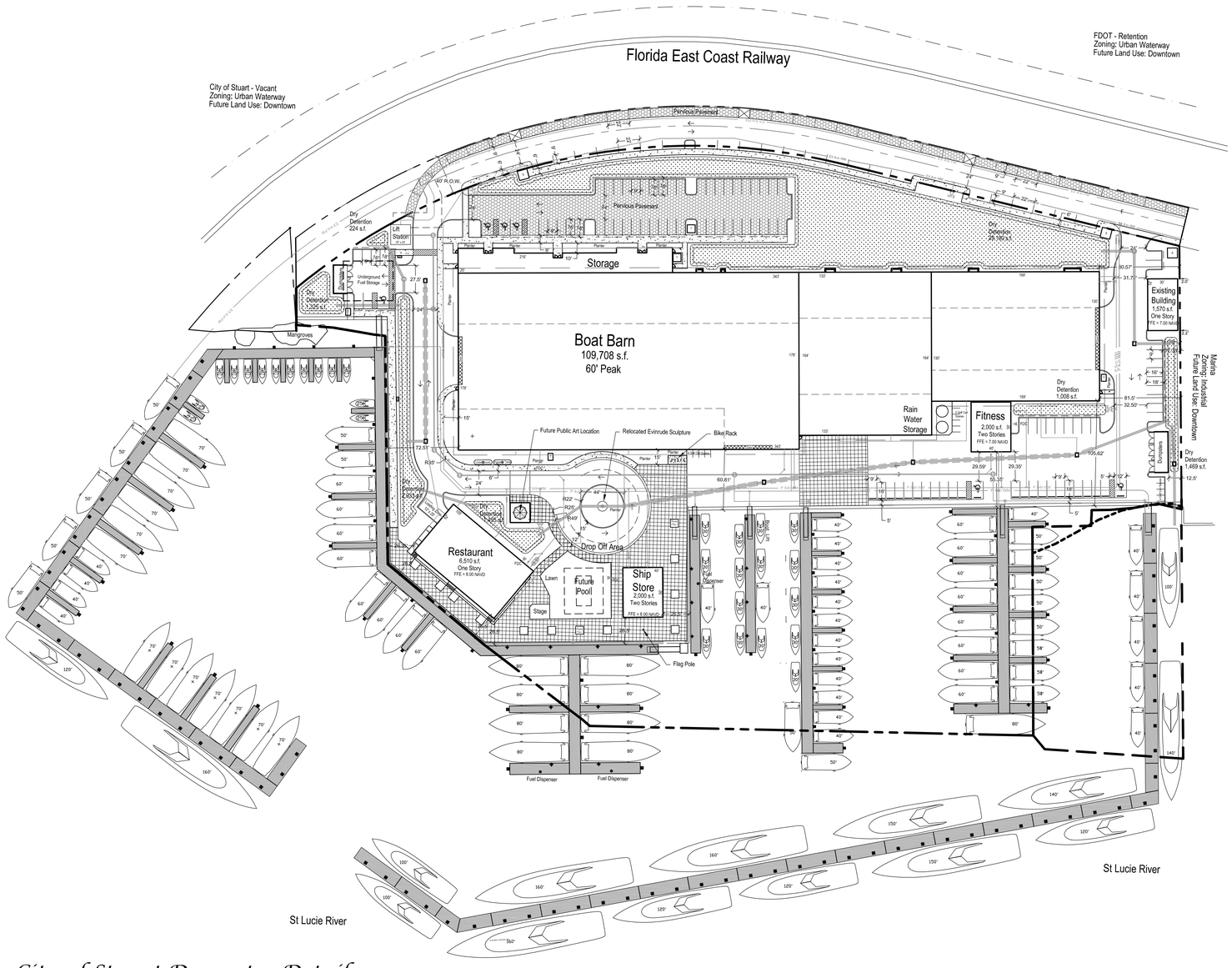
Already a storied location, Atlantic Point Marina's future contemplate a vision that incorporates more than the boundary of the property alone. The marina must not only suit but honor its host and history and should serve as a destination upon which the City of Stuart and county itself will draw to welcome visitors, encourage investment, and inspire imaginations. Such a site warrants a worthy geographical identifier—hence the inclusion of the Artistic Landmark.

By day, the Artistic Landmark will remind passersby of our proud past, thriving present and ever-more promising future as a community that creates great livelihoods through its diverse, world-class marine industry—but also acts, as called, on the conviction that our quality of life goes hand-in-hand with the quality of our water.

- Art Landmark valued: $321,000
- Projection component valued: $60,000

Cost Breakdown

1) **Vertical Construction: $22,309,943.00**
2) **Required Art Budget: $223,100.00**
3) **Art Cost: $803,500.00**



Site Data

Parcel Size:	476,111 s.f. +/-	10.93 Acres +/-	
Parcel Control Number:	32-37-41-004-020-0011		
Site Address:	75 NW Flagler Avenue Stuart, FL 34994		
Dry Land Areas:	347,609 s.f. +/-	7.98 Acres +/-	
Site:	304,920 s.f. +/-	7 Acres +/-	
Right Of Way:	42,689 s.f. +/-	.98 Acres +/-	
Submerged Land Areas:	128,522 s.f. +/-	2.95 Acres +/-	
Total Marina Slips:		105	
Total Dry Rack Spaces:		456	
Maximum Building Height:			
Industrial		45' / 4 Stories	
Urban Code / CRA		45' / 60'	
Existing Use:		Former Boat Business	
Proposed Use:		Marina Facility & Restaurant	
Existing Zoning:		Industrial	
Proposed Zoning:		Industrial	
Future Land Use:		Industrial	
Proposed Future Land Use:		Marine/Industrial	
Impervious:	227,819 s.f.	5.23 Acres	67.92%
Project Site: (Including Right Of Way)			
Buildings: (Plan view outline)	121837 s.f.	2.80 Acres	
Impervious Pavements:	84,506 s.f.	1.94 Acres	
Pervious Pavements:	11,194 s.f.	0.257 Acres	
Impervious Pool & Pool Deck:	4138 s.f.	0.095 Acres	
Pervious Sidewalks:	6229 s.f.	0.143 Acres	
Pervious (Open Space):	107,593 s.f.	2.47 Acres	32.08%
Project Site: (Including Right Of Way)			
Landscape Area:	52,272 s.f.	1.20 Acres	
Dry Detention Area:	37,680 s.f.	0.865 Acres	
Pervious Pavements:	11,194 s.f.	0.257 Acres	
Pervious Sidewalks:	6229 s.f.	0.143 Acres	

Open Space:	Required:	Provided:
	No Minimum	29.5%

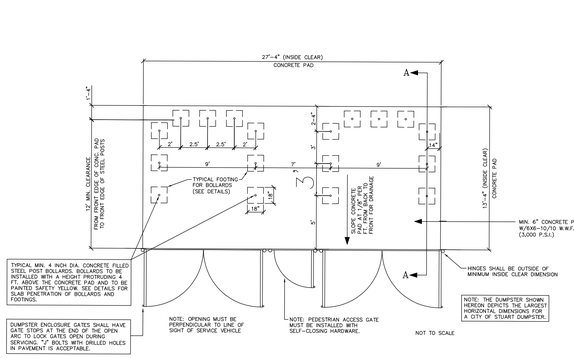
Parking Calculations:	Required:	Provided:
Boat Dry Storage 1 Space / 10 Boat Storage Spaces	46	46
Marina 1 Space / 4 Boat Slips + 1 Space / Employee	27 27 See Below	27 27 See Below
Ship Store 1 Space / 250 s.f. (Multi-Use Building - Only 1,152 s.f. of sales area calculated)	5	5
Restaurant - Limited 1 Space / 4 Seats at maximum capacity (162 Seats) + 1 Space / Employee	41 41 See Below	41 41 See Below
Total Employees Marina Restaurant	27 14 13	27 14 13
Total employee count is 54 working varying shifts, Includes the following: Marina - management, ship store, sales / administration, marina support staff = 28 (but not 28 at one time due to two (2) shifts) = 28 / 2 shifts = 14 Spaces Restaurant - management and bar / kitchen support staff = 26 (but not 26 at one time due to varying shifts) = 26 / 2 (or more) shifts = 13 Spaces		
Total:	146	159 (13 Extra)
On Site:	146	100
Right Of Way:	0	59

General Notes

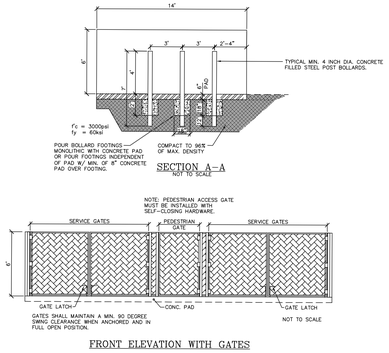
1. This project shall be completed in four phases.
2. All prohibited exotic plant species shall be removed prior to the issuance of a Certificate of Occupancy.
3. All required landscaping shall be installed prior to the issuance of a Certificate of Occupancy. Refer to the Landscape Plans for landscape 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 if required.
6. All signs will be reviewed for compliance with the applicable regulations at the time the sign permit is issued.
7. 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.
8. The parking areas shown on-site hereon are private and will be owned and maintained by the project owner.
9. Finished Floor Elevations 'FFE' are NAVD 88.
10. Water and sewer service shall be provided by City of Stuart Utilities.
11. Photometric site lighting plans shall be provided to the City of Stuart for review and approval prior to site development permit approval.

City of Stuart Dumpster Detail

Not To Scale



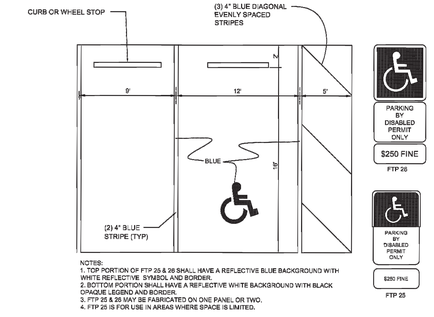
CITY OF STUART DUMPSTER ENCLOSURE – SITE DETAIL
DOUBLE DUMPSTER w/ RECYCLING
& GREASE DISPOSAL CONTAINER



FRONT ELEVATION WITH GATES

Standard & Handicap Parking Space Detail

Not To Scale



NOTES:
1. TOP PORTION OF FTP 25 & 26 SHALL HAVE A REFLECTIVE BLUE BACKGROUND WITH WHITE REFLECTIVE SYMBOL AND BORDER.
2. BOTTOM PORTION SHALL HAVE A REFLECTIVE WHITE BACKGROUND WITH BLACK OPAQUE LEGEND AND BORDER.
3. FTP 25 & 26 MAY BE FABRICATED ON ONE PANEL OR TWO.
4. FTP 25 IS FOR USE IN AREAS WHERE SPACE IS LIMITED.

Site Plan

North
Scale: 1" = 60'

0 30' 60' 120'

Conceptual Design Group, Inc.
Landscape Architecture - Site Planning
900 East Ocean Boulevard, Suite 130d
Stuart, Florida 34994
(772) 344-2340
LC 26000198

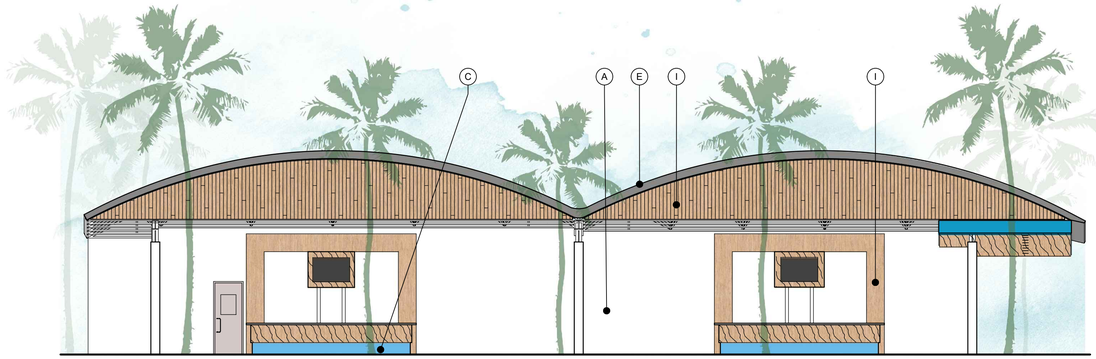
Atlantic Point Marina

City of Stuart, Florida

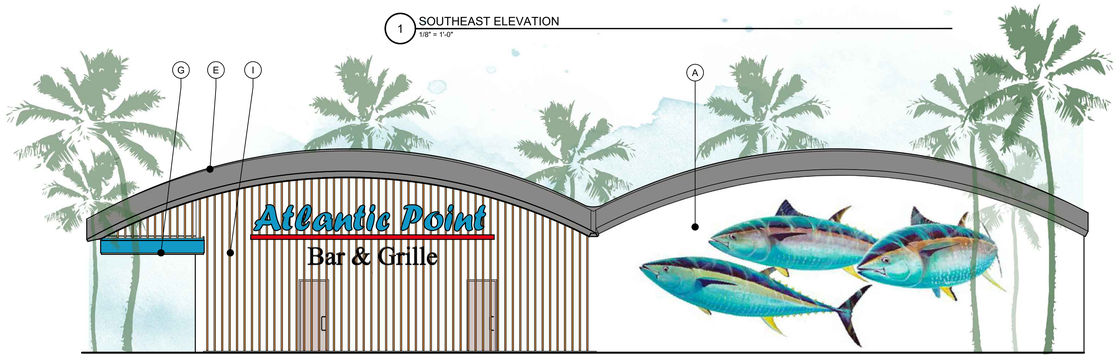
Job No.	21-0609
Drawn By	JWS
Submittal Dates	8-27-2021
	12-3-2021 2-21-2022
	3-31-2022 4-14-2022
	4-21-2022
Revision Dates	
City Comments #1	12-3-2021
City Comments #2	2-21-2022
City Meeting	3-31-2022
Comments #3	4-14-2022
Comments #4	4-21-2022

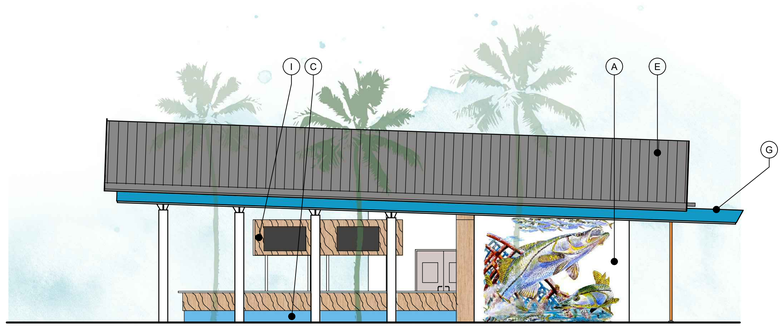
These drawings are the property of the landscape architect and are not to be used for other projects except by wittten permission from the landscape architect. Report any discrepancies immediately to the landscape architect.

Sheet 1 *of* 1



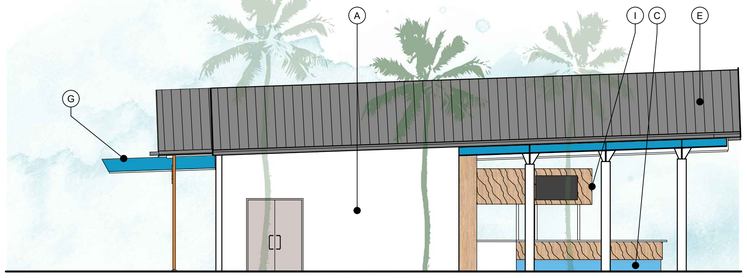
1 SOUTHEAST ELEVATION
1/8" = 1'-0"





4 NORTHEAST ELEVATION
1/8" = 1'-0"

2 NORTHWEST ELEVATION
1/8" = 1'-0"



3 SOUTHWEST ELEVATION
1/8" = 1'-0"

B

PRIMARY COLOR
BENJAMIN MOORE-
SUPER WHITE PM-1
(TEX COAT ON CONC.
PANELS)

B

ACCENT COLOR
BENJAMIN MOORE-
WATER DROPS 659

C

ACCENT COLOR
BENJAMIN MOORE-
CAYMAN BLUE 2060-50

D

ACCENT COLOR
BENJAMIN MOORE-
CLEAREST OCEAN BLUE 2064-40

E

SLATE GRAY -
(KYNAR FINISH)
PAC-CLAD:
(MAIN ROOF)
STANDING SEAM
METAL

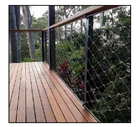
F

CARDINAL RED -
(KYNAR FINISH)
PAC-CLAD: STANDING
SEAM METAL CLADDING
(AWNING CANOPIES &
BOAT BARN DOORS (EAST
& SOUTH) CLADDING)

G

BERKSHIRE BLUE-
(KYNAR FINISH)
PAC-CLAD:
(LOW ROOF BOAT
BARN)
STANDING SEAM
METAL ROOF

H



GUARD RAILS-
JACOB ROPE SYSTEMS
STAINLESS STEEL WIRE
MESH W/ FAUX WOOD
TOP-RAIL

I

FAUX WOOD LOUVERS-
WOODN VERSATILIS:
COLOR: CUBA 99
(OUTDOOR)

J

GREEN WALLS-
JACOB ROPE SYSTEMS
STAINLESS STEEL VERTICAL
WIRE SYSTEM

birse/thomas

5510 PGA boulevard, suite #201
palm beach gardens, fl 33418

phone 561.249.4001
AA26002397

Joseph Thomas, AIA
AR94276

ATLANTIC POINT MARINA

75 NW FLAGLER DRIVE
STUART, FL

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Atlantic Point
Yacht Club & Marina of Stuart

PROJECT NUMBER 21-330

REVISIONS
1
2
3
4
5
6
7
8
9

SUBMITTAL DATE 09/13/2021

DEMOLITION PERMIT

BAR/KITCHEN/BOH
COLOR ELEVATIONS

A2.05

2 WEST ELEVATION
1/8" = 1'-0"

1 EAST ELEVATION
1/8" = 1'-0"

4 NORTH ELEVATION
1/8" = 1'-0"

3 SOUTH ELEVATION
1/8" = 1'-0"

A

PRIMARY COLOR
BENJAMIN MOORE-
SUPER WHITE PM-1
(TEX COAT ON CONC.
PANELS)

B

ACCENT COLOR
BENJAMIN MOORE-
WATER DROPS 659

C

ACCENT COLOR
BENJAMIN MOORE-
CAYMAN BLUE 2060-50

D

ACCENT COLOR
BENJAMIN MOORE-
CLEAREST OCEAN BLUE 2064-40

E

SLATE GRAY -
(KYNAR FINISH)
PAC-CLAD:
(MAIN ROOF)
STANDING SEAM
METAL

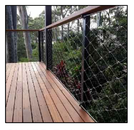
F

CARDINAL RED -
(KYNAR FINISH)
PAC-CLAD: STANDING
SEAM METAL CLADDING
(AWNING CANOPIES &
BOAT BARN DOORS (EAST
& SOUTH) CLADDING)

G

BERKSHIRE BLUE-
(KYNAR FINISH)
PAC-CLAD:
(LOW ROOF BOAT
BARN)
STANDING SEAM
METAL ROOF

H



GUARD RAILS-
JACOB ROPE SYSTEMS
STAINLESS STEEL WIRE
MESH W/ FAUX WOOD
TOP-RAIL

I

FAUX WOOD LOUVERS-
WOODN VERSATILIS:
COLOR: CUBA 99
(OUTDOOR)

J

GREEN WALLS-
JACOB ROPE SYSTEMS
STAINLESS STEEL VERTICAL
WIRE SYSTEM

K

EXPOSED CONCRETE

birse/thomas

5510 PGA boulevard, suite #201
palm beach gardens, fl 33418

phone 561.249.4001
AA26002397

Joseph Thomas, AIA
AR94276

ATLANTIC POINT MARINA

75 NW FLAGLER DRIVE
STUART, FL

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Atlantic Point
Yacht Club & Marina of Stuart

PROJECT NUMBER 21-330

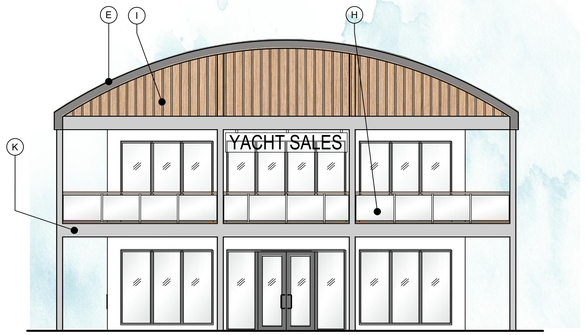
REVISIONS
1
2
3
4
5
6
7
8
9

SUBMITTAL DATE 09/13/2021

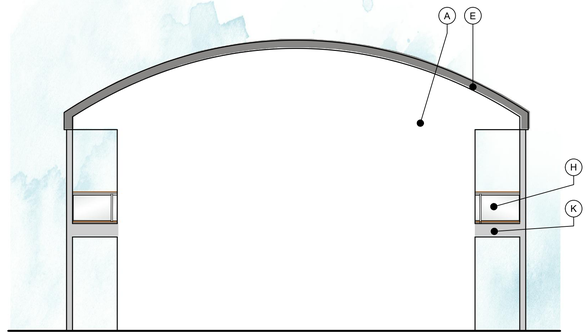
DEMOLITION PERMIT

SHIP
STORE/DOCKMASTER
COLOR ELEVATIONS

A2.06



2 EAST ELEVATION
1/8" = 1'-0"

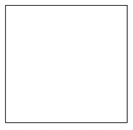


1 WEST ELEVATION (ABUTTED AGAINST BOAT BARN)
1/8" = 1'-0"

4 NORTH ELEVATION
1/8" = 1'-0"

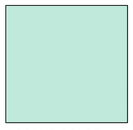
3 SOUTH ELEVATION
1/8" = 1'-0"

A



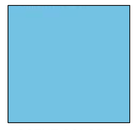
PRIMARY COLOR
BENJAMIN MOORE-
SUPER WHITE PM-1
(TEX COAT ON CONC.
PANELS)

B



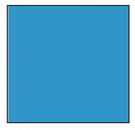
ACCENT COLOR
BENJAMIN MOORE-
WATER DROPS 659

C



ACCENT COLOR
BENJAMIN MOORE-
CAYMAN BLUE 2060-50

D



ACCENT COLOR
BENJAMIN MOORE-
CLEAREST OCEAN BLUE 2064-40

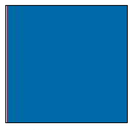
E

SLATE GRAY -
(KYNAR FINISH)
PAC-CLAD:
(MAIN ROOF)
STANDING SEAM
METAL

F

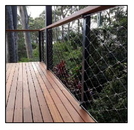
CARDINAL RED -
(KYNAR FINISH)
PAC-CLAD: STANDING
SEAM METAL CLADDING
(AWNING CANOPIES &
BOAT BARN DOORS (EAST
& SOUTH) CLADDING)

G



BERKSHIRE BLUE-
(KYNAR FINISH)
PAC-CLAD:
(LOW ROOF BOAT
BARN)
STANDING SEAM
METAL ROOF

H



GUARD RAILS-
JACOB ROPE SYSTEMS
STAINLESS STEEL WIRE
MESH W/ FAUX WOOD
TOP-RAIL

I

FAUX WOOD LOUVERS-
WOODN VERSATILIS:
COLOR: CUBA 99
(OUTDOOR)

J

GREEN WALLS-
JACOB ROPE SYSTEMS
STAINLESS STEEL VERTICAL
WIRE SYSTEM

K

EXPOSED CONCRETE

birse/thomas

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ATLANTIC POINT MARINA

75 NW FLAGLER DRIVE
STUART, FL

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Atlantic Point
Yacht Club & Marina of Stuart

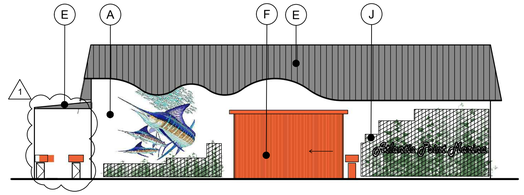
PROJECT NUMBER 21-330

REVISIONS
1
2
3
4
5
6
7
8
9

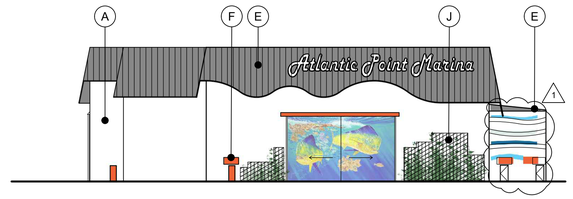
SUBMITTAL DATE 09/13/2021
SITE PLAN APPROVAL

YACHT SALES/FITNESS
COLOR ELEVATIONS

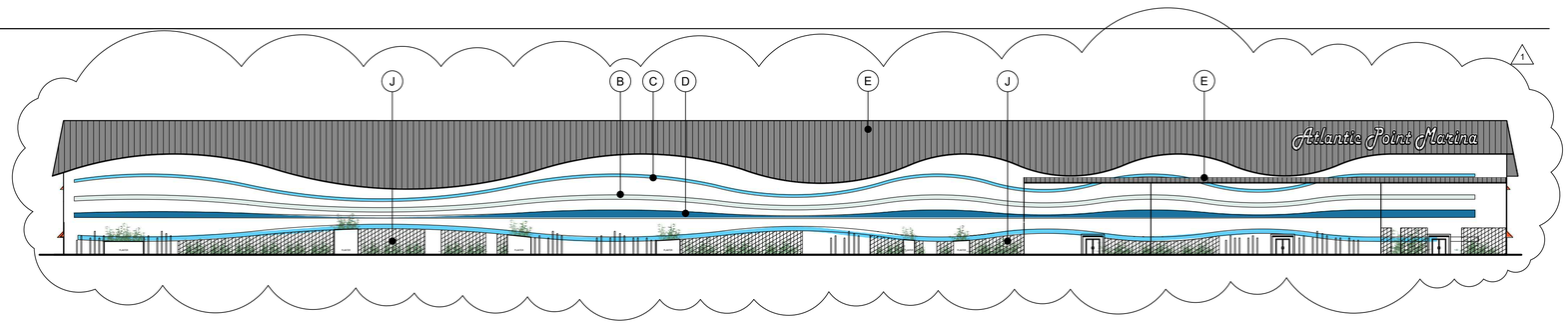
A2.07



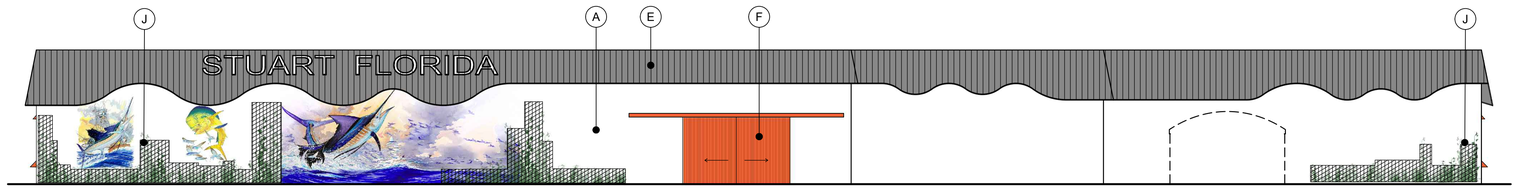
1 SOUTH ELEVATION
1/02" = 1'-0"



2 NORTH ELEVATION
1/02" = 1'-0"



3 WEST ELEVATION
1/32" = 1'-0"



4 EAST ELEVATION
1/32" = 1'-0"

A

PRIMARY COLOR
BENJAMIN MOORE-
SUPER WHITE PM-1
(TEX COAT ON CONC.
PANELS)

B

ACCENT COLOR
BENJAMIN MOORE-
WATER DROPS 659

C

ACCENT COLOR
BENJAMIN MOORE-
CAYMAN BLUE 2060-50

D

ACCENT COLOR
BENJAMIN MOORE-
CLEAREST OCEAN BLUE 2064-40

E

SLATE GRAY -
(KYNAR FINISH)
PAC-CLAD:
(MAIN ROOF)
STANDING SEAM
METAL

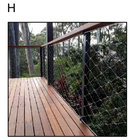
F

CARDINAL RED -
(KYNAR FINISH)
PAC-CLAD: STANDING
SEAM METAL CLADDING
(AWNING CANOPIES &
BOAT BARN DOORS (EAST
& SOUTH) CLADDING)

G

BERKSHIRE BLUE-
(KYNAR FINISH)
PAC-CLAD:
(LOW ROOF BOAT
BARN)
STANDING SEAM
METAL ROOF

H



GUARD RAILS-
JACOB ROPE SYSTEMS
STAINLESS STEEL WIRE
MESH W/ FAUX WOOD
TOP-RAIL

I

FAUX WOOD LOUVERS-
WOODN VERSATILIS:
COLOR: CUBA 99
(OUTDOOR)

J

GREEN WALLS-
JACOB ROPE SYSTEMS
STAINLESS STEEL VERTICAL
WIRE SYSTEM

birse/thomas

5510 PGA boulevard, suite #201
palm beach gardens, fl 33418

phone 561.249.4001
AA26002397

Joseph Thomas, AIA
AR94276

ATLANTIC POINT MARINA

75 NW FLAGLER DRIVE
STUART, FL

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Atlantic Point
Yacht Club & Marina of Stuart

PROJECT NUMBER 21-330

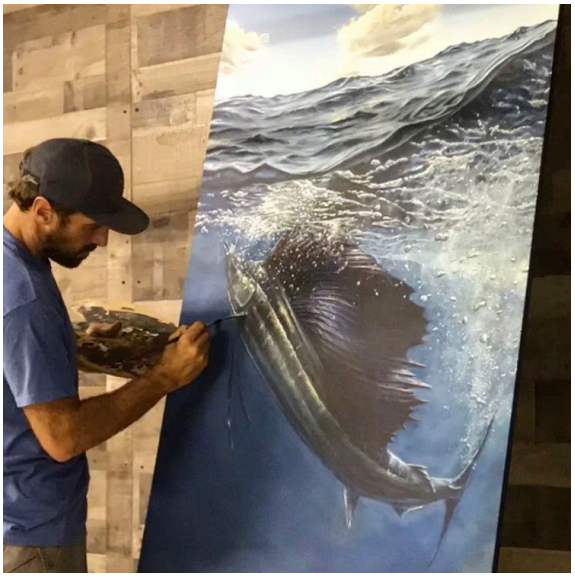
REVISIONS

1	ADDENDUM NO. 1	02/28/2022
2		
3		
4		
5		
6		
7		
8		
9		

SUBMITTAL DATE 09/13/2021
SITE PLAN APPROVAL

BOAT BARN
COLOR ELEVATIONS

A2.08



K.C. Scott grew up on one of Michigan's true treasures, Gull Lake. This is one of the best fishing lakes in the state of Michigan. It's also the place where K.C.'s father introduced him to the world of fishing and diving. He spent his time chasing anything that would bite and snorkeling to experience the underwater world firsthand. To escape the winter cold, each spring his family vacationed in the Florida Keys. There K.C. spent every waking hour on the water chasing tarpon, snapper, grouper, and any creature willing to put up a fight. During those magical days he fell in love with the ocean, its mysteries, and its creatures.

Artistic, even at a young age, K.C. won many awards throughout Elementary and High School. However, art was not the career path he chose. His father, a golf professional, ran the family business of multiple golf courses. K.C.'s early exposure to the game of golf led to a love and passion for the game. From a young age he excelled on the golf course winning many junior and amateur tournaments. His success on the golf course earned him a scholarship to play golf at the collegiate level. He chose Michigan State University where he played for two years, then decided to transfer to Barry University in Miami Shores, Florida. He competed for three years at Barry and graduated with a degree in Business and Sport Management. After college he turned professional and put his golf game up against the best. He competed on Mini Tour circuits all over the U.S. with a fair amount of success, the highlight of his professional career coming in 2003 when he qualified for the PGA Tour's Buick Open. However, after six years of dedication and frustration on the golf circuit he decided to take a break from the game he loved.

In the fall of 2008, the needed break from golf allowed him time to venture back into his passion of art and the underwater world. In a very short period of time K.C.'s work started to draw major attention, which fueled his fire to create more, intriguing works of art. Fortunately, his vast experience of both fresh and saltwater fish gave him a huge catalog of images to pull from and put on canvas. K.C. paints what moves him. The beauty of the bluegills and largemouth bass of his native waters of Gull Lake, Michigan, and the redfish, snook, tarpon and sailfish of his home in Florida, all inspire him to create his lifelike images on canvas. He not only catches these fish and studies them for points of reference to make sure his paintings are as lifelike as possible, but he also does his best to get in the water and photograph them in their natural environment. For him, the fish and their environment exist as one. He wants people to feel as though they are face to face with the fish, and make it seems they could reach out, touch the canvas, and feel the cool waters of the lakes and oceans!

Find more of K.C.'s work at

WWW.KSCOTTART.COM

or contact him at web@kscottart.com

806 Old Dixie Hwy Suite 2 | Lake Park, FL | 33403

CITY OF STUART, FLORIDA
DEVELOPMENT DEPARTMENT
URBAN CODE CONDITIONAL USE APPLICATION

Reviewed By: _____

Application must be legible with all relevant fields completed.

Project ID#_____
(Staff Entry)

Pre-App Conference Date: July 2021	Application Date: August 2021
Project Name: Atlantic Point Marina	
Parcel ID# 32-37-41-004-020-0011	Project Address: 75 NW Flagler Avenue Stuart FL 34994
Zoning/CRA Sub-district: Industiral, CRA	
Subdivision: 20500 Dixie N of Roosevelt Bridge	Lot(s):

Fee: $1,536.00 – Major Urban Code Conditional Use Permit (Community Redevelopment Board and City Commission Approval)
Fee: $512.00 – Minor Urban Code Conditional Use Permit (Community Redevelopment Board)
(This does not include fees that may be charged as a result of application reviews by the City's consultants or any required recording fees)

A Minor Urban Code Conditional Use Permit shall be required for relief from the following regulations of the urban code; paint colors; public art, and architectural materials.
A Major Urban Code Conditional Use Permit shall be required for relief from the following regulations of the urban code; density, permitted uses, setbacks, location of parking, location of buildings and structures, conflicts with utilities, curb cuts, historic buildings, pitched roofs in the old downtown district, number of stories, building height not to exceed 45 feet, parking located within a building envelope, location of a formula business, and architectural requirements.

Submittal Requirements: A completed application form, one (1) copy of all documents on a PDF formatted disc electronically signed and sealed, the payment of fees, and pertinent information per application type as determined by the Development Director.

Approving Authority: The Development Director is required to prepare a staff report and recommendation concerning this application for the Community Redevelopment Board (CRB) public hearing followed by a recommendation to the City Commission.

Justification: Please provide justification supporting the request for an Urban Code Conditional Use Permit (include additional pages if needed).

Refer to the attached

(over)

General Information
(Please Print or Type)

1. Property Owner, Lessee, Contract Purchaser, or Applicant (circle one):

Name: Middle Island Management & Development LLC	City/State/Zip Code: Stuart, FL, 34994
Title: Agent: Leonard Tarzia Jr	Telephone Number:
Company: Middle Island Management & Development LLC	Facsimile Number:
Company Address: 75 NW Flagler Avenue	Email Address (optional):

2. Agent of Record (if any): The following individual is designated as the Agent of Record for the property owner, lessee, or contract purchaser and should receive all correspondence related to the application review.

Name: Donald J. Cuozzo	City/State/Zip Code: Stuart, Florida 34995
Title: President	Telephone Number: 772 485 1600
Company: Cuozzo Planning Solutions, LLC	Facsimile Number:
Company Address: P.O. Box 1939	Email Address (optional): dcuozzo@cdgplan.com

3. 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: Middle Island Management & Development LLC	City/State/Zip Code: Stuart, FL, 34994
Title: Agent: Leonard Tarzia Jr.	Telephone Number:
Company: Middle Island Management & Development LLC	Facsimile Number:
Company Address: 75 NW Flagler Avenue	Email Address (optional):

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

4. Signed this _____ day of _____, 20____.

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

State of Florida, Martin County The foregoing instrument was acknowledged before me on this _____ day of

_____ by _____ who is personally known to me, or who has produced

_____ as identification and who did/did not take an oath.

_____ Commission expires:
Notary Signature

MartinArts Council

Directors

Karen L. Barnes
Gabriella Ferraro
Ken Hooper-Capozzi
Sheryl Levine
Nicki van Vonno

Ex-Officio Members

Doug Smith
Martin County BOCC
Becky Bruner
City of Stuart
Anthony Anderson
Martin County School Board
Nancy Johnson
Economic Council of Martin County

Nancy K. Turrell
Executive Director

80 SE Ocean Blvd
Stuart, FL 34994
772-287-6676
info@martinarts.org

MartinArts.org

MEMORANDUM

TO: City of Stuart Community Redevelopment Agency Board
FR: Nancy K. Turrell, Executive Director
Elise Raffa, Communications Manager
RE: Ralph Evinrude Memorial at Atlantic Point Marina
DT: February 24, 2022

Per our agreement, the proposal for the Ralph Evinrude Memorial at Atlantic Point Marina has been reviewed.

In the opinion of the reviewers, the proposed Ralph Evinrude Memorial meets all the requirements of the City of Stuart's public art guidelines. The relocation placement selected by the developers at the main entrance provides adequate visibility and as noted in the drawings the constructed platform and installation of up-lighting is appropriate for the location.

MartinArts is a longtime supporter of historical preservation and value the importance of honoring our local history and the people who shaped our community.

Supported in part by State of Florida-Division of Cultural Affairs, The National Endowment for the Arts, Martin County Board of County Commissioners, City of Stuart & private contributions.
A copy of the official registration (#SC-03297) and any financial information may be obtained from the Division of Consumer Services by calling toll-free within the State, 1-800-435-7352. Registration does not imply endorsement, approval or recommendation by the State.

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MEMORANDUM

TO: City of Stuart Community Redevelopment Agency Board
FR: Nancy K. Turrell, Executive Director
Elise Raffa, Communications Manager
RE: Public Art Submission No. 2 - K.C. Scott Artworks
DT: February 24, 2022

Per our agreement, the proposal for the three K.C. Scott artworks at Atlantic Point Marina has been reviewed.

In the opinion of the reviewers, the proposed original nautical themed artworks meet all the requirements of the City of Stuart's public art guidelines. The placement selection of each of the works by the developers provides adequate visibility and as noted in the drawings the scale is appropriate. The reviewers are in support that Scott's original paintings created for this project are to be enlarged and printed onto the 3M outdoor material that's engineered to withstand the dynamic outdoor environment due to a waterfront location.

The selection of a professional working artist of 14 years meets with the guidelines of the program. Scott's vividly realistic paintings complement our community's value of the natural diversity and wildlife within our area as well as emphasizes our vibrant arts community that we foster. It is noted that K.C. Scott is a resident of North Palm Beach, MartinArts is an avid supporter of artists that live and work within our region and believe in giving opportunities like this to support the growth of their artistic endeavors.

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MARTIN Arts

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MEMORANDUM

TO: City of Stuart Community Redevelopment Agency Board
FR: Nancy K. Turrell, Executive Director
Elise Raffa, Communications Manager
RE: Public Art Submission No. 3 - Illuminated Mansard Roof
DT: February 24, 2022

Per our agreement, the proposal for the Illuminated Mansard Roof at Atlantic Point Marina has been reviewed.

In the opinion of the reviewers, the proposed Illuminated Mansard Roof meet all the requirements of the City of Stuart's public art guidelines.

Transportation hubs are often sites for public art installations since they by their very nature attract a large volume of people. Train stations, marinas and airports are classic locations to place art. Functional elements within these venues are often re-envisioned when an artistic element is prominent, in this case, the light.

The roofline which mimics the flow and natural rhythm of the river, enhanced by the light, elevates the artistic element that they are including with this project. Using light makes this more than just a daytime experience and allows nighttime viewers to engage in the experience.

Some examples of projects we are including with this review show light as art in these venues.

Lynn Lights, Lynn Massachusetts
https://communityprogress.org/resources/creative-placemaking/projects/lynn-lights/

'Mosaic', Fort Lauderdale Airport
https://www.broward.org/arts/publicart/Pages/Artwork.aspx?artwork=1480

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MEMORANDUM

TO: City of Stuart Community Redevelopment Agency Board
FR: Nancy K. Turrell, Executive Director
Elise Raffa, Communications Manager
RE: Public Art Submission No. 4 – Artistic Landmark
DT: February 24, 2022

Per our agreement, the proposal for the Artistic Landmark at Atlantic Point Marina has been reviewed.

The concept of an artistic landmark is a contemporary twist on a lighthouse that historically assisted boaters in navigation. Our review of this element of the proposal is limited to the artistic aspects.

We love the concept of having a place to celebrate artists by use of projection. This “art projector” can serve an amazing purpose in creative placemaking because the nature of the medium is flexible and responsive allowing a wide array of student and professional 2-d works or digital works (gifs, short films, etc.) to be featured with little to no cost once the original equipment is in place.

Unlike traditional arts venues in our community, the Artistic Landmark would allow for even greater accessibility for larger audiences to engage and enjoy with the arts. Expanding opportunities to emerging and professional artists in our region in partnership with the Atlantic Point Marina through this platform potentially opens doors for these artists to grow their artistic endeavors.

If approved, MartinArts looks forward to the partnership to curate and highlight the top artistic talents of our region in this new venue. This project may also have potential to go beyond the visual arts by following examples like those set by The New World Symphony in Miami, who livestream their performing arts events which happen inside as a simulcast for a greater population on the grounds outside.

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Sec. 3.01.08. Public art.

A. *Intent.* The intent of this section is to further the commitment of the city to the aesthetic enrichment of the Urban Code District through the private acquisition of works of art so that citizens and visitors to the Urban Code District of the city will be afforded an opportunity to enjoy and appreciate works of art.

B. *Applicability.* The provisions of this section shall apply to all new development and substantial renovations (as defined in chapter XII of this Code) in the Urban Code District with the exception of a duplex, single-family home and single-family home subdivisions.

C. *Requirements for receiving building permit.* All new development and renovation development pursuant to chapter XII shall elect one of the options listed below prior to the issuance of a building permit:

1. Provide work of art on the development site provided the work is an original and must be created individually by a professional artist or team of artists. Bronze sculptures in limited editions of not more than 50 in all sizes and materials by a single artist are allowed. The value of the work of art shall not be less than one percent of the vertical construction cost of the development. The nature of the work of art shall be proposed by the developer and shall be submitted to the city's community redevelopment board which shall review the proposal for conformity with the public art standards set forth below. An approved work of art shall be incorporated into the site plan, public lobby floor plan or the landscape plan for the development as part thereof.

2. Contribute an amount equal to or greater than one percent of the vertical construction cost in lieu of providing a work of art, a developer may pay the sum of one percent of the vertical construction cost into the public art trust fund described below. Such payment shall be made prior to issuance of a building permit for any portion of the development.

3. If the value of on-site work of art proposed on the development site is less than one percent of the vertical construction cost of the development, a developer may have an option to contribute the remaining balance of the public art fee to the public art trust fund as described below.

D. *Performance security required.*

1. If a work of art has not been approved by the community redevelopment board at the time of application for a building permit, the permit applicant shall provide a performance security bond or other surety acceptable to the city, in the amount of one percent of the value of the vertical construction which shall be posted until the work of art is approved by the community redevelopment board. The cost estimate or bid for work of art shall be provided by the artist or representative and accepted by the city. The surety may be extended no more than 12 months from the original surety expiration date. This surety shall be cancelled, or returned when the work of art has been approved by the community redevelopment board.

2. In the event an approved work of art has not been properly constructed and installed prior to the issuance of the first certificate of occupancy for any portion of the development, the permit applicant shall provide a performance security bond or other surety acceptable to the city, in the amount of one percent of the value of the vertical construction which shall be posted until the work of art is completed. The surety may be extended no more than 12 months from the original surety expiration date. This surety shall be cancelled, or returned when the work of art has been properly constructed and installed. The surety may be forfeited to the public art trust fund, and the developer and property owner cited with a code violation for failing to provide the required work of art.

E. *Application for work of art for development projects.* An application for a minor Urban Code conditional use shall be made to construct and install a work of art. The application shall include the artist's resume and portfolio establishing the artist's credentials and abilities, a detailed description of the work of art, its

proposed location on the development site and the cost evaluation as set forth below. Drawings and renderings depicting the artist(s) portfolio, the proposed work of art in terms of size/scale, color, shape, materials, and maintenance program shall be included in sufficient detail to provide the board with a clear understanding of the work of art proposed.

F. *Standards for work of art.* The community redevelopment board shall be governed by the following criteria in the exercise of their discretion to approve, approve with conditions, or disapprove the proposed installation of public art. In specific cases, the board shall have the authority to exercise discretion and approve a proposal that proves to be an exceptional work of art yet does not meet all of the following criteria.

1. The proposed art conforms to the definition of public art contained in this section;
2. The proposed art meets or exceeds the valuation requirement as provided herein;
3. The proposed art meets the location requirements;
4. The proposed art is visible from a public right-of-way and will enrich the open space;
5. The proposed art is of exceptional quality and enduring value;
6. The proposed art is an appropriate scale to the development site;
7. The proposed art is compatible with the neighborhood and not injurious to the neighborhood or otherwise detrimental to the public welfare;
8. The proposed art work reflects cultural diversity;
9. The proposed art does not constitute a safety hazard:
10. The proposed art does not require extraordinary maintenance.

G. *Maintenance of work of art.* A work of art provided and located on public or private property pursuant to this section shall be and remain the sole property of the property owner. The property owner shall be responsible for maintenance and care of the public work of art. A constructed and installed work of art approved pursuant to this section shall be retained on site in its approved condition and location and shall not be removed, replaced or altered without prior approval of the community redevelopment board.

H. *Removal or replacement.* After a work of art has been approved by the community redevelopment board, such works of art shall be retained on site in its approved location and shall not be removed without prior approval of the community redevelopment board unless replaced with a reasonably equivalent replacement work of art, except when deemed to be unsafe by the building official, in which case it must be replaced within 12 months. This includes displacement damages by natural disasters, in which case the replacement timeframe shall be at the discretion of the development director.

I. *Additional public works of art.* Following the construction and installation of a required work of art approved pursuant to this section, additional works of art are encouraged and may be constructed and installed without the approval of the community redevelopment board.

J. *Public art trust fund created.*

1. There is hereby created a public art trust fund for the deposit of payments made in lieu of the construction and installation of a work of art as required in this section.
2. Funds in the public art trust fund shall be used solely for the selection, acquisition, transportation, installation, maintenance and promotion of works of art to be displayed in the city and all expenditures from the fund for such purposes shall be approved by the community redevelopment agency. The cost of insurance for public art located on property owned by the city may be paid with funds in the public art fund.

3. All works of art purchased with funds in the public art trust fund shall be and remain the sole property of the city.

4. The public art fund shall be kept in an interest bearing account, separate from general revenues and all accrued interest shall be deposited in the public art fund.

K. *Process for commissioning artworks for public right-of-way or public places.*

1. *Artist identification.* The community redevelopment board will make a recommendation to the community redevelopment agency on the selection process that will be used for each particular project. The options for selecting artwork are:

   a. *Direct purchase.* An existing artwork is selected for a particular project.

   b. *Commission purchase (or invitation).* Artist is chosen to create a site-specific work of art.

   c. Limited or open competition:

      1) *Limited.* One or more artists are invited to submit proposals for selection.

      2) *Open.* Any artist may apply subject to criteria established by the community redevelopment board in the "call for artists."

         1. Request for qualification (RFQ) may be used when the commissioning body is interested in a larger pool or applicants for a project. Applicants are asked to submit qualifying material only (resume, images of past work, letter of interest, etc.) that a panel will use to determine suitability for the project. Based on the qualifying materials submitted, the pool of applicants is narrowed by a panelist to 3—5 artists to move forward in the competition. Finalist may be asked to submit a more detailed proposal, visit the site or make a presentation.

         2. Request for proposal (RFP) may be used to look for proposals for a specific project/site/theme. Artists are asked to submit qualification materials and a proposal for the project.

2. *Review of submittals.* The community redevelopment board shall review the submittals and make a recommendation to the community redevelopment agency. The final selection may be made by the community redevelopment agency or the community redevelopment agency with one or more additional participants (referred to as "panelist") as each project dictates. These may include a representative of the site/building/community where the artwork to be located, a local artist (not eligible for commission) or outside art/public art expert, other experts in the area of architecture, landscape architecture, engineering, urban planner, etc.

3. *Review process/criteria.* The community redevelopment board and community redevelopment agency or panelist may review the submitted visual material simultaneously with the written material. Artists are selected to move forward in the process based on set criteria, which may include but not limited to:

   a. Quality, creativity and strength of past work as indicated by visual materials submitted.

   b. Technical competence demonstrated by past work.

   c. Understanding of the project goals as indicated in the RFQ or RFP.

   d. Relevance of submitted materials to the project.

   e. Aptitude of planning and budgeting.

   f. Experience working on public art projects and demonstrated ability to adapt to meet the project goals as indicated in the RFQ or RFP.

g. Commitment to participate with agency/community as part of the concept development.

h. Local artist or previous experience working on public art within the city limits.

4. *Interview.* In the event the community redevelopment agency or panelist cannot make a unanimous decision, finalists may be invited to make a presentation to help finalize the decision. The criteria to select the artist for the project may include but not limited to:

a. Artistic excellence.

b. Ability to relate the proposed artwork to the site.

c. Experience with projects in similar scope and/or type.

d. Knowledge of fabrication and installation of public art proposed.

e. Ability to be an effective communicator, team player and work with diverse groups.

f. Ability to be detail oriented, a problem solves, an efficient project manager with an understanding of schedules and budgets.

g. Flexibility/openness of ideas.

h. Presented budget in realistic and flexible.

5. *Contracts.* The contract shall outline the responsibilities, obligations with respect to products and services being provided by the artist, and the conditions desired by the community redevelopment agency or panelist to successfully realize the artwork.

L. *Cost estimates required.* Cost estimates for determining valuation of art, posting of security or payment in lieu shall be required from the artist and/or contractor and be presented to city development staff prior to the community redevelopment board hearing.

M. *Final compliance.* The property owner will be in compliance with this section after the installation of the public art in accordance with the approved plans, inspection by city development staff and the submittal of five photographs of the artwork on the site and a notarized statement of costs expended that meets or exceeds the requirements.

(Ord. No. 2046-05, § 1, 11-28-05; Ord. No. 2375-2018, § 1, 9-24-18)

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
Community Redevelopment Board

Meeting Date: 5/3/2022 **Prepared by:** Pinal Gandhi-Savdas

Title of Item:
REDA AGREEMENT WITH MIDDLE ISLAND MANAGEMENT & DEVELOPMENT, LLC:

RESOLUTION NO. 04-2022 CRA; A RESOLUTION OF THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART, FLORIDA, AUTHORIZING THE CHAIRPERSON TO EXECUTE AN AGREEMENT BETWEEN THE STUART COMMUNITY REDEVELOPMENT AGENCY AND MIDDLE ISLAND MANAGEMENT & DEVELOPMENT, LLC, PROVIDING FOR THE ALLOCATION OF TAX INCREMENT FUNDS GENERATED FROM THE INCREASE IN PROPERTY VALUE TO THE TAX PARCEL OF THE ATLANTIC POINT MARINA MIXED USE DEVELOPMENT; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

Summary Explanation/Background Information on Agenda Request:
The proposed development project is located on the old Evinrude site overlooking the St Lucie River and near the downtown core. The project aims to create a destination marina. Atlantic Point Marina will consist of rehabilitation and repurposing of existing underutilized buildings and creating a mixed-use development project consisting of an office, retail, restaurant, boat storage and marina. The development will offer 107-boat slips to handle large vessels, a boat barn with a capacity to store 456 boats, and a glass building for an office and restaurant. The project will help meet the growing demand in the boating community, create jobs in the marine industry, and preserve and restore the historic Evinrude buildings. The underutilized site with domed rooftop buildings is highly visible from the St Lucie River, NW Dixie Highway and the future Brightline train passersby. Revitalization of the site with a new development will enhance the visual character of the downtown further north along Dixie Highway and St Lucie River and provide economic activity benefits as a waterfront community.

The applicant of Stuart Courthouse UPUD has requested that the CRA provide economic development incentives for the project. Because of the nature of the project and it's potential to positively impact the City, the staff is proposing to establish a REDA agreement to share the future TIF revenue with the developer of Atlantic Point Marina pursuant to the terms and conditions of the attached agreement.

Funding Source:
CRA Future Tax Increment Revenue from the Atlantic Point Marina Mixed-Use Development Project.

Recommended Action:
Motion to approve Resolution No. 04-2022.

ATTACHMENTS:
1. Resolution No. 04-2022 Atlantic Point Marina REDA
2. REDA Agreement
3. TIF Revenue Sharing Projection Table

BEFORE THE COMMUNITY REDEVELOPMENT AGENCY
CITY OF STUART, FLORIDA

RESOLUTION NO. 04-2022 CRA

A RESOLUTION OF THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART, FLORIDA, AUTHORIZING THE CHAIRPERSON TO EXECUTE AN AGREEMENT BETWEEN THE STUART COMMUNITY REDEVELOPMENT AGENCY AND MIDDLE ISLAND MANAGEMENT & DEVELOPMENT, LLC, PROVIDING FOR THE ALLOCATION OF TAX INCREMENT FUNDS GENERATED FROM THE INCREASE IN PROPERTY VALUE TO THE TAX PARCEL OF THE ATLANTIC POINT MARINA MIXED USE DEVELOPMENT; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

****

WHEREAS, on March 28, 2022, the Community Redevelopment Agency Board approved a Resolution No. 01-2022, amending the Real Estate Development Accelerator (REDA) Program; and

WHEREAS, on July 23, 2018, the Community Redevelopment Agency Board adopted Resolution No. 06-2018, adopting the Real Estate Development Accelerator (REDA) Pilot Program.

WHEREAS, the program guidelines were amended and property eligibility criteria were established to limit the program to specific sites and buildings within the Community Redevelopment Area that will contribute to economic prosperity of the community; and

WHEREAS, the REDA Program application for the Atlantic Point Marina Mixed Use Project was submitted prior to the amendments to the program; and

WHEREAS, the project will facilitate economic development of underutilized property and the development of mixed use project will create employment opportunities and provide new services and amenities that will directly benefit the City and its residents; and

WHEREAS, the proposed agreement between the Stuart CRA and Middle Island Management & Development, LLC, to share the increased tax revenues will fulfill the intent of the CRA Plan and provide incentives to the developer to add amenities that will improve the quality of life and provide long-term benefits to the community; and

WHEREAS, the Community Redevelopment Agency of the City of Stuart will receive a substantial benefit from this agreement.

BE IT RESOLVED BY THE COMMUNITY REDEVELOPMENT AGENCY BOARD OF THE CITY OF STUART, FLORIDA that:

SECTION 1: The Stuart Community Redevelopment Agency authorizes the Board Chairperson to execute an agreement between the Stuart Community Redevelopment Agency and Middle Island Management & Development, LLC, sharing the increased tax revenue increment as set forth in the agreement.

SECTION 2: This resolution shall take effect upon adoption.

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

	YES	NO	ABSENT	ABSTAIN
MERRITT MATHESON, CHAIRPERSON				
TROY MCDONALD, VICE CHAIRPERSON				
BECKY BRUNER, BOARD MEMBER				
MIKE MEIER, BOARD MEMBER				
EULA R. CLARKE, BOARD MEMBER				
PETE WALSON, EX-OFFICIO BOARD MEMBER				
TOM CAMPENNI, EX-OFFICIO BOARD MEMBER				

ADOPTED this _____ day of _____, 2022.

ATTEST:

_____
MARY KINDEL
CITY CLERK

_____
MERRITT MATHESON
CHAIRPERSON

APPROVED AS TO FORM
AND CORRECTNESS:

_____
MICHAEL MORTELL
CITY ATTORNEY

CRA REAL ESTATE DEVELOPMENT ACCELERATOR (REDA) PROGRAM GRANT AGREEMENT FOR THE ATLANTIC POINT MARINA PROJECT

This Real Estate Development Accelerator (REDA) Pilot Program Grant Agreement (the "Grant Agreement") is made and entered into this _____ day of _____, 2022, (the "Effective Date") by and between the **City of Stuart, Florida Community Redevelopment Agency (CRA)**, an entity created pursuant to Part III of Chapter 163, Florida Statutes, and **Middle Island Management & Development LLC**, a Florida limited liability company (**Company).**

WHEREAS, the **Company** is an entity to redevelop a parcel that will benefit the City and its residents by creating economic opportunities, increasing local employment opportunities, increasing the property tax, and stimulating development in the City; and

WHEREAS, the tax increments which will be the subject to this agreement shall consist of parcel of the Atlantic Point Marina (the "Property" or "Atlantic Point Marina") as set forth in Exhibits "A" and "B" attached hereto; and

WHEREAS, the **Company** desires to redevelop and revitalize the Property into a mixed-use development known as the Atlantic Point Marina, and as consideration for this agreement shall make improvements that will directly benefit the public as further defined in Section 4 below; and

WHEREAS, the **Company** has requested that the CRA provide certain economic development incentives related to the development; and

WHEREAS, **Company** will help to achieve the goals of the CRA's Community Redevelopment Area Plan to provide a mixed-use development; and

WHEREAS, the CRA is committed to the continual redevelopment and revitalization of areas which have not achieved their full development potential. Because of the nature of Atlantic Point Marina and its potential to positively impact the city, the CRA is proposing to provide a Tax Increment Incentive Payment to the **Company**; and

WHEREAS, the Florida Legislature has encouraged the use of public-private partnerships to rehabilitate and redevelop property within a Community Redevelopment Area; and

WHEREAS, the CRA plan provides incentives in the form of Tax Increment Incentive Payments (as defined below); and

WHEREAS, the purpose of the CRA's involvement in this redevelopment project is to encourage and accelerate the timing of the redevelopment and completion of specific components of the Atlantic Point Marina, thus generating additional tax increment revenue, which will result in enhanced economic benefit to the community and provide stability and potential for future development of adjacent properties.

NOW, THEREFORE, in consideration of the premises and of the mutual covenants herein contained, and such other good and valuable consideration, the receipt of which is hereby acknowledged, the parties agree as follows:

Section 1. Recitals. The foregoing recitals are true and correct and are incorporated into and made a part of this Agreement as if fully set forth herein.

Section 2. Definitions. The following terms shall have the following meanings:

"*Lender*" means the bank or banks, or other financial institution or institutions, or other persons or entities primarily responsible for providing financing to the Developer, or Owners of property within the Atlantic Point Marina.

"*Property*" means the parcel making up the Atlantic Point Marina. The only parcel which will qualify for tax increment distribution is attached hereto as Exhibit "A" and Exhibit "B".

"*Tax Increment Incentive Payment*" means the portion of the Tax Increment Revenues directly attributable to Atlantic Point Marina to be provided by the CRA pursuant to this Grant Agreement.

"*Tax Increment Revenue*" means the "increment revenues" (as defined in Section 163.340(22), Part III of Chapter 163, Florida Statutes) deposited into the Trust Fund that are directly attributable to Atlantic Point Marina calculated in accordance with the formula set forth in section 163.387(1), Florida Statutes. For purposes of Section 3(B) below, the "Base Year" shall be the ad valorem taxes as set forth in the initial Real Property TRIM notice published by the Martin County Property Appraiser (no later than August 15 of each year) that has been published more than 120 days prior to the issuance of the first Certificate of Occupancy. If the trim notice has been published less than 120 days prior to the issuance of the first Certificate of Occupancy, then the previous year's trim noticed mailed by the Property Appraiser in the August of the prior calendar year shall be used.

"*Tax Parcel*" means the parcel making up the Atlantic Point Marina. The tax parcel is attached hereto as Exhibit "B". Only one tax parcel listed in this agreement shall qualify for REDA. If additional parcels are created that are not listed in this agreement, no value shall be used from said parcels and no TIF shall be due to development on said parcels.

"*Taxable Assessed Value*" means, for any Tax Parcel, the assessed value for property-tax purposes as determined by the Martin County Property Appraiser or, if applicable, the Value Adjustment Board or the Nineteenth Judicial Circuit.

"*Trust Fund*" means the Redevelopment Trust Fund for the Community Redevelopment Area established pursuant to §163.387, Florida Statutes, into which are deposited the "increment revenues" (as defined in Section 163.340(22), Part III of Chapter 163, Florida Statutes) appropriated and paid each Fiscal Year by each taxing authority in connection with the Community Redevelopment Area.

Section 3. Tax Incentive Payment.

A. ***Recapture Period.*** Provided that the real estate taxes levied on the Property are paid and the **Company** complies with Section 4 referenced herein, the Tax Increment Incentive Payment will be provided to **Company** on an annual basis over a 5-year period (the "Recapture Period"). The five annual payments shall be made on May 1st of each year. In the event, the **Company** is not in default of its development order and complies with Section 4 referenced herein, the City shall pay the incentive payment on May 1, 2024; May 1, 2025; May 1, 2026; May 1, 2027, and May 1, 2028.

B. **Calculation of Tax Increment Incentive Payment**. The amount of the Tax Incentive Payment shall be 50% of the Tax Increment Revenue (TIF) resulting from increases in the taxable assessed value of the parcel listed in Exhibit "B", for each year of the five-year period. The TIF is 95% of the difference between the base year ad valorem tax and the current year ad valorem tax. If the taxable assessed value of the Property (as determined by the Martin County Property Appraiser, taking into consideration any allowable adjustments by the Value Adjustment Board) in any year during the Recapture Period exceeds the "Base Year", the Tax Increment Incentive Payment shall equal 50% of the Tax Increment Revenue. The incentive shall be 50% of the increased TIF for each calendar year during the five-year period as set forth herein. The amount of the payment shall be determined annually based upon the actual TIF generated for each calendar year.

C. The CRA's obligation to provide the Tax Increment Incentive Payment to the **Company** shall terminate upon either (a) failure to comply with a condition of this agreement by the Company or (b) the expiration of the five-year reimbursement period. In the event, the **Company** files an annual status report, the CRA will mail notice to the **Company** by each April 1 during the Recapture Period of the amount of the Tax Increment Revenue directly attributable to the parcel listed in Exhibit "B" and the applicable Tax Increment Incentive Payment which will be made on May 1 of the same year so long as the PUD is not in default.

Section 4. Public Benefits

A. The presence of the Development in the City will benefit the City and its residents by demolishing underutilized building, creating economic opportunities, increasing local employment opportunities, creating a mixed-use development, improving the quality of life with new services and amenities, and increasing the property tax. Together it will directly benefit the City and the improvements are determined to be necessary for the public health, safety and welfare, and a public purpose.

Section 5. Covenants and Representations of Company. The **Company** hereby covenants, represents, and acknowledges the following covenants and representations that the CRA has relied upon in agreeing to provide the incentives described herein:

A. **Company**. The **Company** is an entity whose members are the fee simple owner of parcel described in Exhibit "B" and will be constructing the development.

B. Approvals. The Atlantic Point Marina has received a development order approval with the City of Stuart necessary to develop Atlantic Point Marina, including the Property.

C. Taxable Value of Property. The **Company** shall not intentionally take any action or omit to take any action that would cause the taxable value of Atlantic Point Marina to materially diminish (other than as provided by law to petition the Value Adjustment Board or to otherwise challenge the property appraiser's valuation).

Section 6. Annual Status Reports. In the recapture period, the **Company** shall submit to the CRA by no later than each February 15th, annual status reports evidencing and certifying compliance with the Covenants and Representations contained in Section 4, such annual status reports to be in a form reasonably acceptable to the City Manager and the CRA's Executive Director.

Provided that the real estate taxes levied on the Property are not delinquent and the **Company** complies with Section 4 referenced herein, the Tax Increment Incentive Payment will be provided to **Company** on an annual basis over a five-year period (the "Recapture Period"). The five annual payments shall be made on May 1st of each year. In the event that the Atlantic Point Marina for the subject parcel is not in default and evidencing and certifying compliance with the Covenants and Representations contained in Section 4, the City shall pay the incentive payment on May 1, 2023; May 1, 2024; May 1, 2025; May 1, 2026, and May 1, 2027.

Section 8. Indemnification. This agreement in no way creates a joint venture between the parties. The purpose of this document is to provide a TIF incentive to the **Company** for enhancing the CRA, which is a public benefit.

Section 9. Breach and Remedy.
A. **Company's** Breach. Subject to Force Majeure (as defined herein), the **Company** failure to comply at all times with its obligations contained herein, including, but not limited to, the Covenants and Representations shall be a material breach of this Grant Agreement. Upon such breach, the CRA may deny the payment of any incentive provided for herein. In the event that the CRA Director or City Manager provides a remedy to cure the breach, the **Company** shall not have more than 120 days from its receipt of the notice to cure such breach.

The failure to cure such breach within the time period provided for above shall result in the immediate termination of this Grant Agreement. In the event of such termination, all incentive payments contemplated hereunder shall immediately cease and the obligation to provide such incentives shall be forever discharged. Additionally, CRA shall have the right to require specific performance under the terms and conditions of this Grant Agreement.

B. CRA Breach. In the event that the CRA materially breaches any of its respective obligations contained herein, including, but not limited to the obligation to provide the incentives, the **Company** must notify the CRA within 30 calendar days of the breach or the claim for the breach will be waived. If the **Company** prevails in any legal proceeding requiring the CRA to pay an economic development incentive provided for herein, then the CRA, as appropriate, shall pay statutory interest on the amount due.

Section 10. Bankruptcy or Re-organization. In the event (a) an order or decree is entered appointing a receiver of the **Company** or its assets, which is not appealed (or if appealed is determined adverse to the **Company**) or (b) a petition is filed by the Company for relief under federal bankruptcy laws or any other similar law or statute of the United States, which action is not dismissed, vacated or discharged within sixty days after the filing thereof, then the CRA shall have the right to terminate immediately this Grant Agreement.

Section 11. No Liability or Monetary Remedy. The **Company** hereby acknowledges and agrees that it is sophisticated and prudent in business transactions and proceeds at its own risk under advice of its own counsel and advisors and without reliance on the CRA, and that the CRA bears no liability for direct, indirect or consequential damages. The only remedy available to the **Company** for any breach by the CRA is contained herein.

Section 12. Severability. Any provision of this Grant Agreement held by a court of competent jurisdiction to be invalid, illegal or unenforceable shall be severable and shall not be construed to render the remainder to be invalid, illegal or unenforceable.

Section 13. Effective Date and Term. This Grant Agreement shall become effective on the Effective Date of the adoption of the resolution and severability provisions set forth herein.

Section 14. Relationship. This Grant Agreement does not evidence the creation of, nor shall it be construed as creating, a partnership or joint venture among the CRA, and the **Company**. The **Company** cannot create any obligation or responsibility on behalf of the CRA or bind the CRA in any manner. Each party is acting for its own account, and it has made its own independent decisions to enter into this Grant Agreement and as to whether the same is appropriate or proper for it based upon its own judgment and upon advice from such advisers as it has deemed necessary. Each party acknowledges that none of the other parties hereto is acting as a fiduciary for or an adviser to it in respect of this Grant Agreement or any responsibility or obligation contemplated herein. The **Company** further represents and acknowledges that no one was paid a fee, commission, gift or other consideration by the **Company** as an inducement to entering into this Grant Agreement.

Section 15. Personal Liability. No provision of this Grant Agreement is intended, nor shall any be construed, as a covenant of any official (either elected or appointed), director, employee or agent of the CRA in an individual capacity and neither shall any such

individuals be subject to personal liability by reason of any covenant or obligation of the CRA hereunder.

Section 16. Applicable Law and Venue. This Grant Agreement shall be governed by and construed in accordance with the laws of the State of Florida. Any action, in equity or law, with respect to this Grant Agreement must be brought and heard in Martin County, Florida.

Section 17. Amendement. This Grant Agreement may not be amended, unless evidenced in writing and executed by all parties hereto.

Section 18. Notices. Any notices required to be given hereunder shall be effective upon receipt and sent by either facsimile, hand-delivery, U.S. mail, first class, postage prepaid, or by certified or registered mail (return receipt requested) to the following addresses:

To the CRA
121 SW Flagler Avenue
Stuart, Florida 34994
Email: pgandhi@ci.stuart.fl.us

To **Company**:

Jeff Hardin
Middle Island Management & Development, LLC
75 NW Flagler Avenue
Stuart, FL 34994
jeff.hardin@straticon.com

Section 19. Captions. The captions and headings of sections or paragraphs used in this Grant Agreement are for convenient reference only and shall not limit, define or otherwise affect the substance or construction of provisions of this Grant Agreement.

Section 20. Entire Agreement; Conflicts. This Grant Agreement constitutes the entire agreement between the parties hereto with respect to the subject matter hereof.

IN WITNESS WHEREOF, the CRA and **Company** have executed this Grant Agreement as of the Effective Date.

COMMUNITY REDEVELOPMENT AGENCY

By: _____
Merritt Matheson, Chairperson

Attest:

_____
Mary Kindel, City Clerk

Approved as to form and legal sufficiency
this ____ day of _____, 20__.
_____
Michael Mortell, City Attorney,
City of Stuart, Florida

STATE OF FLORIDA
COUNTY OF MARTIN
The foregoing instrument was acknowledged before me this ____ day of _____, 20__, by Eula R. Clarke, who is personally known to me.

_____
Notary Public, State of Florida
Printed Name: _____

Company – MIDDLE ISLAND MANAGEMENT & DEVELOPMENT LLC
a Florida limited liability company

By: _____
Name: _____
Title: _____

Witnesses:
(1) Sign Name:
Print Name: _____

(2) Sign Name: _____
Print Name: _____

STATE OF FLORIDA
COUNTY OF _____
The foregoing instrument was acknowledged before me this ____ day of_____, 20__, by _____, as the _____ of _____, a Florida limited liability company, and who has acknowledged that he/she has executed the same on behalf of _____ and that he/she was authorized to do so. He/She is personally known to me or has produced _____ as identification.

_____

Notary Public, State of Florida
Printed Name: _____

EXHIBIT A – LOCATION MAP

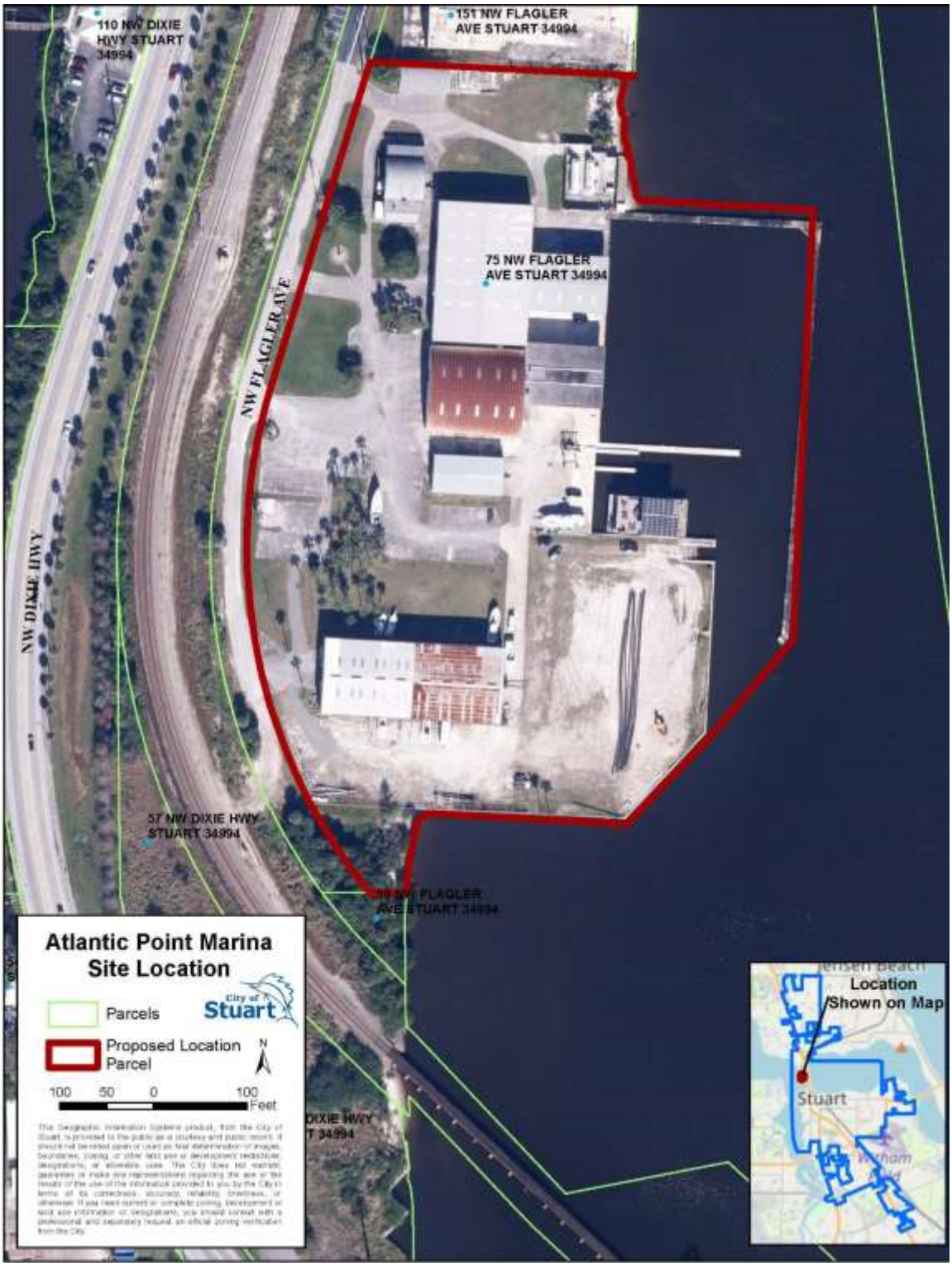

EXHIBIT B

PCN#	Lot # & Legal *
32-37-41-004-020-00110-0	RIVERSIDE PARK, LOTS 11 THRU 28

**To properly make the calculations regarding the benefits due to the applicant, the "Base Year" shall be the valuation as set forth in the initial Real Property TRIM notice published by the Martin County Property Appraiser (no later than August 15 of each year) that has been published more than 120 days prior to the issuance of the first Certificate of Occupancy. If the trim notice has been published less than 120 days prior to the issuance of the first Certificate of Occupancy, then the previous year's trim noticed mailed by the Property Appraiser in the August of the prior calendar year shall be used.*

Example:
(A) Developer obtains C/O on February 1, 2023. Then Base value is the value set forth in the Trim Notice sent by property appraiser in August 2022.
(B) Developer obtains C/O on November 1, 2023. (Because the most recent trim Notice was published in August 2023, it shall be agreed to use the August 2022 trim notice). Then August 2022 Trim notice shall be used and not the trim notice issued 60 days prior.

Atlantic Point Marina

	Year 1 (2022)	Year 2 (2023)	Year 3 (2024)**	Year 4 (2025)	Year 5 (2026)	Year 6 (2027)	Year 7 (2028)	Year 8 (2029)	Year 9 (2030)	Year 10 (2031)
Base Assessed Value*	$12,711,680	$12,711,680	$13,000,000	$13,000,000	$13,000,000	$13,000,000	$13,000,000	$13,000,000	$13,000,000	$13,000,000
New Assessed Value	$13,000,000	$15,000,000	$29,647,530	$30,530,009	$31,471,757	$32,476,880	$33,549,774	$34,695,144	$35,918,026	$37,223,808
Increment Assessed Value	$288,320	$2,288,320	$16,647,530	$17,530,009	$18,471,757	$19,476,880	$20,549,774	$21,695,144	$22,918,026	$24,223,808
City Mil	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
City TIF Contribution	$1,370	$10,870	$79,076	$83,268	$87,741	$92,515	$97,611	$103,052	$108,861	$115,063
County Mil	6.7619	6.7619	6.7619	6.7619	6.7619	6.7619	6.7619	6.7619	6.7619	6.7619
County TIF Contribution	$1,852	$14,700	$106,940	$112,609	$118,659	$125,116	$132,008	$139,365	$147,221	$155,609
Total TIF Contribution	$3,222	$25,569	$186,016.26	$195,876.91	$206,399.81	$217,630.86	$229,619.17	$242,417.31	$256,081.55	$270,672.11
Revenue Allocation										
Tax Parcel (Developer)	$0	$0	$93,008	$97,938	$103,200	$108,815	$114,810	$0	$0	$0
CRA	$3,222	$25,569	$93,008	$97,938	$103,200	$108,815	$114,810	$242,417	$256,082	$270,672
Total TIF Revenue to Developer										$517,771
Total TIF Revenue to CRA										$1,315,734

**Five-year recapture periord shall be May 2024 - May 2028

CITY OF STUART, FLORIDA
AGENDA ITEM REQUEST
Community Redevelopment Board

Meeting Date: 5/3/2022 **Prepared by:** Pinal Gandhi-Savdas

Title of Item:
EXPANSION OF OUTDOOR DINING

RESOLUTION NUMBER 06-2022 CRA; A RESOLUTION OF THE BOARD OF THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART, FLORIDA, AUTHORIZING THE EXPANSION OF THE OUTDOOR DINING PROGRAM BOUNDARY AND USE OF THE PUBLIC-RIGHT-OF-WAY FOR DINING AREA; PROVIDING FOR CONFLICTS; SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

Summary Explanation/Background Information on Agenda Request:
The City's downtown has changed dramatically over the years and the economic activity has expanded beyond the Historic Downtown Core. The vitality generated by the Historic Downtown District now extends into surrounding areas including SE Ocean Blvd, SE Osceola Street, SE Seminole Street, and S Colorado Avenue (which is also part of "The Creek" Arts & Entertainment District). The CRA and City have invested significantly in the core downtown and the surrounding areas to enhance the curb appeal of the area and create a pedestrian-friendly environment (including outdoor dining areas adjacent to restaurants, public art, landscaping, streetscape improvements and numerous other aesthetic improvements). Collectively, the improvements to pedestrian-friendly areas have created a destination to surrounding restaurants and businesses of the Historic Core. The staff is proposing to take advantage of these public realm improvements by expanding the Outdoor Dining Program to surrounding areas including SE Ocean Blvd, SE Osceola Street, SE Seminole Street, and S Colorado Avenue.

The proposed outdoor dining areas outside of the Historic Downtown District should be limited to space in the public right-of-way without having an impact on the existing parking spaces, since the expanded areas are outside the parking exemption. The restaurants in the expanded areas shall comply with the guidelines and requirements of the Outdoor Dining Program and will require a license agreement to use the public right-of-way.

The proposed area along South Colorado Avenue was recommended for the Outdoor Dining Program in the "Bike Walk Colorado Place Making Master Plan," which was presented to the board in 2019.

Funding Source:
N/A

Recommended Action:
Approve Resolution No. 06-2022 CRA, amending the Outdoor Dining Program guidelines and expanding the program boundary.

ATTACHMENTS:
1. Resolution No. 06-2022 Amendment to the Downtown Outdoor Dining Program
2. Program Guidelines, Policies and Exhibits
3. Outdoor Dining Program Street Maps
4. Bike Walk Colorado Place Making Master Plan

BEFORE THE COMMUNITY REDEVELOPMENT AGENCY
CITY OF STUART, FLORIDA

RESOLUTION NUMBER 06-2022 CRA

A RESOLUTION OF THE BOARD OF THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART, FLORIDA, AUTHORIZING THE EXPANSION OF THE OUTDOOR DINING PROGRAM BOUNDARY AND USE OF THE PUBLIC-RIGHT-OF-WAY FOR DINING AREA; PROVIDING FOR CONFLICTS; SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE, AND FOR OTHER PURPOSES.

* * * * *

WHEREAS, on October 26, 2020, the Community Redevelopment Agency Board approved Resolution No. 09-2020 (CRA) amending the Outdoor Dining Master Plan and established saturation level of on-street parking spaces dedicated to Downtown Outdoor Dining Program; and

WHEREAS, on February 27, 2017, the Community Redevelopment Agency Board approved the Outdoor Dining Master Plan, which identified existing and proposed outdoor dining areas immediately adjacent to existing establishments; and

WHEREAS, on February 27, 2012, the Community Redevelopment Agency Board approved the "Downtown Stuart Outdoor Seating Strategy" as a pilot program, which allowed for on-street parking spaces to be utilized for Outdoor Seating Program; and

WHEREAS, the program guidelines and policies are reviewed periodically to evaluate its effectiveness in the Community Redevelopment Area; and

WHEREAS, the CRA has identified other areas where outdoor dining strategy could be applicable; and

WHEREAS, the CRA and City have invested significantly in the downtown and surrounding areas to enhance the curb appeal of the area and create a pedestrian-friendly environment; and

WHEREAS, the improvements to pedestrian-friendly areas have created restaurant opportunities in the surrounding downtown area; and

WHEREAS, the expansion of the Outdoor Dining Program boundary could take advantage of these public realm improvements to assist boosting patronage to restaurants and retail businesses; and

WHEREAS, expanding the boundary for outdoor dining enhances the quality of life for the City of Stuart residents and contributes to the downtown economic health and vitality.

BE IT RESOLVED BY THE COMMUNITY REDEVELOPMENT AGENCY OF THE CITY OF STUART, FLORIDA, that:

SECTION 1: The Stuart Community Redevelopment Agency Board has determined that the amendment to the program guidelines and boundary is in the best interest of the Community Redevelopment Area.

SECTION 2: The Community Redevelopment Agency authorizes the Board Chairperson to execute a resolution adopting the "Outdoor Dining Program Guidelines and Policies" attached hereto.

SECTION 3: This resolution shall take effect upon adoption.

Resolution Number 06-2022 CRA
Outdoor Dining Program Amendment

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

	YES	NO	ABSENT	ABSTAIN
MERRITT MATHESON, CHAIRPERSON				
TROY MCDONALD, VICE CHAIRPERSON				
BECKY BRUNER, BOARD MEMBER				
MIKE MEIER, BOARD MEMBER				
EULA R. CLARKE, BOARD MEMBER				
PETE WALSON, EX-OFFICIO BOARD MEMBER				
TOM CAMPENNI, EX-OFFICIO BOARD MEMBER				

ADOPTED this _____ day of _____, 2022.

ATTEST:

_____
MARY KINDEL
CITY CLERK

_____
MERRITT MATHESON
CHAIRPERSON

APPROVED AS TO FORM
AND CORRECTNESS:

_____
MICHAEL MORTELL
CITY ATTORNEY

~~DOWNTOWN~~ OUTDOOR DINING PROGRAM GUIDELINES AND POLICIES

DEFINITIONS

1. **"Establishment"** shall be defined as any restaurant, bar or other food establishment located within the ~~Downtown~~ Outdoor Dining Program boundary as depicted in Exhibit A.

2. **"Outdoor Dining Area"** shall be defined as any portion of a restaurant, bar or other food or beverage establishment located on the City's public rights-of-way where patrons consume food and/or beverages provided by an adjacent food service establishment within the program boundary. Use of the public right-of-way for outdoor dining activities may only occur pursuant to an Outdoor Dining License Agreement.

~~DOWNTOWN~~ OUTDOOR DINING PROGRAM GUIDELINES

1. Only properties meeting the definition of "Establishment" shall qualify for the Outdoor Dining Area.

2. ~~Downtown~~ Outdoor Dining Program shall be limited to the ~~parking~~ areas depicted in **Exhibit A**. The courtyard area along SW Seminole Street is included and is eligible for the outdoor dining program and guidelines.

3. ~~Downtown~~ Outdoor Dining Program shall be limited to 8% saturation level of the total available parking spaces within the Historic Downtown District program boundary. The 8% saturation level applies to those application seeking to use the existing parking spaces within the Historic Downtown District.

~~3.~~4. Additional space ~~on the sidewalk~~ in the public right-of-way that does not impact the existing parking spaces located ~~directly~~ adjacent to the establishment throughout the City shall be available on limited basis and at the discretion of the City Manager and shall meet the guidelines herein.

~~4.~~5. Outdoor Dining area within the Historic Downtown District shall not exceed removal of more than 2 parking stalls along the street adjacent to the establishment.

~~5.~~6. All Signage or advertisement is prohibited on outdoor furniture/shading elements.

~~6.~~7. Outdoor Dining seating shall not require additional parking.

~~7.~~8. Establishments shall comply with all local, state and/or federal laws and regulations applicable to the operation and improvements of Outdoor Dining Areas.

~~8.~~9. Applicant recognizes that this program does not vest any property rights and the City of Stuart has the right to terminate without claim by the applicant.

~~9.~~10. ~~Downtown~~ Outdoor Dining Program does not qualify for the Business Improvement Reimbursement Program (BIRP) Grant.

FURNITURE AND FIXTURES

1. Establishments are responsible for providing the furniture for their Outdoor Dining Areas. All furniture/elements must be entirely contained within the Outdoor Dining Area.

2. For outdoor dining area approved on a deck, e~~E~~stablishments shall provide a minimum of 2-3 potted planters that is at least 6 feet in height and spaced out evenly at the closest edge of the road.

3. Establishments are required to maintain all furniture in Outdoor Dining Areas in good visual appearance, without visible facing, dents, tears, rust, corrosion or chipping or peeling paint. All furniture shall be maintained in a clean condition at all times. All furniture shall be durable and sufficiently sturdy as to not blow over with normal winds.

4. All furniture other than dining tables, chairs, shading elements and planters are prohibited in the Outdoor Dining Area. The furniture shall always remain in the outdoor dining area unless the City declares a state of emergency due to a storm or strong winds. Examples of prohibited furniture include, but are not limited to, serving stations, bar counters, shelves, racks, sofas, trash receptacles (other than those provided by the city) and torches.

5. For Historic Downtown District, ~~A~~all furniture, railings and shading elements shall comply with the recommended traditional style as provided in **Exhibit B.** Establishments seeking any other type of furniture, fixtures or shading element other than what is permitted under **Exhibit B** will require approval by the Community Redevelopment Board (CRB).

~~5.~~6. . For Downtown East Extension and Colorado Avenue, establishments shall provide images of type of outdoor seating furniture (tables, chairs, umbrellas, potted plants) for approval by the CRA Administrator or City Manager. Any other type of fixtures or shading element will require approval by the Community Redevelopment Board (CRB).

~~6.~~7. Outdoor furniture and fixtures should complement the architectural style and colors of the adjacent building.

~~7.~~8. All furniture, railings, and shading elements shall remain within the outdoor dining deck area only as shown and approved on the site plan.

~~8.~~9. For outdoor dining area approved on the sidewalk, there shall be no furniture encroaching into public sidewalk, and shall at all times provide a clear, minimum, 4' path.

~~9.~~10. Furniture must be Freestanding. It must not be secured to trees, lampposts, street signs, hydrants, or any other street infrastructure by means of ropes, chains, or any other such devices, whether during restaurant operating hours or at times when the restaurant is closed.

Tables:

1. Tables may be colored or of a natural unpainted material (i.e., aluminum, iron, or wood).

2. Square or rectangular tables are strongly recommended.

3. Although optimal table size varies by each establishment's specific Outdoor Dining Area, smaller tables are preferred and more efficient and flexible.

4. Establishments should strive for space-efficient seating layouts and furniture configuration.

5. If outdoor dining permitted on sidewalk, square or rectangular tables may fit flush against a building's wall to allow more space for patrons.

Chairs:

1. Chairs shall be colored or of a natural unpainted material (i.e. aluminum, iron, or wood).

2. All chairs used within a particular establishment's outdoor seating area must match or be harmonious with each other by being of visually similar design, construction or color.

Shades or Coverings:

1. Shading elements may include umbrella, aluminum pergola, awnings, sail shade or any other element approved by the Community Redevelopment Board (CRB).

2. Motorized retractable or roll-up shades that is either made of transparent screen mesh or clear vinyl may be allowed for large openings.

3. Umbrellas shall comply with the following:
    a. Umbrellas must be of a single, solid color, which may (and is encouraged to) vary to reflect special holidays and events.
    b. Appropriately designed and sized umbrellas are permitted for use under this outdoor seating program.
    c. For outdoor dining area approved on a deck, ~~U~~umbrellas shall not extend over sidewalk.
    d. Umbrellas must be contained within the Outdoor Seating Area, and the lowest dimension of an extended umbrellas must be at least seven (7) feet above the sidewalk surface.
    e. The size and shape of any umbrella strongly affects its functionality within a constrained space. Square or octagonal umbrellas, and even clustered umbrellas are permitted.

f. Material must be fade resistant canvas (no plastic or vinyl).

4. Shading elements such as umbrellas, awnings and sail shade must blend appropriately with the surrounding built environment. The shade element fabric must be removed/replaced if faded.

Lighting/Fans:

1. All electrical items (e.g., fans, lighting, tv, air conditioning system, etc.) within the Outdoor Dining Area shall be approved by the Community Redevelopment Board. Establishment is responsible for all building permits and fees for electrical permit associated with the project.

2. Establishments shall not use any City owned electrical outlets.

Raised Decks and Railings:

1. The City shall install the standard decks and railings, which consists of raised decks constructed with wood or composite decking boards and bridge over gutter to existing sidewalk with secured iron plank.

2. Decorative railings shall be installed on all sides adjacent to roadways for barrier. The railings shall be constructed of metal (aluminum, steel, iron, or similar) and must be a black color.

3. Establishment seeking any other material for the deck and/or railings shall be approved by the Community Redevelopment Board (CRB). Such installation shall be the responsibility of the applicant pursuant to the CRB approval. The applicant is responsible for building permits and fees associated with the improvements.

Removal of Items Owned by the Applicant:

1. Applicant shall be responsible for removing all outdoor dining furniture, umbrellas, awnings, sail shade, lighting, planters, and other items from the Outdoor Dining Area anytime the City declares a state of emergency due to a storm or strong winds.

2. In the event that an Applicant fails to remove all outdoor dining furniture, umbrellas, awnings, sail shade, lighting, planters and other items from the Outdoor Dining Area, the City may remove such items and charge the Applicant for all such costs incurred by the City.

OUTDOOR DINING REGULATIONS AND CONDITIONS

1. The spaces allocated for the Outdoor Dining Program shall be assigned on the first come first served basis. If there are no available spaces, a waiting list shall be maintained by the CRA Administrator. As soon as space becomes available, the first establishment on the list must enter into a license agreement or be removed from the list. To qualify to be on the list, you must be currently eligible and remain eligible for the license agreement based upon the terms and conditions of the program. If the establishment on the list becomes ineligible, there name shall be removed from the list. It is not assignable.

2. Renewal of Outdoor Dining License Agreements shall be accomplished by paying each year's Outdoor Dining License Fees in full by October 1st of that year. Alternatively, the Outdoor Dining

License Fees may be paid in monthly payments, with the first payment made by October 1st of the involved year and first day of each month thereafter. Outdoor Dining License Renewal Fees not received on time shall incur a Late Payment Fee of 20% of the invoiced amount.

3. The Licensee shall obtain and maintain in force during the life of the Outdoor Dining License Agreement comprehensive general liability insurance and designate the City of Stuart as additional insured for the Outdoor Dining Area. The Licensee shall provide insurance verification for each year of Outdoor License Agreement renewal. The insurance policy shall include the space between the Outdoor Dining Area and the establishment as additional insured and as depicted on the site plan. Even though the sidewalk is additionally insured, it shall not be for the exclusive use of the establishment.

3. Upon termination of the Outdoor Dining License Agreement, the licensee shall return the parking area/sidewalk to its original condition, or a condition deemed acceptable by the City Manager, and remove all personal property, furnishings, umbrellas, trash receptacles and other fixtures from the City's right-of-way.

4. In the event that an Applicant fails to remove all outdoor dining furniture/fixtures from the Outdoor Dining Area and return the parking area/sidewalk to its original condition upon termination, the City may remove such items and restore the parking space and charge the Applicant for all such costs incurred by the City.

5. Outdoor Dining License Agreements are not transferrable, delegable or assignable. In the event of a transfer of the business, the transferee shall apply to the City for a new License Agreement.

6. The City Manager is authorized to approve an Outdoor Dining License Agreement and to execute an Outdoor Dining License Agreement on behalf of the city consistent with the Outdoor Dining Program.

APPLICATION REQUIREMENTS

1. All establishments shall submit the City's ~~Downtown~~ Outdoor Dining Program Application Form to the Development Department/Community Redevelopment Agency (CRA) for review.

2. Site plan: Applicants shall provide a site plan/drawing showing the proposed Outdoor Dining Area.

3. Photos or Drawings of Furniture: Applicants shall provide photos or other graphic representation (including color and material) of furniture, planters, umbrellas, structures, needed for the City to verify that the proposed furniture conforms to the design guidelines.

4. Copy of the City of Stuart Local Business Tax Receipt for the restaurant

5. Proof of Liability Insurance (add City of Stuart as additional insured for any Outdoor Dining Area in the City's Right-of-Way per approved site plan as respect to General Liability).

6. Application must be signed by Property Owner.

7. Submit established fees for the standard deck improvements. Fees will be established after the application is submitted.

PUBLIC HEARING PROCESS

CRB approval shall follow the Minor Urban Code Conditional Use process and require one public hearing. Prior to being scheduled for a hearing, a complete application must be submitted which shall include a site plan; elevations and all design requests sought by the applicant. The submittal must be certified by a licensed architect or engineer.

EXHIBIT A

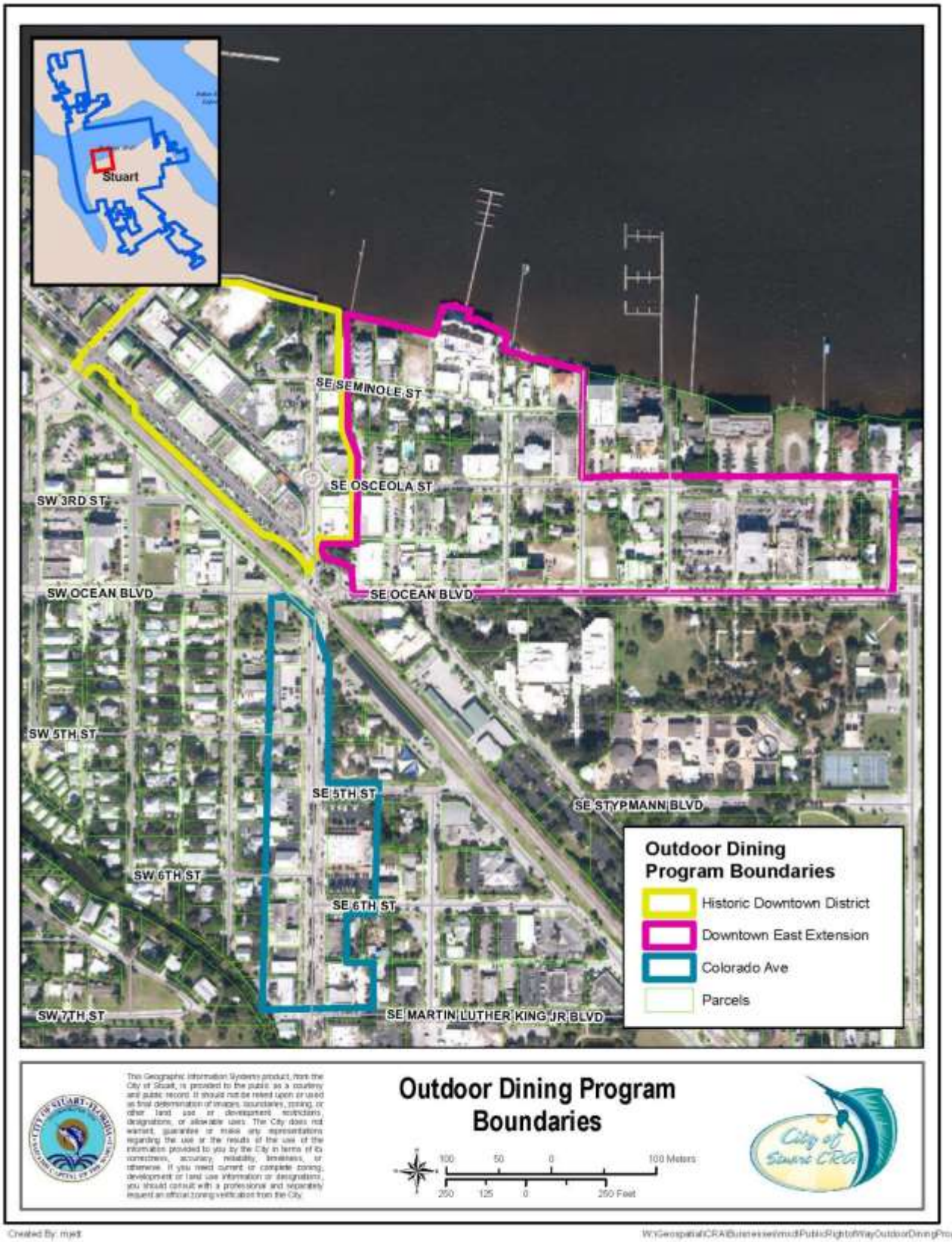

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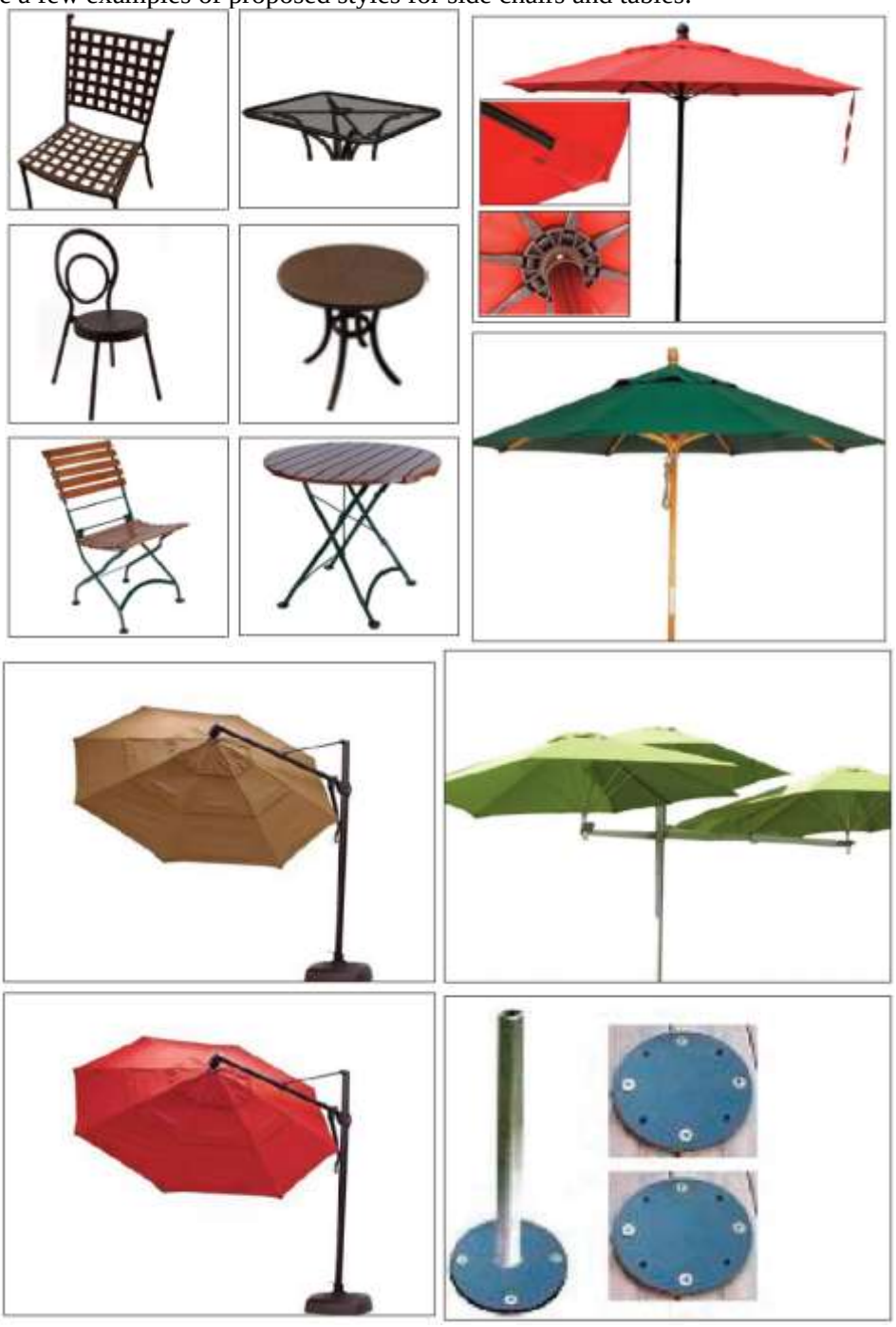
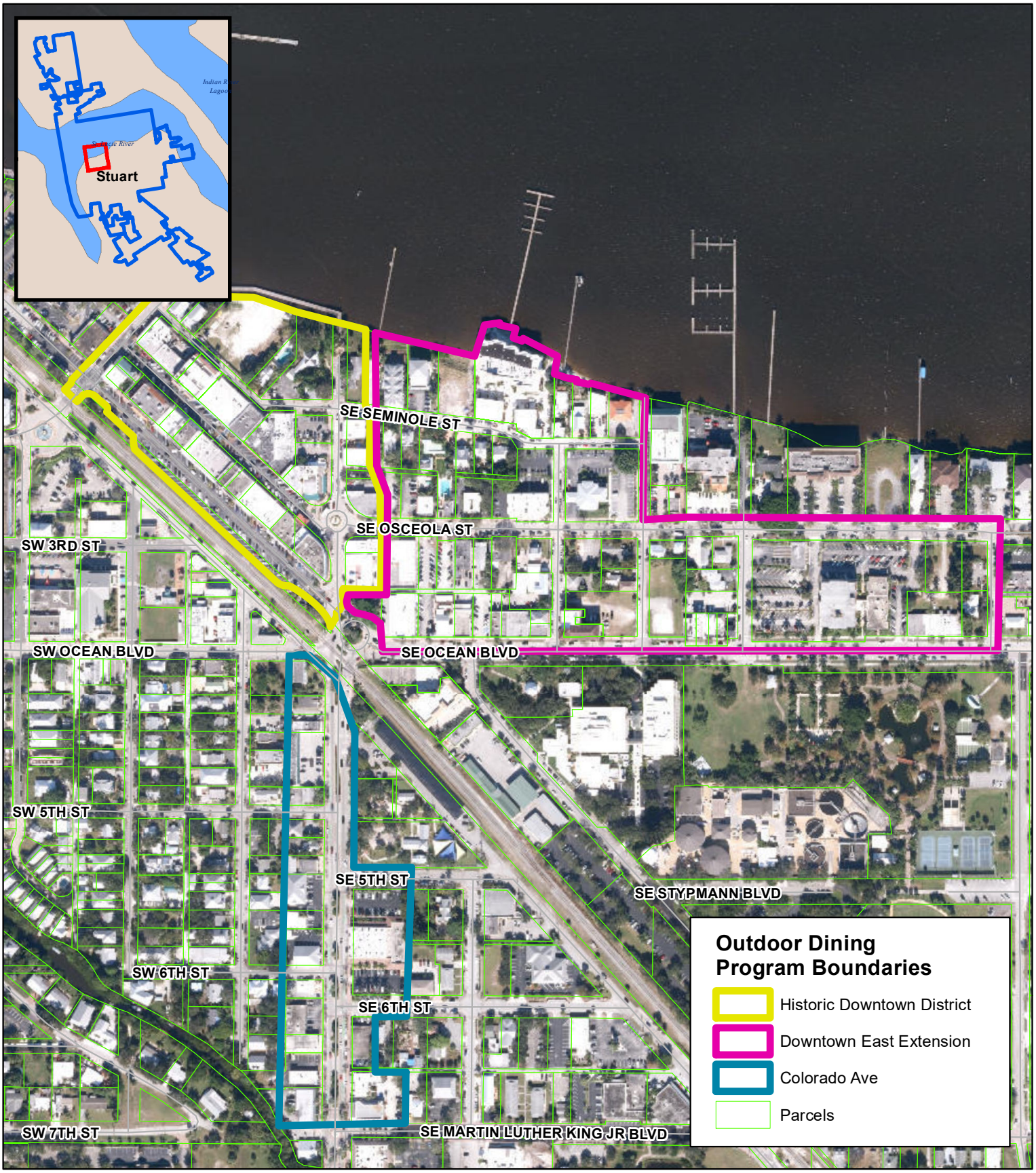
EXHIBIT B

Outdoor Seating Furniture and the elements that make up the Outdoor Seating Islands in Historic Downtown District should follow a traditional style in keeping with the ~~Downtown's~~ historic character and charm. The furniture and materials proposed in this report tend to be of simple, classical proportions and noble materials, such as aluminum, iron and wood. Dimensions of proposed elements are of constrained size and proportions.

Following are a few examples of proposed styles for side chairs and tables:





This Geographic Information Systems product, from the City of Stuart, is provided to the public as a courtesy and public record. It should not be relied upon or used as final determination of images, boundaries, zoning, or other land use or development restrictions, designations, or allowable uses. The City does not warrant, guarantee or make any representations regarding the use or the results of the use of the information provided to you by the City in terms of its correctness, accuracy, reliability, timeliness, or otherwise. If you need current or complete zoning, development or land use information or designations, you should consult with a professional and separately request an official zoning verification from the City.

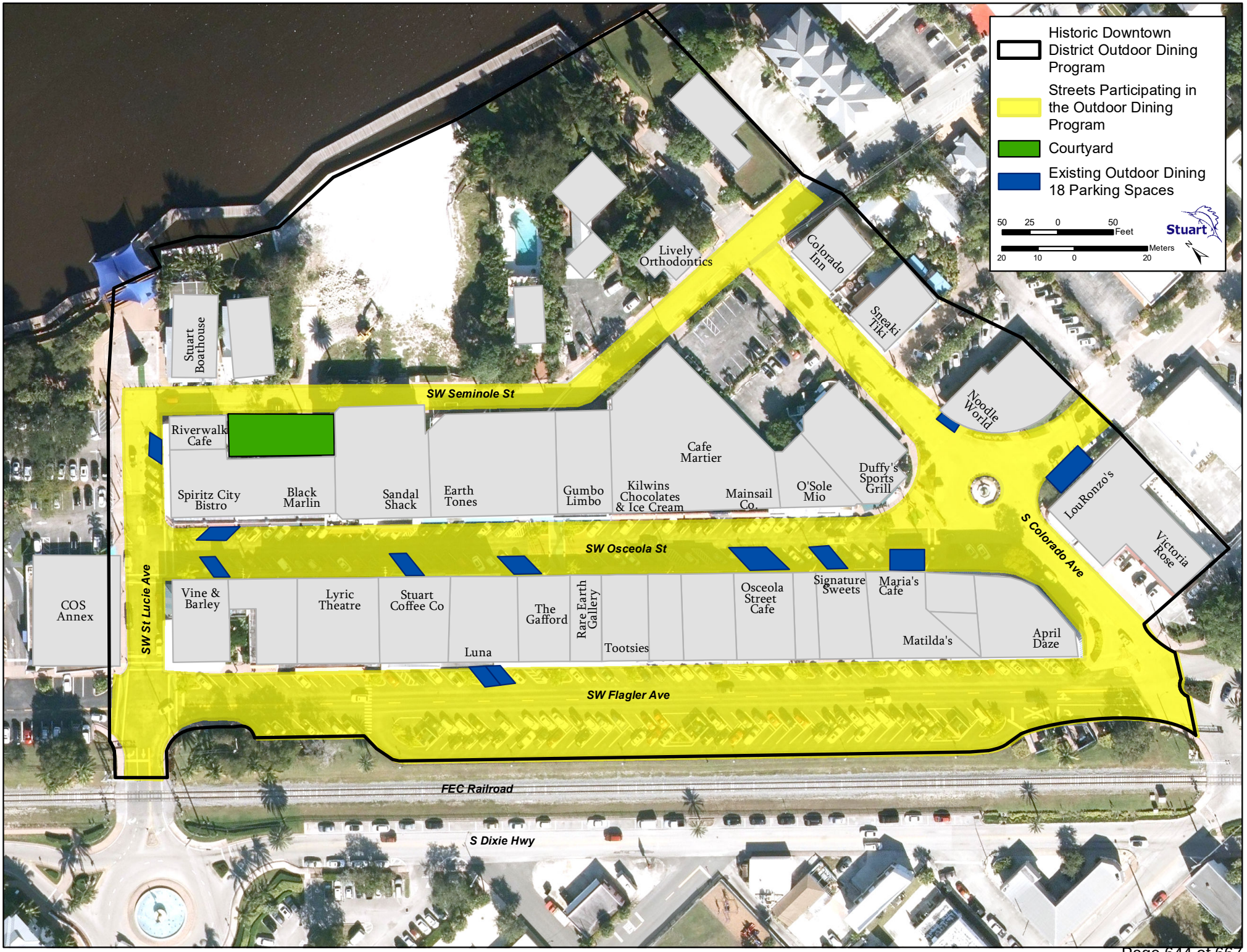
Outdoor Dining Program Boundaries

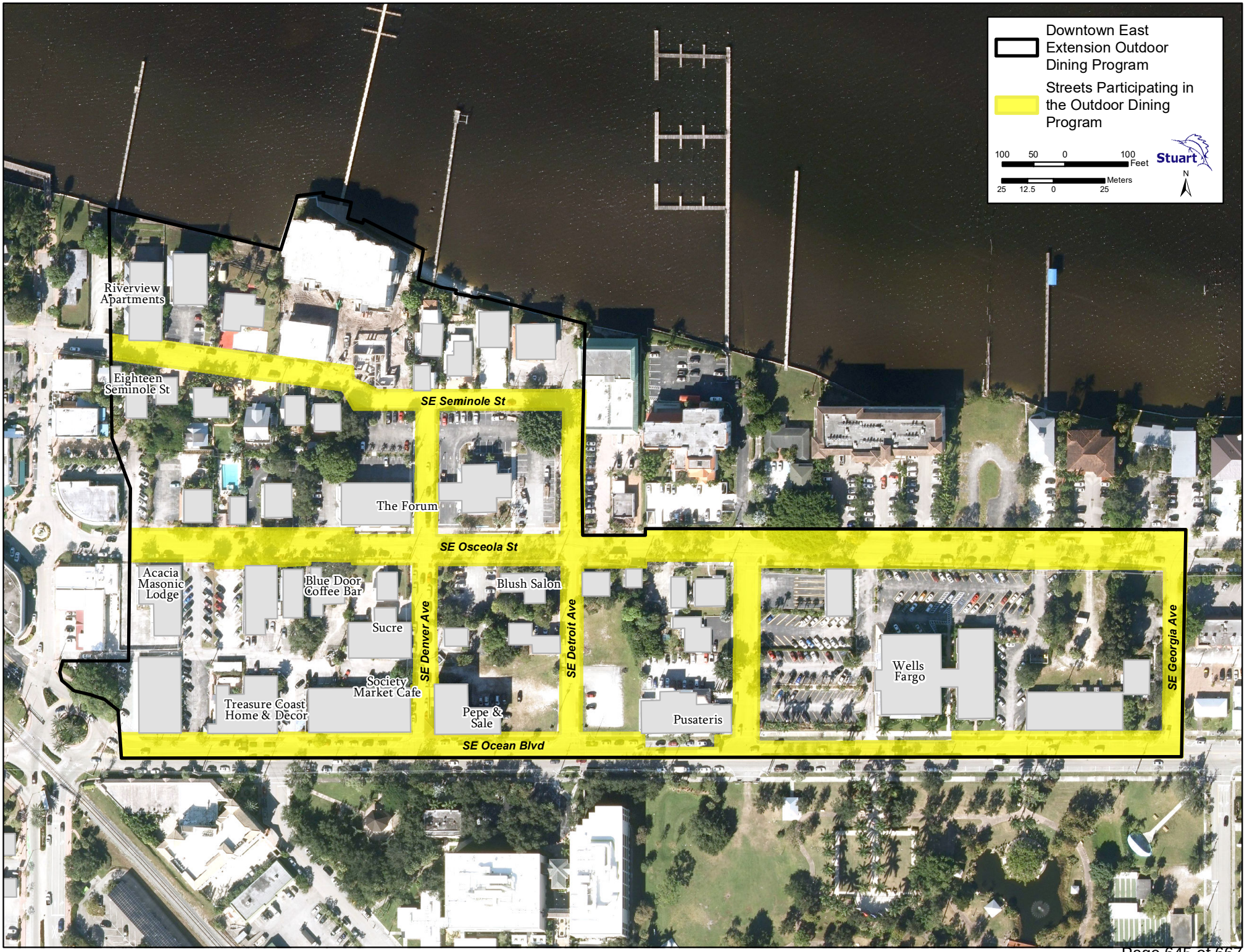
100 50 0 100 Meters

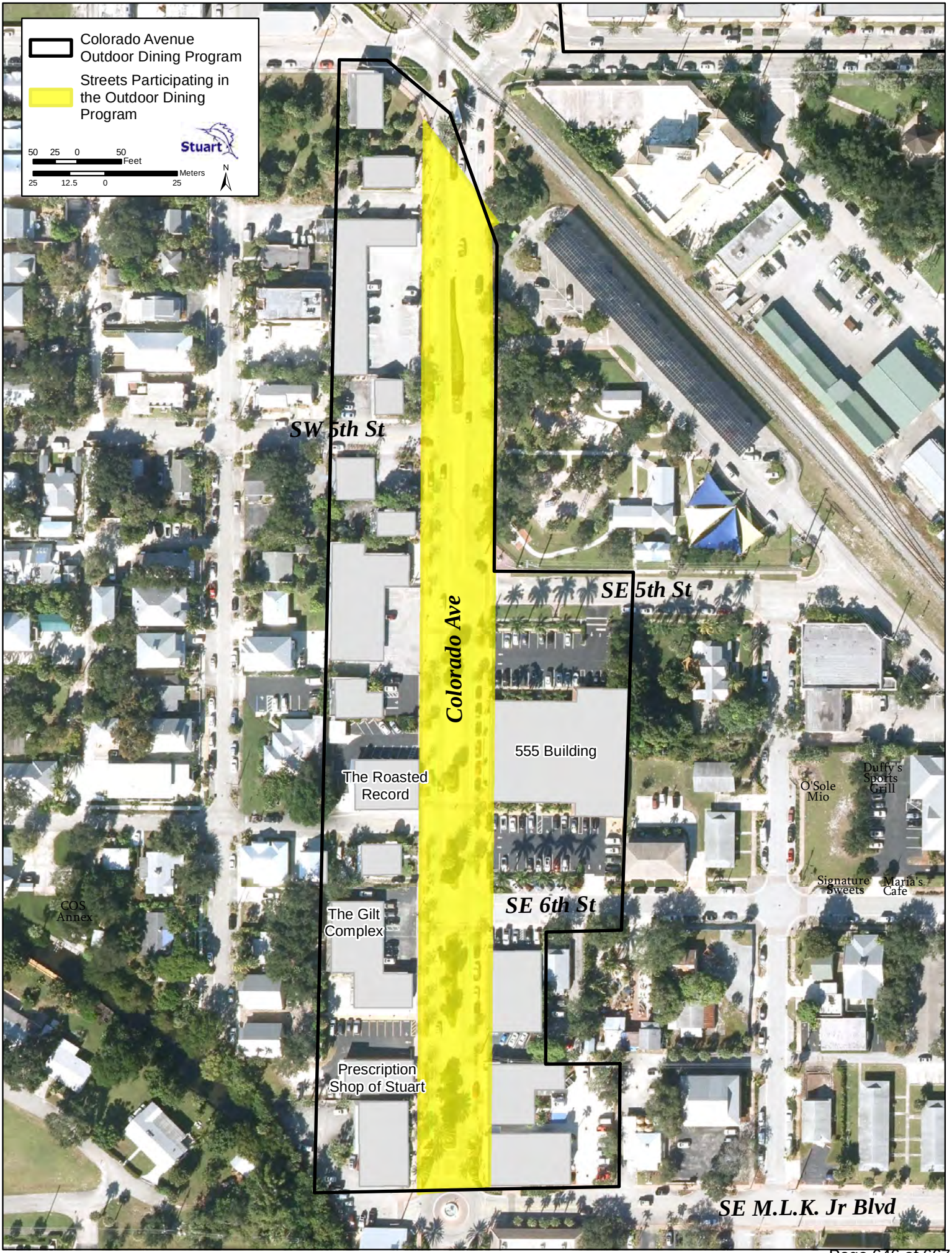
250 125 0 250 Feet

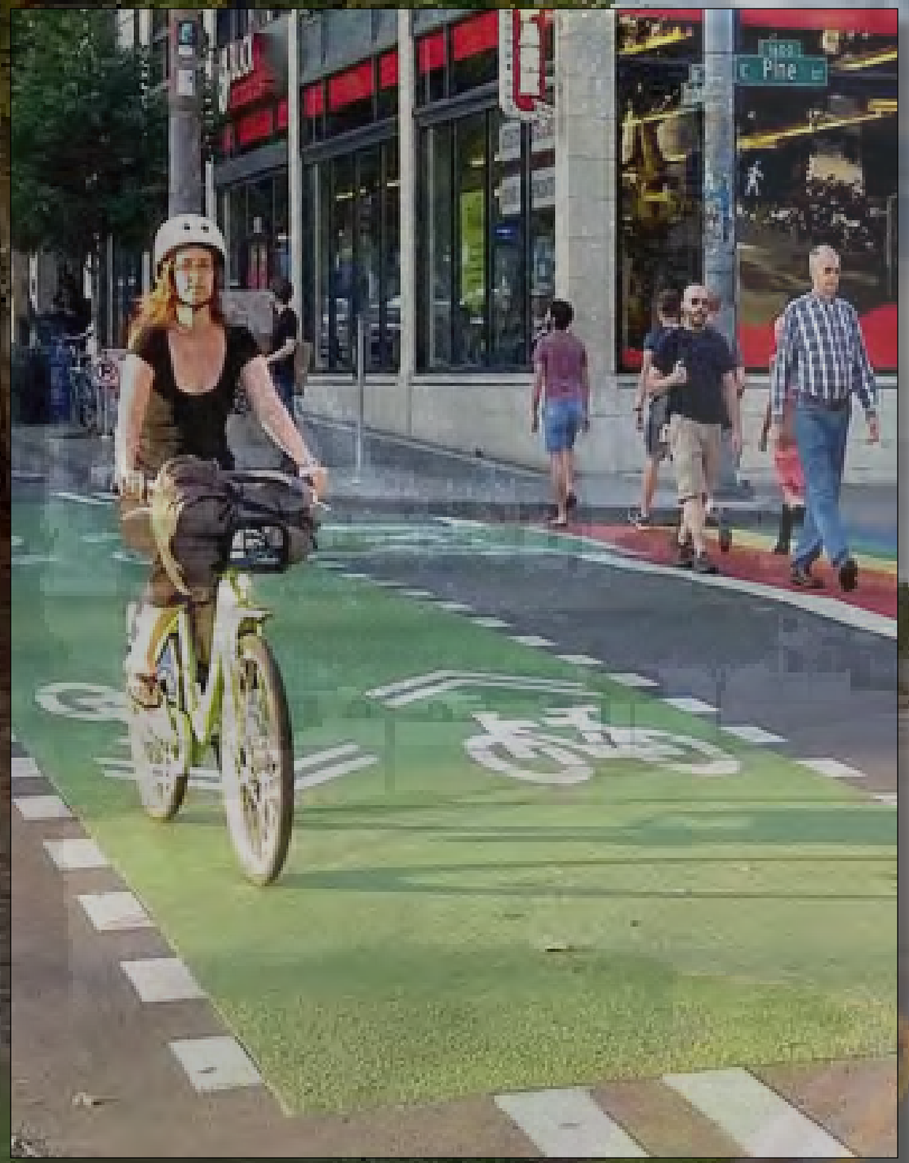
Created By: mjett

W:\Geospatial\CRA\Buisnesses\mxd\PublicRightofWayOutdoorDiningProg


Historic Downtown District Outdoor Dining Program
Streets Participating in the Outdoor Dining Program
Courtyard
Existing Outdoor Dining 18 Parking Spaces
50 25 0 50 Feet
20 10 0 20 Meters
Stuart
SW Seminole St
SW Osceola St
SW Flagler Ave
SW St Lucie Ave
S Colorado Ave
FEC Railroad
S Dixie Hwy
Stuart Boathouse
Lively Orthodontics
Colorado Inn
Sneaki Tiki
Noodle World
Riverwalk Cafe
Spiritz City Bistro
Black Marlin
Sandal Shack
Earth Tones
Gumbo Limbo
Kilwins Chocolates & Ice Cream
Cafe Martier
Mainsail Co.
O'Sole Mio
Duffy's Sports Grill
LouRonzo's
Victoria Rose
COS Annex
Vine & Barley
Lyric Theatre
Stuart Coffee Co
Luna
The Gafford
Rare Earth Gallery
Tootsies
Osceola Street Cafe
Signature Sweets
Maria's Cafe
Matilda's
April Daze


Downtown East Extension Outdoor Dining Program
Streets Participating in the Outdoor Dining Program
100 50 0 100 Feet
25 12.5 0 25 Meters
Stuart
N
Riverview Apartments
Eighteen Seminole St
SE Seminole St
The Forum
SE Osceola St
Acacia Masonic Lodge
Blue Door Coffee Bar
Sucre
Society Market Cafe
Treasure Coast Home & Decor
SE Denver Ave
Blush Salon
SE Detroit Ave
Pepe & Sale
Pusateris
Wells Fargo
SE Georgia Ave
SE Ocean Blvd


Colorado Avenue Outdoor Dining Program
Streets Participating in the Outdoor Dining Program
Stuart
50 25 0 50
Feet
25 12.5 0 25
Meters
N
SW 5th St
Colorado Ave
SE 5th St
555 Building
The Roasted Record
O'Sole Mio
Duffy's Sports Grill
Signature Sweets
Maria's Cafe
COS Annex
The Gilt Complex
SE 6th St
Prescription Shop of Stuart
SE M.L.K. Jr Blvd



Bike Walk Colorado Avenue Program

City of Stuart • Marcela Camblor & Associates

July 2019

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A Plan to Balance Mobility and Enhance Walkablility

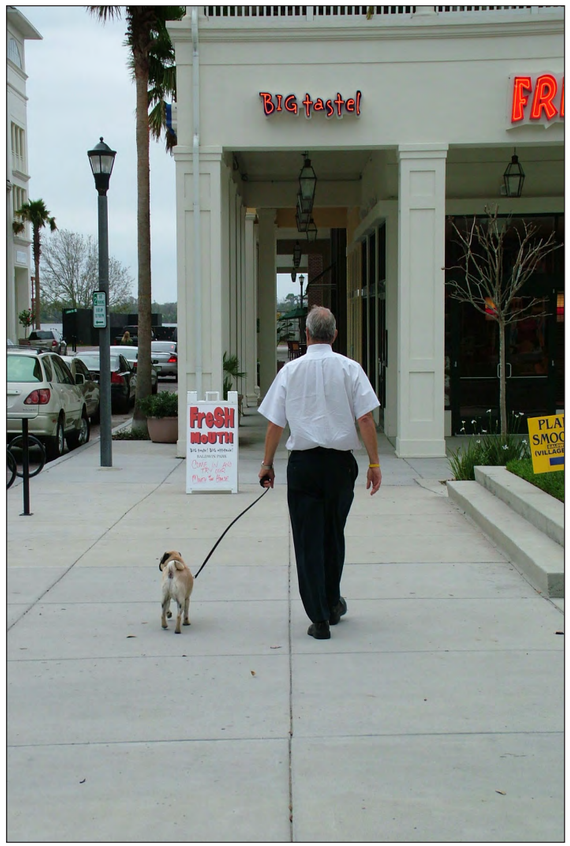
South Colorado Avenue's transformation over the last decade from a 5-lane auto-oriented environment to a mostly two-lane boulevard section has proven a successful economic development, beautification and place making strategy. A road that was previously flanked by vacant or under-performing retail and office space is now the epicenter of an emerging and highly sought out restaurant, arts and business district.

Colorado Avenue's transformation has been text-book proof that public investment in the public realm leads to private investment, increased tax base and improved safety, security and desirability.

While Colorado's improvements' have been highly successful, they focused mainly on lane reconfiguration and reduction and landscaping. This master plan supports the City's current "Bike-Walk Colorado Avenue Program" and is a blueprint to balance mobility and enhance walkability. It builds on the success of the existing improvements and seeks to further the goal of enhancing the pedestrian and bicycle experience of this signature avenue.

Factors That Affect Walkability:

- Land use mix.
- Street design.
- Street connectivity.
- Presence of trees and vegetation.
- Building types, frequency and variety
- Building placement.
- Building design, specifically entrances, storefronts and other pedestrian interaction along street frontages.
- Transparency, which includes amount and type of glass in windows and doors, orientation and proximity of homes, and buildings to watch over the street.
- Residential density (residential units per area of residential use)
- Appropriate placement of uses.
- Adequate parking.
- Shade.



Reid Ewin's 5 D's of the Built Environment:
Density, diversity, design, destination accessibility, and distance to transit heavily influence an area's walkability. Appropriate combinations of these factors influence an individual's decision to walk.

Strategies That Increase Walkability Involve:

- Completing and connecting sidewalk gaps. This includes areas where sidewalks are missing as well as areas where vehicular driveways interrupt them.
- Buffer pedestrians from moving cars by using trees, on-street parking or urban interventions such as parklets.
- Properly place or move obstructions (light poles, utility poles, improperly planted street trees, trash cans, benches, etc.)
- Increase shade: properly planted (appropriate) street trees, properly placed buildings and the inclusion of shade structures (awnings, porches, balconies, arcades, colonnades, etc.)
- Along commercial streets, remove suburban landscaping and replace with urban landscaping techniques.
- Improve pedestrian visibility at crossing points. Improve crosswalk safety at intersections by decreasing the radii of corners at curb intersections and eliminating deceleration and unnecessary turn and merge lanes.
- Incorporate attractive way finding.
- Add/enhance bicycle infrastructure.
- Provide shaded rest areas.
- Increase residential density: Walkability increases with density. Density allows for the creation of attainable housing that is closer to an individual's workplace and general needs. This encourages people to walk from place to place which increases health, decreases carbon footprint, decreases parking needs, supports transit, increases patronage of local businesses, allows for aging in place and fundamentally, provides an environment that encourages social interaction.
- Remove obstructions from the pedestrian path.

The Benefits of Walkability:

Walkability offers benefits to our health, the environment, our finances, and the "livability" of our communities.

Health: Walkability index show a relationship of healthier Body Mass Index (BMI) to physical activity of local populations. Physical activity can prevent chronic diseases and improve cardio metabolic risk profiles. Studies show that people are more prone to maintain long-term walking commitments when the walk is to a destination (to a restaurant, to a park, etc) as opposed to recreational walking (in and out the same door for exercise purposes).

Environment: 87% of CO_2 emissions are from burning fossil fuels. Walking/biking are "zero-pollution" modes of transportation. The benefits of less emissions include improved health conditions and quality of life, less smog, and less of a contribution to global climate impacts.

Finances: Cars are the second largest household expense in the U.S. Walkable environments provide more choice: the choice to live with one less or with no cars, the choice to do one or more trips by foot or by bicycle, the choice to interact and be connected with others. More and more real estate listings are displaying a neighborhood's walkability score (Walk-score). One point of Walk Score is estimated to be

worth up to $3,250 of added value for any given property. *(How Much is a Point of Walk Score Worth? By Sheharyar Bokhari)*. Local businesses, particularly non-national chains have a higher chance of prospering in high-density walkable environments.

Communities: Walkability is associated with higher levels of arts organizations, creativity, and civic engagement and increased philantropy.

Aging in Place: Walkable, mixed-use districts are often referred to as N.O.R.C.S. – Naturally Occurring Retirement Community. An environment that allows people of all ages mobility and access to needs and social interaction is critical to provide a viable housing choice for those who desire independence after they can't or won't drive anymore.

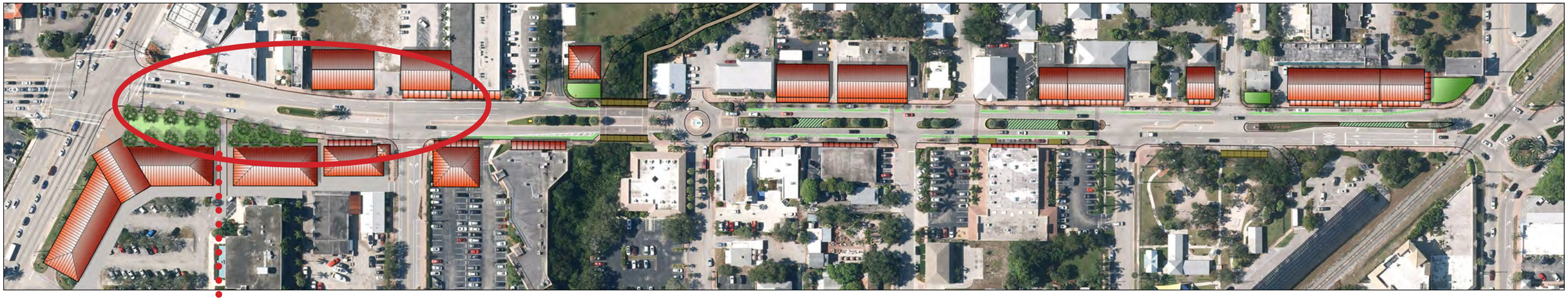
Environmental: One of most important benefits of walkability is the decrease of the automobile footprint in the community. Carbon emissions can be reduced if more people choose to walk/bike rather than drive or use public transportation.

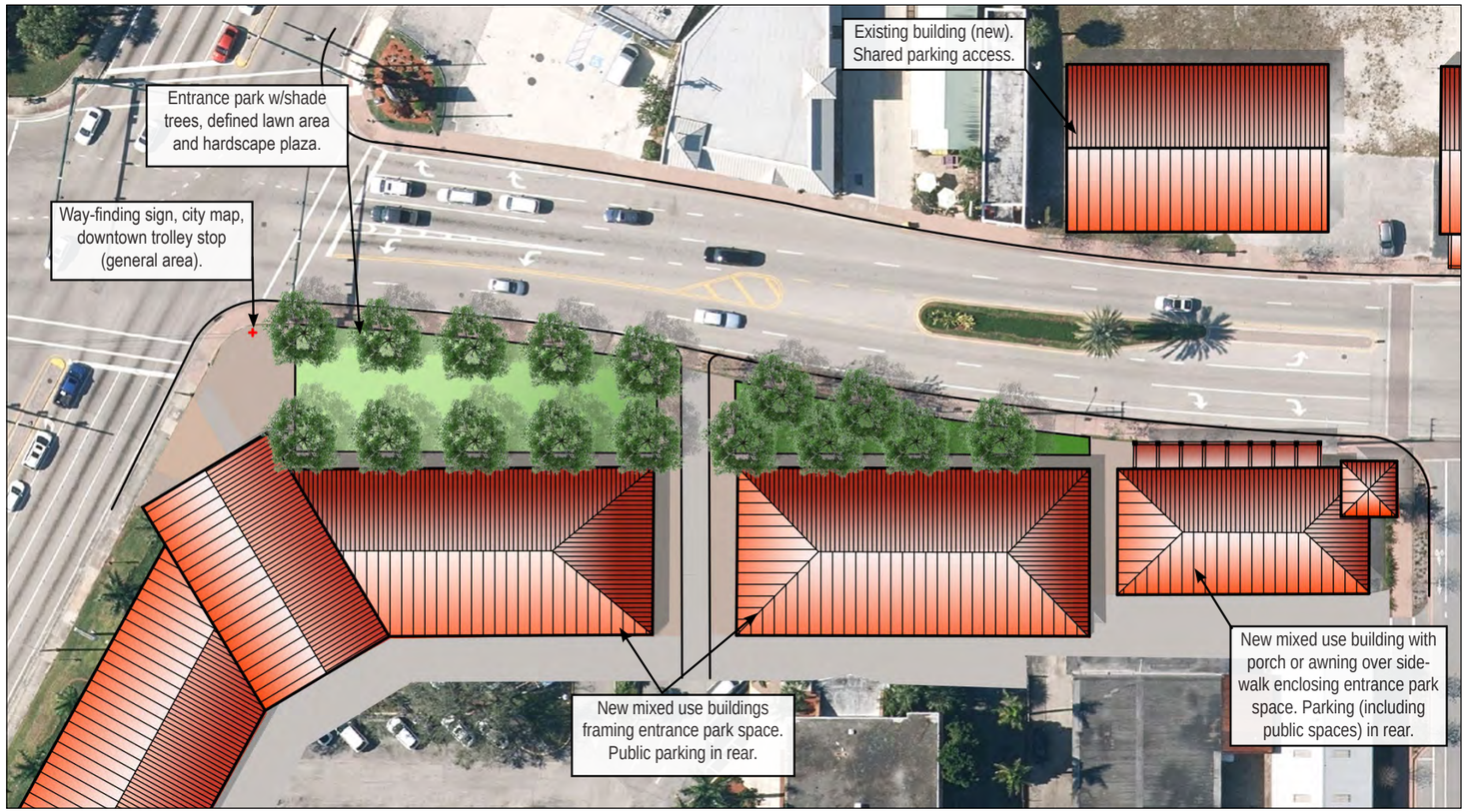
Socioeconomic: Economic benefits include cost savings both to individuals and to the public: increased efficiency of land use with higher returns for local governments (including a reduced need of land dedicated to parking), increased profitability for local businesses, increased tourism and the basis for an amenity-rich environment.

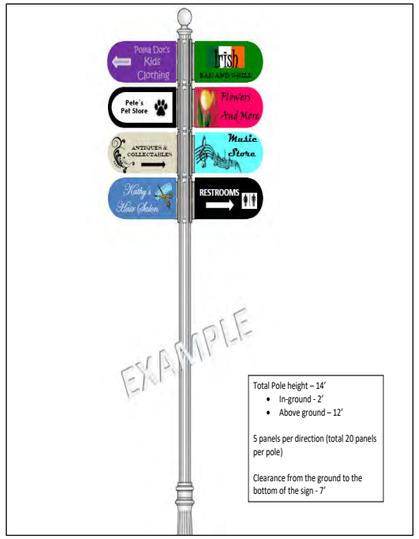
Income, age, race, ethnicity, education, household status, and having children in a household all influence walking travel.

The benefits of walkability are best guaranteed if the entire system of public streets is walkable - not limited to certain specialized routes. More sidewalks and increased walkability help promote tourism and increase property value.

Images depicting wide, covered sidewalks, shaded outdoor seating and buildings that frame and prioritize the pedestrian realm. Baldwin Park, Orlando.

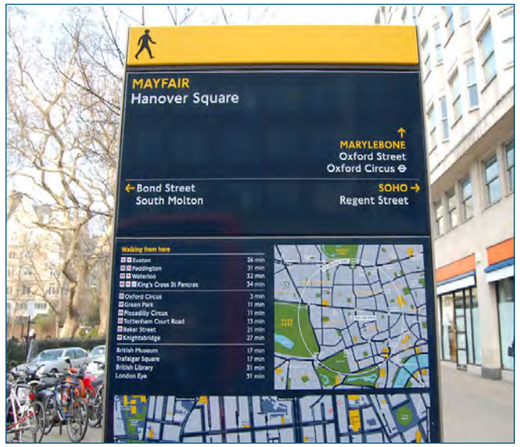






Proposed Walkability Strategy #1 - Establish Signature Public Place: The intersection of Colorado Avenue and US1 is considered a "Main and Main" intersection. It is the appropriate location to announce arrival into the downtown, define identity, locate a flagship business or restaurant and incorporate required open space in a manner that amounts to a formal, signature public plaza.

Proposed Walkability Strategy #2 - Multiple Modes of Mobility: At this location, elements such as recently adopted way finding signs and bike racks (shown above) should be supplemented with way finding maps, bike-rental or scooter rental stations, future shared car designated parking, bus and tram stops.



Sky Bike West Palm Beach; Palm Beach Segway; Lime Scooter station Tampa; Drivenow car sharing, wayfinding maps London; Sailfish in three stages of ascending - Fort Lauderdale, Dancing Fountain - Chico City; Valencia spanish ship fountain; Light city fountain, Baltimore; fish sculpture, Pompano Beach.

Proposed Walkability Strategy #3 - Experience-Defining Art: Public art that enhances the experience of destination should be carefully thought out and strategically incorporated. As shown in the Master Plan, this first section of Colorado Avenue presents opportunities for new construction on vacant sites as well as infill development.

Before-and-After rendering depicting infill development along Colorado Avenue. Buildings should be mixed use and incorporate architectural elements that provide shade and protection from natural elements. These shade and protection requirements include arcades, colonnades and balconies, awnings and canopies.

Additionally, buildings along Colorado should be placed (set back) to allow a minimum 10’ clear, unobstructed sidewalk. Areas where the building facade is recessed to allow for small, shaded and shielded outdoor seating areas are encouraged.

Landscaping for commercial buildings along Colorado should be urban (potted or constrained to specific areas as opposed to suburban planting strips).

Proposed Walkability Strategy #4 - Coordinated Public Improvements: A coordinated landscaping, lighting and power-pole placement/relocation plan should be developed and implemented as redevelopment occurs. In the section depicted on the left, trees and light fixtures should be align with power poles.

Proposed Walkability Strategy #5 - Connectivity and Lane Elimination: The last block of Colorado (top middle) has a south-bound turn lane that has forced trees to be planted on the west side of the sidewalk as opposed to between pedestrians and moving cars. As connectivity opportunities increase through redevelopment of commercial properties as shown above, an analysis to determine the feasibility of eliminating the turn lane, expand the sidewalk and add a parallel row of trees along the road should be contemplated.

Proposed Walkability Strategy #6 - Framing the Public Realm: As visitors approach downtown, a more balanced mobility and walkaility is in place. Further signaling arrival to the historic downtown is possible by adding shade structures over the urban parklets that exist where the Avenue intersects Frasier Creek. This feature would also provide much needed shade and reinforce the passive nature of the already existing parklets. Public art in the median would complete this gateway intervention,

Proposed Walkability Strategy #7 - Shade and Protection: Adding arcades, colonnades and awnings to existing buildings covering sidewalks is a simple and effective strategy to improve the experience of walking along Colorado Avenue. This action could be encouraged through a facade improvement program.

Proposed Walkability Strategy #8 - Balanced Mobility: Bike lanes along Colorado Avenue are a key element to balancing mobility. While already in place, the existing bike lanes are interrupted and should - to the extent possible- be completed. This section presents the opportunity to eliminate a suburban merge lane that would allow the extension of the bike lanes on-to Kindred Avenue.

Proposed Walkability Strategy #9 - Privately Owned Public Open Space: As buildings develop, incentives such as increased density and reduced parking should be provided in exchange for the provision of small, privately owned yet publicly accessible parks and green spaces.

Pergolas providing shade to the parklets over the Frazier Creek would announce arrival and create a signature parklet area along Colorado.

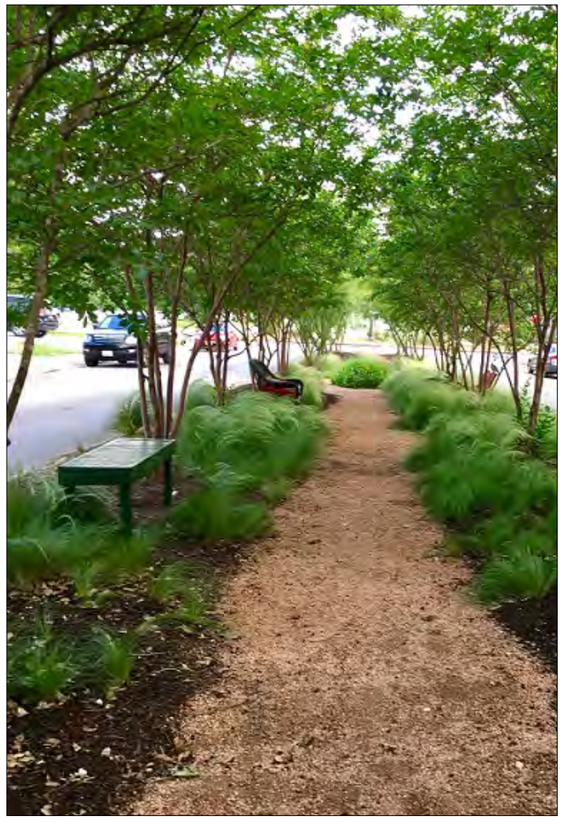
Striped road area that could be eliminated and replaced by bike lane. This re-striping proposal would extend the bike lane to Kindred Avenue.

Additionally, suburban lanscaping should be replaced by more urban landscaping allowing for wider sidewalks wherever possible. Planting strips, while beautifully maintained do not conribute to walkability in the area.

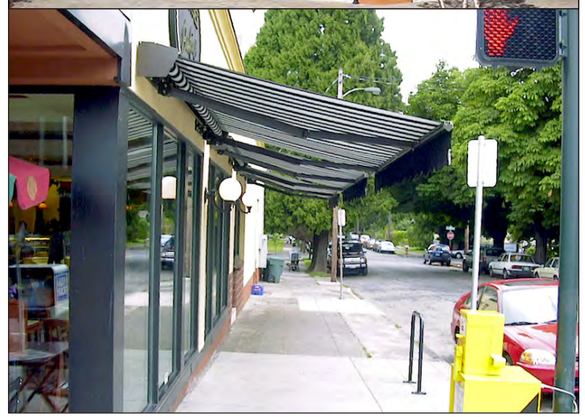
Proposed Walkability Strategy #10 - Closure of Unnecessary Median Cuts: As properties develop and redevelop in a manner that is less suburban and more consistent with a walkable, urban environment, median cuts that were originally intended to allow for turning movements into parking lots need to be closed. Closures will eliminate an unnecessary amount of conflict points between cars, bicyclists and pedestrians. Closures can be rapidly achieved with traffic dividers, planters or decorative railings.

Section III

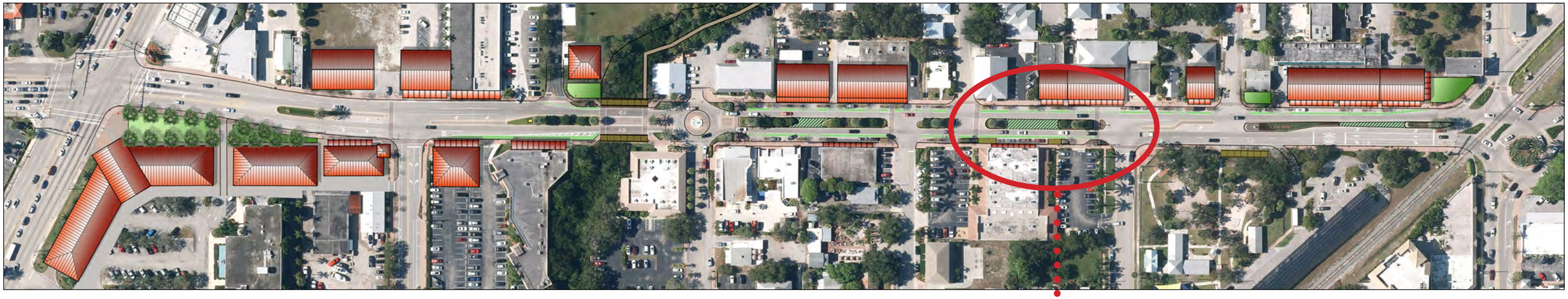
Bike Walk Colorado Avenue Program - Median Closures



Median closures reduce points of conflicts between pedestrians, bicyclists and moving cars. Closed medians may be used as small parklets, beautification and even parking



Multiple examples of shade and protection from natural elements over sidewalks. New construction should be mandated to incorporate balconies, arcaddes and colonnades. Existing buildings may add porches and awnings to provide a shaded pedestrian environment. Stretches without buildings may incorporate shade in the form of art.

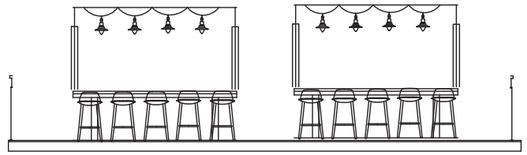


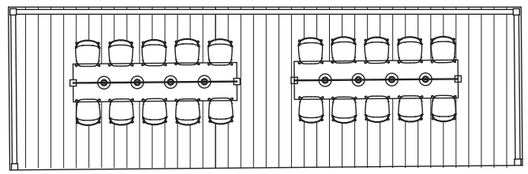
Proposed Walkability Strategy #11 - Parklets: Current changes in people's transportation habits, the growth of companies like Lyft and Uber, technological advances with self-driving vehicles, easy access to bikes, scooters and segways, public transit and a walkable street staged to encourage development where more people live closer to jobs, amenities and services will invariably lead to reduced parking needs. The City of Stuart was a pioneer in understanding this concept and replacing a few parking spaces in Main Street to allow for outdoor seating. That same successful strategy is applicable to other City streets where the intent is to create resting areas, outdoor seating opportunities, outdoor work-stations or simple gathering and socializing places. The Master Plan identifies possible locations where these types n interventions could occur.

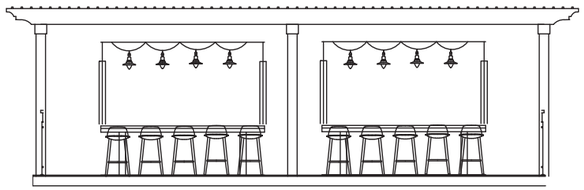
Proposed Walkability Strategy #12 - Tactical Urbanism: Tactical urbanism is an approach to community building and neighborhood strengthening that uses low-cost, short term interventions to direct attention to an issue, place or event and trigger long-term interventions. This section proposes the removal of 4 parking spaces to create a temporary, weekend-long parklet.

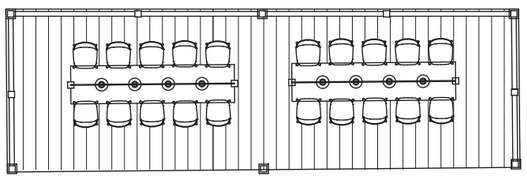
Tactical urbanism Strategies Include: Park(ing) day, play streets, pop-up retail, pop-up cafes, pop-up landscaping, intersection repair, pop-up road diets, pop-up bike lanes, pop-up lighting, street art, etc.

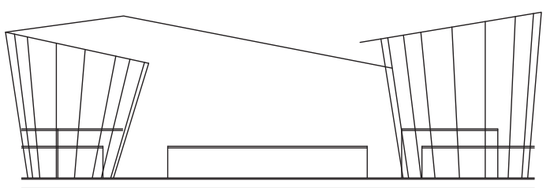
There are a number of areas along Colorado Avenue where sidewalk widenings will not be possible for a long time or even at all. At these locations, implementing a program similar to the Main Street outdoor seating one to create outdoor space for restaurants or just rest areas would be beneficial.

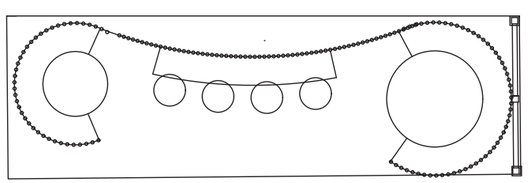






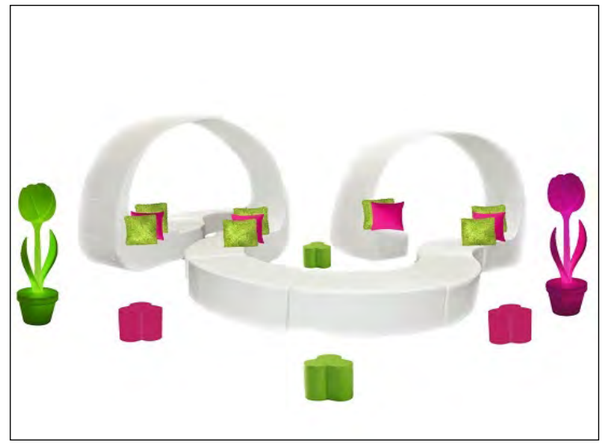






Left ine-art images show possible designs for parklets on parking spaces along Colorado Avenue. Images above depict pop-up cafe on a bycicle, 2 parkelt spaces turned into parklets with temporary furnishings and plantings and one with pergola and more permanent structures. Unlike Osceola Street, parklets and seating along Colorado Avenue should be mainly geared to socializing and resting opportunities.

Biscayne Green, Miami; bean-bag tactical urbanism; indoor furniture for park(ing) day; Agueda Portugal umbrella sky project



Tactical usranism and special event signature furnishing examples.

Proposed Walkability Strategy #13 - Shared Road: As bike lanes approach roundabouts or the railroad tracks it is common practice to merge bike lanes with travel lanes and clearly signal that the lane is a shared lane where bicyclists have the same rights and obligations as cars. The Master Plan shows areas where this signage would be appropriate.